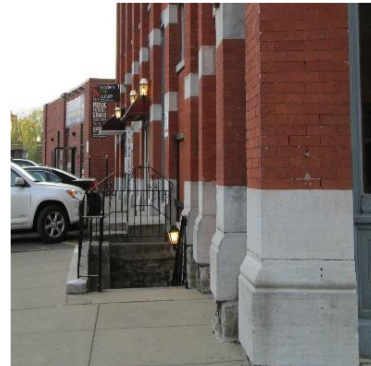
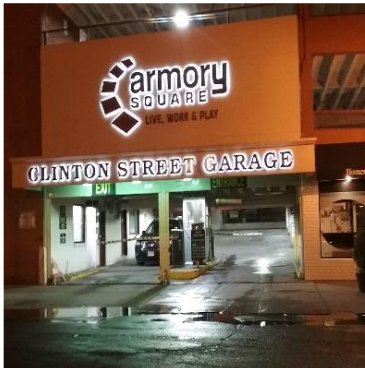
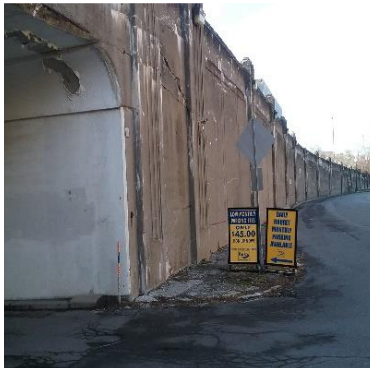
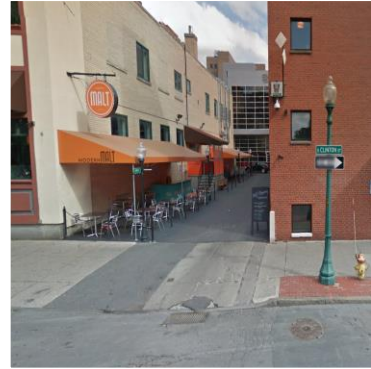


# ARMORY SQUARE MOBILITY PLAN



JUNE 2019

126 North Salina Street  
Syracuse, NY 13202  
[www.smtcmpo.org](http://www.smtcmpo.org)





# Armory Square Mobility Plan

## Syracuse Metropolitan Transportation Council

June 2019

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## Table of Contents

Executive Summary .....	vi
1. Overview .....	1
2. Study Area and Project Context.....	2
Study Area.....	2
History and Architecture.....	2
Previous Studies and Plans .....	4
City of Syracuse Land Use and Development Plan 2040 and ReZone.....	4
City of Syracuse Bicycle Infrastructure Plan .....	5
Downtown Syracuse Two-Way Feasibility Technical Analysis, SMTC.....	5
Downtown Syracuse Parking Study, Syracuse Industrial Development Agency (SIDA) .....	6
Onondaga Creek Waterfront Revitalization Strategy.....	7
Proposed Projects .....	7
I-81 Viaduct Project.....	7
Salt City Market - Allyn Family Foundation.....	7
NYS&W Viaduct Improvements .....	8
South Clinton Street Two-Way Conversion .....	8
Stormwater Separation Project – WEP .....	8
Whitlock Building .....	9
Onondaga Creekwalk, Phase II .....	9
Bike Share .....	10
3. Existing conditions .....	11
Armory Square – Blocks .....	11
Armory Square Employment and Business Activity.....	12
Bars and Restaurants.....	12
Shops.....	13
Services.....	14
Hotels .....	14
Armory Building / The MOST .....	14
Land Use and Zoning .....	15
Zoning .....	15
Demographics.....	17

Armory Square and Downtown Syracuse .....	17
Age .....	17
Race and Ethnicity .....	18
Households and Housing .....	19
Income and Poverty .....	19
Workers, Commuting, and Car Ownership.....	20
4. Mobility .....	21
Streets.....	21
South Clinton Street.....	23
West Fayette Street.....	23
South Franklin Street .....	23
West Jefferson Street.....	23
Walton Street.....	24
Bar and Restaurant Traffic .....	24
Pedestrian Activity.....	26
Accident Data – Bicyclists and Pedestrians.....	26
Parking.....	28
Off-Street Parking.....	28
On-Street Parking .....	30
Parking – Demand and Utilization.....	31
Bicycle Racks .....	33
5. Pedestrian Mobility Issues.....	34
ADA Issues .....	34
Sidewalks.....	35
Curb Ramps and Detectable Warnings .....	37
Grates .....	39
6. Sidewalk Cafes.....	40
Relevance.....	40
Permits and Regulations.....	40
Inventory.....	41
7. Stakeholder Outreach.....	43
Public Meeting.....	44
8. Design Concepts.....	45

Overview .....	45
Armory Center .....	45
General Streetscape Improvements.....	45
Design Scenarios.....	53
Walton Street – West of Onondaga Creek .....	61
Jefferson Street Circle .....	62
Scenario 1: Two-way with raised intersection.....	62
Scenario 2: One-way circle with pedestrian enhancements .....	66
South Clinton Street – Two-Way Conversion .....	66
Design Scenario 1 .....	69
Design Scenario 2 .....	69
9. Conclusion.....	73
References.....	74
APPENDICES.....	75
Appendix A – STAKEHOLDER MEETING NOTES	
Appendix B – ON-STREET PARKING UTILIZATION	
Appendix C – SMART GROWTH AMERICA PARKLET POLICY TOOLKIT	

## LIST OF FIGURES

	Page
Figure 1: Study Area	3
Figure 2: Creekwalk Phase II design drawing	10
Figure 3: Gotcha Bike	10
Figure 4: Street blocks in the Armory Square area	11
Figure 5: Total number of jobs in Armory Square, 2002 – 2015	12
Figure 6: Study Area Zoning	16
Figure 7: Age Comparison, Downtown, City, and County	18
Figure 8: Race and Ethnicity	19
Figure 9: Traffic Volumes and Roadway Functional Class	22
Figure 10: Weekday vs. weekend: South Franklin Street, 3 PM to 2 AM	25
Figure 11: Weekday vs. weekend: West Fayette Street, 3 PM to 2 AM	25
Figure 12: ADA Compliance Ratings	36
Figure 13: A 'bear-claw' style curb ramp	37

Figure 14: Lampposts in the sidewalk	38
Figure 15: Sidewalk gap	38
Figure 16: Existing sidewalk grates	38
Figure 17: Decorative ADA-compliant sidewalk grates	38
Figure 18: Truncated domes	39
Figure 19: ADA-compliant sidewalk grates	39
Figure 20: Existing sidewalk cafes and sidewalk widths	42
Figure 21: Streetscape Examples	46
Figure 22: Curb bulb-out as a gateway feature	49
Figure 23: Bollards for temporary street closures	50
Figure 24: Standard signage for a road closure (Sign R11-2)	50
Figure 25: Example of single-cable catenary lighting	51
Figure 26: Pedestrian crossing sign	52
Figure 27: An example of a high-visibility ladder crosswalk	52
Figure 28: Armory Center Design Scenario 1	54
Figure 29: An existing curbless street in Syracuse: East Genesee Street in Hanover Square	55
Figure 30: Armory Center Design Scenario 2	56
Figure 31: Armory Center Design Scenario 3	58
Figure 32: Jefferson Street Circle Existing	63
Figure 33: Jefferson Street Circle Scenario 1	64
Figure 34: Trolley Lot tunnel	65
Figure 35: Jefferson Street Circle Scenario 2	67
Figure 36: South Clinton Street – Existing Conditions	68
Figure 37: South Clinton Street – Design Scenario 1	70
Figure 38: South Clinton Street – Design Scenario 2	71
Figure 39: South Clinton Street – Cross-Section Dimensions	72

## LIST OF TABLES

Table 1 – Existing Traffic Volumes .....	21
Table 2 – Pedestrian Volumes at Study Area Intersections.....	26
Table 3 – Study Area Bicycle and Pedestrian Accidents.....	28
Table 4 – Off-Street Parking Facilities near the Study Area.....	29
Table 5 – Parking Utilization, Weekend Nights, 2007 .....	32
Table 6 – Current Intersection Level of Service by Approach .....	60

## Executive Summary

As part of the 2018-2019 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the *Armory Square Mobility Plan* for the City of Syracuse (City).

Armory Square is one of Central New York's greatest success stories: the redevelopment of a collection of underutilized warehouse and factory buildings as a thriving shopping and entertainment district. The opening of the Milton J. Rubenstein Museum of Science and Technology (MOST) in 1992 secured this neighborhood's position as one of the top tourist destinations in the region. But one of the sources of its charm – its industrial past – can also be viewed as a weakness in terms of accessibility. The architects who built this area could not have imagined parents pushing strollers past the loading docks of their dry goods warehouses or throngs of college students hanging out in front of their foundries.

One of the best places to visit in Syracuse should be one of the easiest places to get to and in which to walk around. While some Armory Square blocks are models of walkable design, others have significant shortcomings in terms of accessibility. One goal of this plan is to ensure that all of Armory Square meets minimum standards for accessibility and attractiveness.

Another goal is to evaluate the applicability of best practices in pedestrian design to specific locations in the study area. Armory Square is one of the few Syracuse neighborhoods in which pedestrians frequently outnumber motor vehicles. Streetscape enhancements should reflect this, signaling to drivers that they are sharing streets and intersections with people on foot and on bicycles.

The context for this plan is a Downtown that is in the midst of rapid redevelopment. The apartments, office space, and food hall proposed for the Salt City Market building at the intersection of South Clinton and West Onondaga Streets will transform the character of the 500 Block of South Clinton Street, as will the addition of a retail storefront on South Clinton Street in the Whitlock Building. The addition of a bike share station on the Creekwalk may increase demand for bicycle lanes in Downtown. The long-term plan to redevelop the Sibley's/Redhouse Arts Center building will revolutionize how the West Jefferson / South Clinton Street intersection is viewed and used.

Another element of infrastructure planning in this area is the court order forcing Onondaga County's Department of Water Environment Protection (WEP) to separate underground sanitary and stormwater pipes in the Armory Square area. WEP must resolve this issue, although the details of a solution have not yet been decided upon. Construction is expected within the next two to three years, and all alternatives are likely to impact traffic in the 200 Block of Walton Street and

the 400 Block of Franklin Street. The magnitude and duration of traffic disruption will depend on what is included in the final project.

Stakeholder outreach for this plan included numerous meetings with local business owners, as well as discussions with the Armory Square Association (a business group), the Syracuse Police Department, the Clinton Plaza Tenants' Association, the Downtown Syracuse TNT, ARISE, and Syracuse Parking Services. Additionally, the plan's development was guided by a study advisory committee that included representatives of the Downtown Committee, the City of Syracuse, WEP, and the Syracuse-Onondaga County Planning Agency (SOCPA). A public meeting was held on April 25, 2019.

While some pieces of Armory Square's future are in flux, others are well-known and were frequently identified during stakeholder outreach:

- on-street parking is prized by both patrons and business owners alike;
- off-street parking is the parking choice of last resort for bar and restaurant patrons, with surface lots generally preferred over parking garages;
- bars and restaurants rely on daily deliveries provided by trucks that come in a variety of sizes, primarily (but not exclusively) in the morning;
- the perception that parts of the study area are not safe are major concerns of residents, visitors, and business owners;
- accommodations for people with disabilities are present at some intersections and on some blocks, but are not consistent throughout the public right-of-way;
- the Syracuse Police Department currently closes the 100 Block of Walton Street on Friday and Saturday nights between 10:00 p.m. and 2:00 a.m.; and
- some stakeholders consider the use of police vehicles and uniformed personnel to close the street unattractive.

This plan's recommendations are intended to balance stakeholders' interests. As a transportation plan, recommendations related to policing and crime prevention are not included, per se. However, when a place is "activated" and filled with legitimate users, it reduces the ability of criminals to commit crimes without being witnessed. This plan assumes that a well-designed streetscape is more easily activated than one that lacks pedestrian amenities or is hostile to pedestrians. Streetscape recommendations work synergistically with other improvements, such as redevelopment projects and upgrades to the railroad viaduct aesthetics, to increase pedestrians' overall sense that the areas on the fringes of Armory Square are safe and attractive.

Recommendations include:

- Encourage businesses and other groups to use parklets to add outdoor seating.

- Stakeholders generally approve of this idea as an inexpensive way to liven up space that is otherwise underutilized. Some commenters were wary of adding spaces that could be occupied by panhandlers or people looking for a place to sleep. Other cities' experiences with parklets has been that they are extremely popular and used by a variety of people.
- Add bump-outs to shorten pedestrians' crossing distance to improve pedestrian safety at intersections (until such time as other improvements, such as raised intersections or curbless streets are implemented);
- Add overhead catenary lights to the 100 Block of Walton Street.
- Use bollards and signage, rather than police vehicles and personnel, to close the 100 Block of Walton Street on weekend nights.
- Convert South Clinton Street from one-way southbound to a two-way street, with one lane in each direction and on-street parking on both sides of the street.
  - Two concepts were developed for this converted street, one that includes bike lanes and one that retains existing diagonal parking spaces on the west side of the street. Comments received at the public meeting expressed support for the addition of bike lanes, but residents of Clinton Plaza Apartments prefer the option that retains diagonal parking near their building. Residents' attitudes may change over time; the Clinton Plaza Apartments Tenants' Association should be consulted before a change is implemented that could negatively impact their mobility.
- Three design scenarios were discussed for Armory Center (Walton Street east of Onondaga Creek and the 300 and 400 Blocks of South Franklin and South Clinton Streets):
  - Use a curbless street design to calm traffic and increase pedestrian visibility and mobility;
  - Implement raised intersections at South Franklin Street / Walton Street, Walton Street / South Clinton Street, and South Franklin Street / West Jefferson Street.
  - Create a permanent pedestrian mall in the 100 Block of Walton Street.
    - Some stakeholders support the creation of a pedestrian mall, but others have pointed out that keeping this space active, interesting, and well-maintained would require a significant commitment of resources. Additionally, eliminating traffic may hurt some businesses that rely on easy access from the street. Cities around the country have been re-opening former pedestrian malls in recent decades; very few cities are developing new pedestrian malls. Comments expressed at the public meeting supported raised intersections, but generally support was greatest for the curbless street concept, provided it is appropriately and safely designed and that the construction period is not significantly longer than that of other alternatives.

- Two design scenarios were discussed for the West Jefferson Street Circle (west of South Clinton Street):
  - Two-way with raised intersection:
    - Add a continuous sidewalk between South Franklin Street and the Trolley Lot (this requires taking roughly five on-street parking spaces);
    - Implement a raised intersection at the South Franklin Street / Walton Street intersection; and
    - Convert the existing crosswalk between the Trolley Lot and the sidewalk on the inside of the Jefferson Street Circle to a raised crosswalk;
  - One-way with pedestrian enhancements:
    - Make the Jefferson Street Circle a one-way street running counterclockwise;
    - Widen sidewalks on the inside of the Jefferson Street Circle; and
    - Add a continuous sidewalk between South Franklin Street and the Trolley Lot (this requires taking roughly five on-street parking spaces).
  - Stakeholder reaction to the proposed sidewalk additions, raised crosswalk, and raised intersection concept has generally been muted: no strong opinions have been expressed either in support of or in opposition to these ideas. The one-way Jefferson Street Circle concept was favored by public meeting attendees, but other stakeholders have expressed concerns that out-of-town visitors might find it confusing. Others have pointed out that it may not function adequately during evening peak hours. Northbound Franklin Street traffic frequently queues on the Jefferson Street Circle due to congestion downstream. While it is possible that, by creating an opportunity to provide both a through lane and a right-turn lane at the West Jefferson Street / South Franklin Street intersection, the conversion to one-way operations would actually improve this situation, it should also be acknowledged that the ultimate purpose of the one-way conversion would be to free up space in the public right-of-way for wider sidewalks on the inside of the Jefferson Street Circle. Until such time as the City develops a project to widen these sidewalks, the rationale for converting the circle to a one-way street would be simply to eliminate the existing bottleneck on the south side of the MOST, where a narrow street width combines with on-street parking to reduce the street to a single lane. While this is a potentially dangerous situation, the SMTC is not aware of any collisions that have resulted from it to date.

## 1. Overview

As part of the 2018-2019 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTTC) agreed to complete the *Armory Square Mobility Plan* for the City of Syracuse (City).

Armory Square is one of the great success stories in Central New York – the redevelopment of a collection of underutilized warehouse and factory buildings into a thriving shopping and entertainment district. The opening of the Milton J. Rubenstein Museum of Science and Technology (MOST) in 1992 secured this neighborhood’s position as one of the top tourist destinations in the region. But one of the sources of its charm – its industrial past – is also a significant weakness in terms of its accessibility. The architects who built this area could not have imagined parents pushing strollers past the loading docks of their dry goods warehouses or throngs of college students hanging out in front of their foundries.

One of the best places to visit in Syracuse should be one of the easiest places to get to and in which to walk around. Conversations with stakeholders indicated several key issues for pedestrian mobility:

- Parking is a challenge; on-street parking can be difficult to find and off-street parking options are, in some cases, unattractive.
- In some locations, sidewalks are blocked by street furniture such as lampposts or by features of the buildings themselves, like ramps and stairs.
- Most streets in the area are very friendly to pedestrians, with low vehicle speeds and traffic volumes. However, South Clinton Street, particularly south of West Jefferson Street, is seen as unfriendly to pedestrians.
- Perceptions of this area as not a safe place to walk alone at night can damage its appeal to visitors. At the same time, the highly visible police presence on Friday and Saturday nights – which closes down the 100 block of Walton Street to traffic – is seen by some as intimidating and unattractive to visitors.
- Outdoor seating areas are a valuable asset, both for individual businesses and the overall life of the street. In some locations, sidewalks are too narrow to allow outdoor seating.

The purpose of this study is to identify opportunities for sanding down Armory Square’s rough edges, in terms of pedestrian mobility. Additionally, the next five to ten years are going to bring significant changes to the study area. Several different agencies and organizations are planning projects or improvements in this area, in addition to the ongoing conversion of vacant buildings into apartments and office space that has been the trend in Downtown over the past decade. This plan is intended to fit in with and, to the greatest extent possible, capitalize on these initiatives.

## 2. Study Area and Project Context

### STUDY AREA

As shown in Figure 1, the Study Area is bounded by:

- Onondaga Creek to the west;
- West Fayette Street to the north;
- West Jefferson Street as far east as South Salina Street;
- South Clinton Street, and;
- Onondaga Street to the south.

### HISTORY AND ARCHITECTURE

Armory Square blends late 19<sup>th</sup> and 20<sup>th</sup> Century industrial architecture (largely composed of red brick) with a compact street design that is walkable and intimate. Part of the attraction of Armory Square is its position in a corner of downtown formed both by Onondaga Creek, which runs to the north along the western edge of the district, and by the New York, Susquehanna and Western Railway's (NYS&W) viaduct that runs northwest-southeast from West Street to Onondaga Street. Because of the creek, two major collectors terminate in Armory Square – meaning that the district gets the benefit of accessibility without the drawbacks to pedestrian movement (noise, potential safety issues) of heavy through traffic. The two minor arterials that form the district's eastern and northern boundaries, South Clinton Street and West Fayette Street respectively, have relatively low volumes in this area.

There has been an Armory on the site currently occupied by the Museum of Science and Technology (the MOST) since 1857, but the structure has evolved considerably due to both fires and additions. The current building was completed in 1907, but it retains some older features – such as a stable dating to 1876 on the building's western end.

The growth of manufacturing and warehousing in this neighborhood was driven by access to rail lines. As Robert Podfigurny and George Curry write in their history of the neighborhood: "Two railroad companies, the Delaware, Lackawanna and Western Railroad (north-to-south train) and the New York Central Railroad (east-to-west train), both built stations in Armory Square. With these developments came a great deal of business activity in the area."

The Armory Square buildings currently used for bars, restaurants, and retail were built for very different purposes. Examples include:

- Sweet on Chocolate and Benjamin's on Franklin are in the former Gray Brothers Boot & Shoe factory;



Figure 1: Study Area

- Sound Garden's current location is the first floor of what used to be the four-story Crouse-Hinds building;
- Sakana-Ya is in what was once called the 'Chicken Building', which may have once been a Crouse-Hinds Warehouse, but has also been used for meat packing and by a printing press;
- the structure that was the long-time home of Eureka Crafts was originally the 'Farmers Barn' stables, built in 1850;
- Provisions restaurant was also originally a stable;
- Limerick Pub is in the former Syracuse Billiard Table Company building;
- Pasta's Daily Bread's storefront used to be a shoe shine shop; and
- Ish Guitars is in the Hall-McChesney Building, used for printing, publishing and bookbinding.

In the 1960s and 70s, Walton Street's role as a manufacturing and warehousing center was already fading into history and some local leaders considered its large buildings unsalvageable. In May 1979, the Syracuse City Council voted to create a loan pool for property owners in the area, over the objections of some council members. One council member was quoted as saying: "Walton Street is a collective conglomeration of old warehouses with absolutely no historic charm." It was seen as having "great potential as a parking lot and nothing more." (Connor, 1979)

Local developers and entrepreneurs continued to work to improve the neighborhood. In 1984, the Armory Square Historic District, made up of 46 buildings, was placed on the National Register of Historic Places. Stores, bars, and restaurants started popping up in the 1980s. By the early 1990s, Armory Square had become a distinct entertainment district with a regional draw.

## PREVIOUS STUDIES AND PLANS

### City of Syracuse Land Use and Development Plan 2040 and ReZone

Prepared in 2012, the *Land Use and Development Plan* included a section on the "Character of Existing Neighborhoods," with descriptions of and recommendations for each of the city's neighborhoods. Of the Armory Square area, this plan states:

The Armory Square neighborhood in Downtown Syracuse is a good example of the Urban Core character area. Streets are narrow and sidewalks wide, buildings built up to the sidewalk with active first-floor uses and large storefront windows with a variety of uses on the upper floors.

Relevant recommendations from this plan include the following:

- Protect Downtown's most significant historic buildings through proactive designation as Local Protected Sites. Historic architecture is one of Downtown's strongest attractors of

new residents and businesses. Protecting these assets is an investment in the City's future as Syracuse positions itself to accept regional growth.

- Discourage the creation of additional surface parking lots (as a primary use).
- Require the ground floor of parking garages to be wrapped in retail or office uses that engage passing pedestrians and generate more visual interest. Pedestrians are likely to walk further past storefronts and other interesting elements, increasing the vibrancy of Downtown and drawing potential customers further out from existing successful anchors such as Armory Square.

The most recent version of the ReZone Zoning Map identifies all of Downtown Syracuse and some adjacent parcels as an 'MX-5' district, indicating it (appropriately enough) as the city's Central Business District. The ReZone document describes this district as providing for "areas of highest-density, transit-supportive residential development, maximum building heights, minimal parking, and the greatest range and mix of uses. This district is intended to create an attractive, pedestrian-focused streetscape."

#### [City of Syracuse Bicycle Infrastructure Plan](#)

The City of Syracuse's *Bicycle Infrastructure Plan* (Bike Plan) proposes several bicycle facilities for the Armory Square area:

- Sharrows on the portion of Walton Street west of Onondaga Creek, connecting to the Creekwalk;
- Sharrows on West Fayette Street west of Salina Street (currently in place);
- A connection between Walton Street and the cycle track on West Street (the cycle track is currently in place);
- A rail-to-trail project along the CSX rail line (a long-term project concept);
- Reduce South Salina Street to two lanes with either standard bike lanes or sharrows, as well as bike boxes at busy intersections.

#### [Downtown Syracuse Two-Way Feasibility Technical Analysis, SMTC](#)

The SMTC's 2014 *Downtown Syracuse Two-Way Feasibility Technical Analysis* evaluated the traffic impacts of three different alternatives for converting one-way streets to two-way operations. The three alternatives considered were:

- Alternative 1: Convert the majority of Downtown's one-way streets to two-way operation;
- Alternative 2: Convert a subset of streets to two-way operation in Downtown, specifically:
  - Clinton Street,
  - Warren Street,
  - Montgomery Street, and
  - Jefferson Street;

- Alternative 2B: Alternative 2, but Warren Street between Washington and Harrison Streets would continue to be a one-way street.

Alternative 2B is the alternative recommended by the *Two-Way Feasibility Analysis*. The analysis determined that: "All three alternatives are feasible with acceptable traffic operations expected. However, Alternative 2B would provide marginally better operations with less delay and fewer stops at intersections and slightly increased average vehicles speeds along city streets."

This study's information on Clinton Street is highly relevant to the Armory Square area, since Clinton Street provides direct access from I-81 southbound to the study area. As the *Two-Way Feasibility Analysis* report states: "Clinton Street is a southbound link, vital for traffic entering the City from I-81," and this street "has sufficient capacity to be converted to two-way operation."

In terms of operations, a two-way Clinton Street would be expected to function similarly to an optimized one-way Clinton Street, with a slight reduction in speeds for southbound vehicles compared to optimized<sup>1</sup> conditions but with no loss in Level of Service (LOS) grade.<sup>2</sup> According to the traffic modeling done for the *Two-Way Feasibility Analysis*, southbound Clinton would operate at LOS D under both the optimized one-way condition and all two-way operation scenarios (AM and PM peaks). Northbound Clinton Street would function at LOS C during both AM and PM peaks, except under Alternative 1, where it would operate at LOS D during the PM peak.

#### [Downtown Syracuse Parking Study, Syracuse Industrial Development Agency \(SIDA\)](#)

The 2008 *Downtown Syracuse Parking Study* was prepared by the Syracuse Industrial Development Agency (SIDA), in part to address the concern that future development in Downtown Syracuse might be impeded by real or perceived parking shortages. This study included an employee survey (conducted by the SMTC) that found that 59 percent of respondents park within a five-minute walk of their place of work, and 96 percent park within a ten-minute walk. Most workers (94 percent) reported driving alone to work, and were essentially split between parking

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<sup>1</sup> Because the analysis established that existing conditions could be substantially improved by optimizing Downtown's traffic signals, proposed two-way alternatives were compared to "optimized" conditions rather than to existing conditions.

<sup>2</sup> Level of Service (LOS) is a qualitative measure that uses grade letters "A" through "F" to relate the quality of motor vehicle traffic service. LOS A indicates freely flowing traffic with many car lengths of space between vehicles. LOS F indicates a congested facility with vehicle volumes exceeding the road's capacity. LOS B, C, D, and E are gradients between these two extremes. LOS C and D are typically considered acceptable.

in a garage (50 percent) and parking in a surface lot (46 percent), with the remainder finding on-street parking.

The *Parking Study* included an extensive analysis of on-street parking in Armory Square - discussed in detail in the "Existing Conditions" section of this plan.

#### Onondaga Creek Waterfront Revitalization Strategy

The City of Syracuse's 2013 *Onondaga Creek Waterfront Revitalization Strategy* included ideas for improving access to Onondaga Creek at various points throughout the city. Strategies for creek access in Armory Square focused on the area near the Creekwalk trailhead on West Jefferson Street. More recently, the City has been discussing opportunities to make the creek more accessible, including considering hand launches (for kayaks and other small watercraft) at Meachem Park on the city's south side.

## PROPOSED PROJECTS

#### I-81 Viaduct Project

On April 22, 2019, the New York State Department of Transportation (NYSDOT) released the preliminary Draft Environmental Impact Statement (DEIS) for the Interstate 81 Viaduct Project. The preliminary DEIS analyzed several options related to the I-81 viaduct through Downtown Syracuse. The preliminary DEIS identified the Community Grid Alternative as the preferred alternative. This alternative would remove a 1.4-mile section of the existing viaduct through Downtown Syracuse, re-designate I-481 as I-81, and re-designate a portion of what is currently the route of I-81 as Business Loop 81 (BL 81). The Community Grid alternative would disperse traffic throughout the city grid, using the existing street network.

#### Salt City Market - Allyn Family Foundation

Construction on a new building on the current Salina-Onondaga-Clinton Lot is expected to begin in 2019. The Allyn Family Foundation has plans to redevelop this property as a multi-story structure, with a food hall and market on the ground floor, office space (including the Allyn Family Foundation's offices) on the second floor, and 40 apartments on the upper floors. (Eisenstadt, 2018)

Construction of this building will eliminate approximately 120 parking spaces in the existing surface lot, while creating additional demand for parking by adding retail, office, and residential destinations to this site. The project's sponsor is working with the City of Syracuse to upgrade the pedestrian connection between this site and the Trolley Lot, located between Onondaga Creek and the elevated rail line. By improving the crossing of South Clinton Street and the pedestrian walkway under the rail line, it is hoped that use of the Trolley Lot will become more attractive to residents, workers, and visitors.

### NYS&W Viaduct Improvements

Two initiatives, one sponsored by the Milton J. Rubenstein Museum of Science and Technology (the MOST) and one a partnership between the Downtown Committee and the City-Gate Syracuse neighborhood organization, aim to improve the NYS&W railroad viaduct that runs through the study area. The MOST has partnered with local artists to develop a science and technology-related mural for the portion of the railroad viaduct that runs along Jefferson Street. The Downtown Committee and City-Gate are developing plans to upgrade the railroad bridge over West Onondaga Street and to make the area under the viaduct (along the western edge of South Clinton Street) more attractive to pedestrians.

### South Clinton Street Two-Way Conversion

The City of Syracuse is currently developing detailed designs for the conversion of 4,000 feet of South Clinton Street from one-way to two-way traffic operations, between West Jefferson Street and the street's southern terminus at Tallman Street. This is being designed as a two-lane facility, with one lane in each direction. This change will require signage and pavement marking changes, as well as modifications to the signals at West Jefferson Street and West Onondaga Street and at the pedestrian crosswalk at Clinton Plaza Apartments.

### Combined Sewer Overflow Abatement Project – WEP

Onondaga County's Department of Water Environment Protection (WEP) is under a court order to abate combined sewer overflows within the City of Syracuse. Specific to the Armory Square area, combined sewer overflow outfall 029 (CSO 029) currently discharges to Onondaga Creek near beneath the Walton Street bridge during most rain events. Because of the size of this outfall's catchment area and the fact that 98 percent of it is covered in impervious surfaces, green infrastructure solutions alone will not solve this stormwater overflow problem. WEP is currently considering three alternatives to resolve this issue:

- Alternative A: Add a new sanitary sewer line to the 200 block of Walton Street and a new overflow control structure in the Franklin Street intersection, connecting to the existing Main Interceptor Sewer (MIS). Combined sewer overflow would continue to discharge to the existing CSO 029 outfall during extreme storm events (to Onondaga Creek).
- Alternative B: This option separates stormwater and sanitary lines and creates a new connection for the sanitary lines in this area to the MIS. Alternative B diverts stormwater flows to either Onondaga Creek or the Clinton Storage Facility (CSF) located south of West Jefferson Street in the Trolley Lot.
- Alternative C: Divert combined sanitary and stormwater flows to the MIS by way of a new combined sewer in the 200 block of Walton Street. A new combined sewer would be added

to the 400 block of Franklin Street and to the western side of the West Jefferson Street circle around the MOST to direct overflows to the CSF.

Construction on this project is expected within the next two to five years. All alternatives are likely to impact traffic in the 200 Block of Walton Street and the 400 Block of Franklin Street. The magnitude and duration of traffic disruption will depend on what is included in the final project. The study area's water lines are aging and require relatively frequent maintenance; water main replacement could be undertaken at the same time as the combined sewer overflow abatement project, if sufficient funding becomes available.

#### Whitlock Building

The Whitlock Building at 476-80 South Salina Street is currently being redeveloped with retail frontage on its South Clinton Street side. No tenant has been identified for this space, but it will add retail frontage to the 500 block of South Clinton Street.

#### Onondaga Creekwalk, Phase II

The Onondaga Creekwalk's southern terminus is located in Armory Square at West Jefferson Street, just west of the MOST. The City of Syracuse is currently extending the Creekwalk further south, with construction proceeding in phases until the trail reaches Dorwin Avenue in the Valley neighborhood. Phase II of the Creekwalk extension extends from Walton Street, along West Street, to Kirk Park. Construction of this phase is underway as of this writing. It will connect the cycle track on West Street, under the NYS&W bridge, to Walton Street just west of Onondaga Creek. This project will also fill in a missing segment of sidewalk on the west side of Walton Street, currently occupied by a private parking lot.

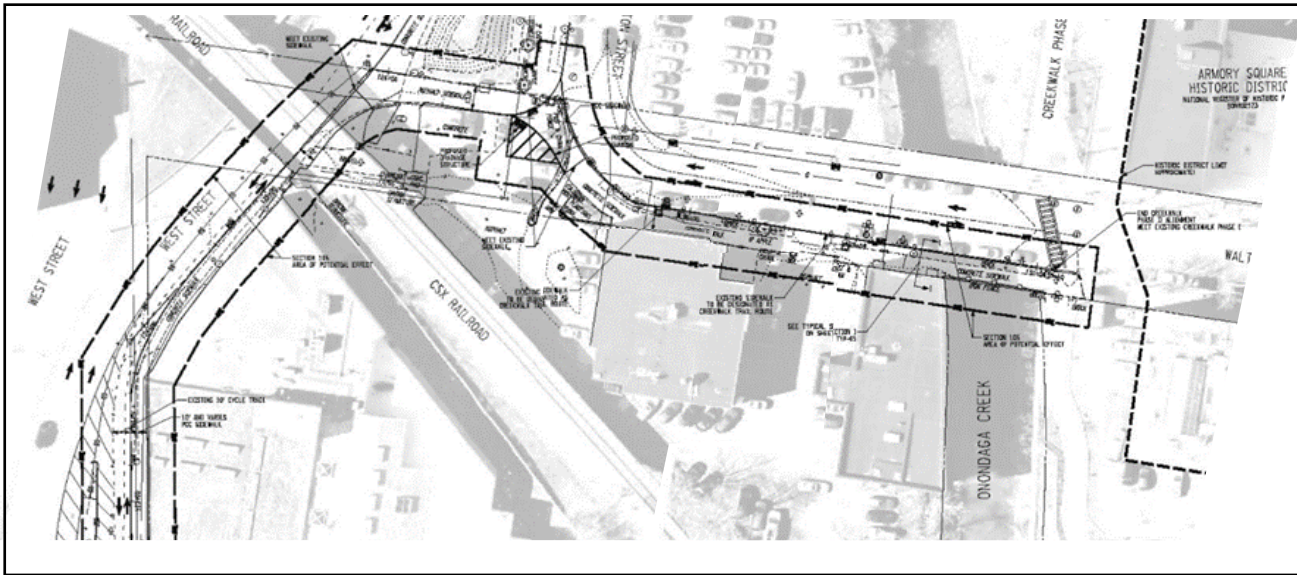


Figure 2: Creekwalk Phase II. Design drawing from the City of Syracuse's Creekwalk Phase II Draft Design Report shows the trail connecting West Street and Walton Street, extending along Walton Street to Onondaga Creek

### Bike Share

The City of Syracuse, working with local non-profit organization Adapt CNY, announced in the summer of 2018 that it had selected Gotcha Bike to start a bike-share program in the City of Syracuse. The program is scheduled to launch in the summer of 2019, with 150 bicycles based at hubs distributed throughout the city – including a bike share hub on the Creekwalk between Walton and Fayette Streets.



Figure 3: Gotcha Bike. In 2019, Gotcha Bike will launch a bike sharing service in Syracuse; this photo shows a Gotcha Bike station at the Savannah College of Art and Design

Source: Gotcha Bike

### 3. Existing conditions

#### ARMORY SQUARE – BLOCKS

Rather than referring to street segments by their bounding streets (such as “South Clinton Street between West Fayette and Walton Streets”) this report references blocks according to the blocks’ corresponding building numbers (such as the 300 Block of South Clinton Street). Figure 4 shows the blocks’ boundaries.



Figure 4: Street blocks in the Armory Square area

## ARMORY SQUARE EMPLOYMENT AND BUSINESS ACTIVITY

The most recent Census data for the Armory Square area (US Census Bureau's *On The Map Application*, 2019) shows employment in the study area increasing over the past 20 years, from 940 jobs in 2002 to 1,400 in 2015.

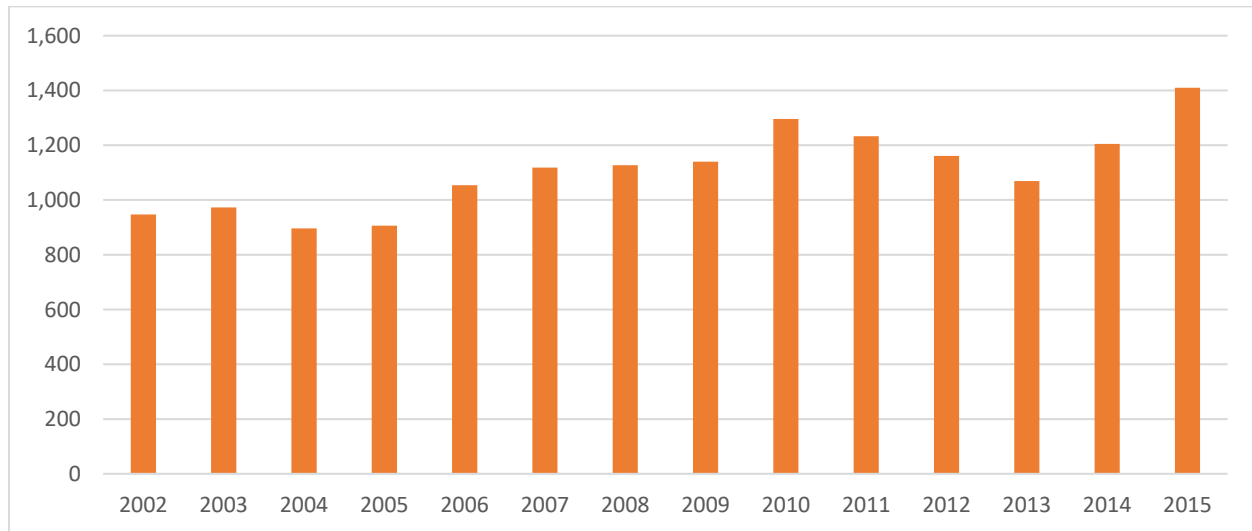


Figure 5: Total number of jobs in Armory Square, 2002 - 2015

Source: U.S. Census Bureau. (2019). LEHD Origin-Destination Employment Statistics (2002-2015) [computer file]. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on February 8, 2019 at <https://onthemap.ces.census.gov>. LODS 7.3 [version]

Most of the employment in Armory Square is in either the Accommodation and Food Services sector (33 percent) or Professional, Scientific, and Technical Services (32 percent), a sector that includes advertising firms (such as Mower) and lawyers (such as the Sugarman Law Firm). In comparison, these two sectors make up less than 13 percent of total employment citywide. Similarly, while the Arts, Entertainment, and Recreation sector makes up only one percent of employment citywide, it makes up roughly 11 percent of employment in Armory Square.

## BARS AND RESTAURANTS

There are more than 20 bars and restaurants in Armory Square, including two in major hotels. Two national chains are represented: Starbucks and Subway. Otherwise, Armory Square is known for unique local offerings, with several long-standing favorites that have drawn national

recognition.<sup>3</sup> Armory Square's bars attracts customers from across the region, with large crowds present on most Friday and Saturday nights.

Bars and restaurants currently in operation in the study area include:

- Al's Wine & Whiskey Lounge
- Armory Square Deli
- Bar
- Benjamin's on Franklin
- Bistro Elephant
- Blue Tusk
- Calio's
- Cathy's Cookie Kitchen
- China Cafe
- Citronelle
- Clinton Street Pub
- Empire Brewing Company
- Freedom of Espresso
- Funk 'n Waffles
- Goodies 2 Mediterranean & Cuisine
- The Hops Spot
- Kasai Ramen
- Kitty Hoynes Irish Pub
- Lemon Grass
- Limerick Pub
- Modern Malt
- Mulrooney's
- Namu
- Nick's Tomato Pie
- Pasta's Daily Bread
- Pastabilities
- Penny Pub
- Peppino's Neapolitan Pizza
- Provisions Bakery
- Sakana-Ya
- Starbucks
- The Stoop Bakery Café
- Subway
- Syracuse Suds Factory
- The York.

## SHOPS

Over the past 30 years, Armory Square has become one of Downtown Syracuse's liveliest shopping areas, with a variety of gift shops, jewelry stores, and the occasional pop-up shop. Shops include:

- The Sound Garden
- Sweet on Chocolates
- Vagabond Clothing
- Mr. Shop
- Ish Guitars

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<sup>3</sup> Funk 'n' Waffles, Pastabilities, Empire Brewing Company, and Kitty Hoynes have all been featured on Food Network television programs, such as "Diners, Drive-ins and Dives."

- Etcetera Boutique
- Showoffs Boutique / Projex 214
- Frankie & Faye
- Jet Black
- Accents of Armory Square
- Cloud City Comics & Toys.

## SERVICES

- Kenn Kushner Designs
- Industry Salon
- Anatoli Photograffi
- Lavish Lofts Salon & Spa
- Marisa's Fortress of Beauty
- Lashes, Locks and Lips Makeup Artistry.

## HOTELS

Two hotels have opened in Armory Square in the past decade:

- the Jefferson Clinton Hotel, located on the northwest corner of the intersection of West Jefferson and South Clinton Streets, and
- a combined Residence Inn / Courtyard by Marriott, on the northwest corner of the intersection of West Fayette and South Franklin Streets.

## ARMORY BUILDING / THE MOST

The Milton J. Rubenstein Museum of Science and Technology (the MOST) is a hands-on science museum with a variety of educational offerings, including a planetarium, an IMAX theater (the only domed IMAX theater in New York State), and 35,000 square feet of exhibit space.

The Jefferson Street Armory building itself was built by New York State in 1907 as the headquarters for Syracuse's 'Troop D Cavalry' of the New York Guard (a division of the National Guard).

## LAND USE AND ZONING

### Zoning

Armory Square is one of Syracuse's most successful mixed-use areas, with popular bars, restaurants, and retail storefronts at street level and a mix of offices, apartments, and condominiums above. The City of Syracuse's ReZone project classifies most of the study area as Central Business District – General Service Area (CBD-GSA), a zone intended "to provide a mixed-use zone district which permits residential, office, business, commercial and light manufacturing." As Figure 1 shows, the area south of Fayette Street, west of Clinton Street, and east of Onondaga Creek is zoned CBD-GSA. Six-story buildings (up to 70 feet) are permitted in this zone, with provisions for Zoning Committee approval for buildings as tall as 12 stories (140 feet).

The portions of the study area that front on Jefferson and Salina Streets are zoned Central Business District – Retail (CBD-R), the "high density, compact shopping area in the heart of Central Syracuse, designed to provide a high quality of pedestrian amenities. In this district a high concentration of floor space, employees, and building mass is desired."

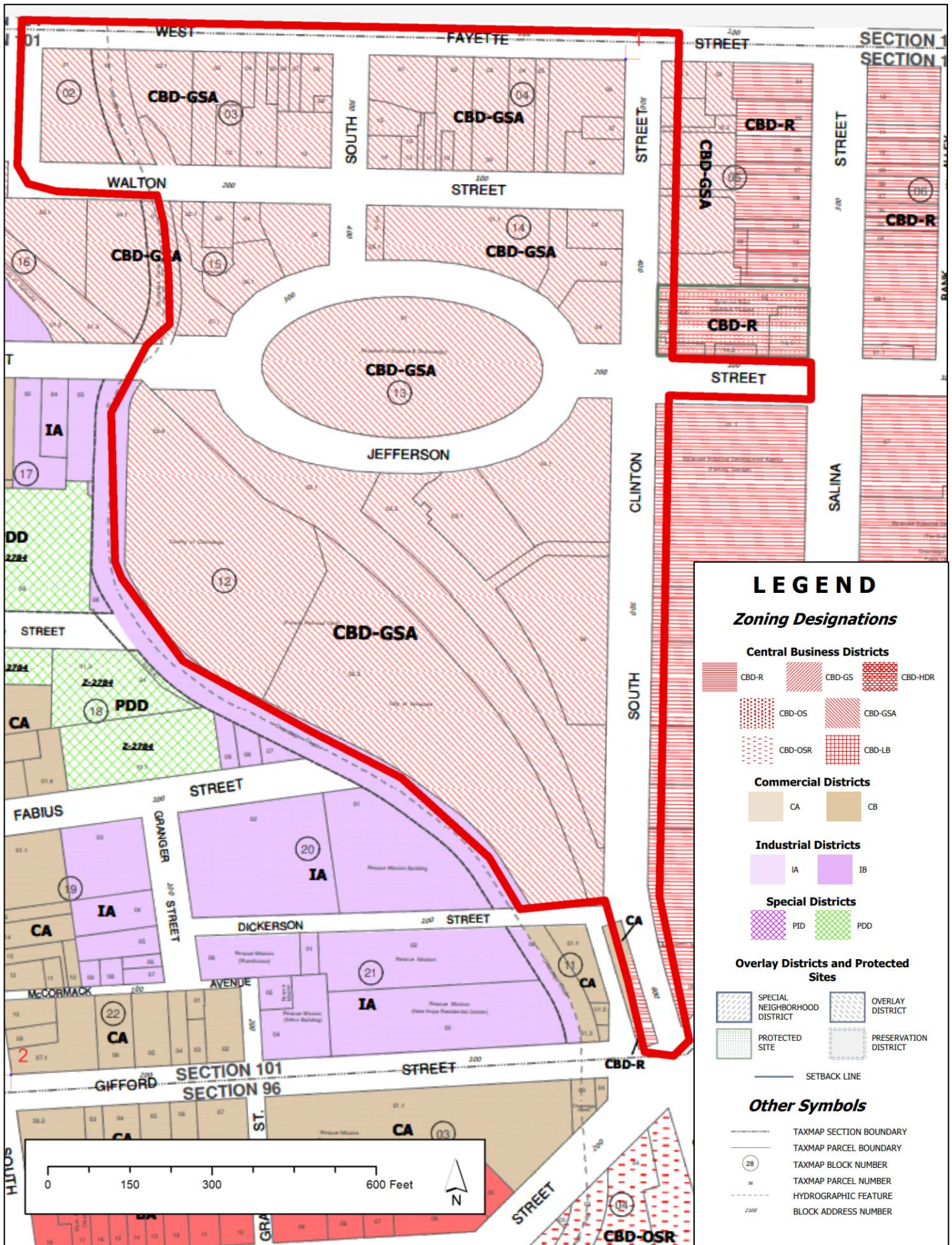


Figure 6: Study area zoning

Source: City of Syracuse Zoning Atlas, Map #13, available online at: <http://www.syr.gov.net/ZoningAtlas/Map13.pdf>

## DEMOGRAPHICS

### Armory Square and Downtown Syracuse

At the time of the 2010 Census, approximately 450 people lived in Armory Square. Since then, apartments and condominiums have been added in several buildings, including 18 units in Clinton Square Commons and renovated apartments in older buildings. The largest apartment building in the study area is Clinton Plaza Apartments, at 550 South Clinton Street. This 23-story building's 305 units are subsidized for low-income tenants.

The most recent census data for this area is based on Census tract-level sample data from the American Community Survey (ACS). Census tract 32, which includes Armory Square, also includes the rest of Downtown Syracuse. (Because this tract is virtually identical with Downtown Syracuse, it will be referred to in the following discussion as Downtown.)

Downtown Syracuse has seen such rapid growth in recent years that Census data can, essentially, not keep up with it. Five-year ACS data (2012 – 2016) shows Downtown Syracuse having a population of 2,755, but the Downtown Committee's 2018 Annual Report lists the neighborhood's population as 3,600.<sup>4</sup> More than \$250 million has been invested in creating new residential units Downtown in the past eight years – primarily by redeveloping vacant retail or warehouse space – and more units are available to owners and renters every year.

### Age

The median age of residents in Downtown (32.8 years old) is older than the median age citywide (30.6 years old). But as Figure 7 shows, this is not because of a concentration of older residents in Downtown - it is the result of a concentration of young adults and middle-aged residents and an almost total lack of children. Only four percent of Downtown residents are under 17, compared to 23 percent citywide and 22 percent countywide. Eighty-seven percent of Downtown residents are between the ages of 18 and 54, compared to 57 percent citywide and 49 percent countywide.

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<sup>4</sup> ACS five-year estimates are the only source for recent Census data at the tract level, but, as the name suggests, a five-year estimate includes sample data from as far back as 2012.

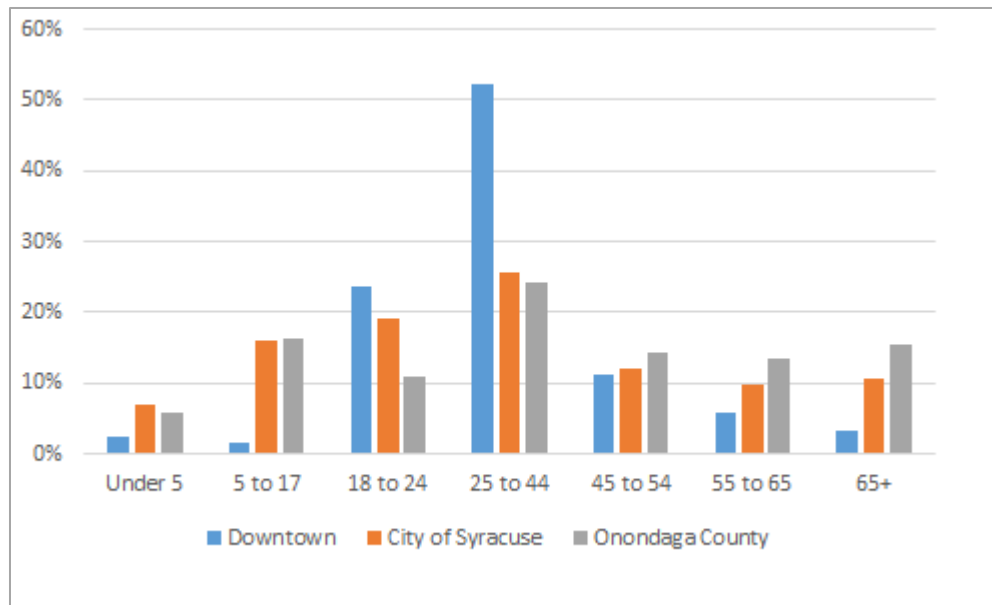


Figure 7: Age Comparison, Downtown, City, and County

### Race and Ethnicity

Like the rest of the city, Downtown is more diverse racially and ethnically than the rest of Onondaga County. While the racial makeup of the county as a whole is more than 80 percent white, in Downtown and the rest of the city less than 60 percent of residents are white and more than 20 percent of residents are African-American. Fourteen percent of Downtown residents are of Asian descent, more than twice the proportion of Asian residents in the rest of the city. Downtown also has a slightly higher proportion of residents of two or more races than the rest of the city and a slightly lower proportion of Hispanic residents.

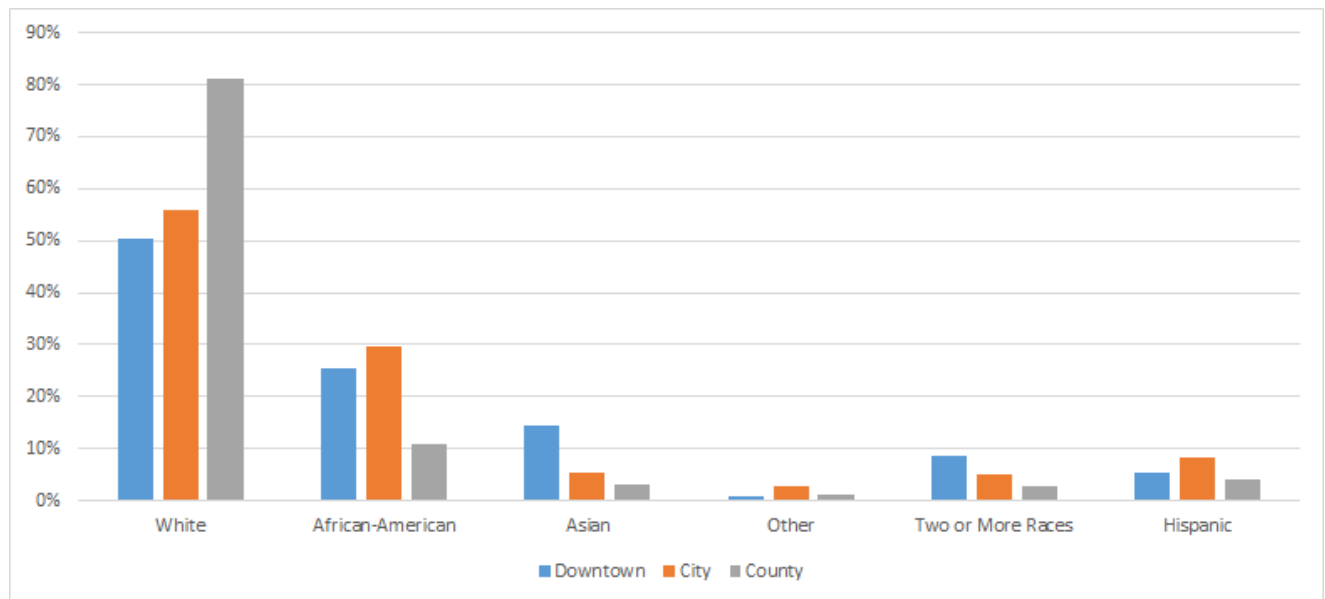


Figure 8: Race and Ethnicity

### Households and Housing

Households in Downtown Syracuse are smaller than average, with 1.6 people per household, compared to 2.3 citywide. As previously noted, the proportion of children living in Downtown is low compared to the rest of the city. Virtually all of Downtown's housing stock consists of apartments, with most units in large (more than ten apartments) buildings.

A review of online apartment rental listings indicated monthly rents in the range of \$850 to \$2,100, with the median rent asked being \$1,180<sup>5</sup>. Downtown rents tend to be higher than elsewhere in the city, in part because the housing stock is much newer. As noted above, hundreds of new residential units have come online in the past decade. According to ACS data, 48 percent of Downtown's housing was built after 1970, compared to 18 percent in the rest of the city.

### Income and Poverty

Per capita income in Downtown is \$28,200, compared to \$19,300 citywide, but the Downtown poverty rate of 44 percent is considerably higher than the citywide rate (34 percent).

<sup>5</sup> Based on a search of listings on apartments.com in Downtown Syracuse in early September 2018.

### Workers, Commuting, and Car Ownership

According to data from the ACS, nearly 1,000 workers live in Downtown Syracuse. Workers who live Downtown are unlike other workers in the rest of the city in several ways:

- Most Downtown workers (66 percent) are employed in the Census-defined Management, Business, Science, and Arts employment category, compared to 35 percent and 40 percent in the city and county, respectively.
- No other census tract in Onondaga County has as high a proportion of healthcare practitioners and technicians as Downtown Syracuse (20 percent).
- This tract is also home to a relatively high proportion of workers employed in computer, engineering or science occupations (12 percent, compared to 4 percent citywide and 5 percent countywide).
- None of the workers living Downtown are employed in natural resources or construction occupations.
- Downtown has one of the County's highest rates of workers commuting to work by walking (42 percent).

Workers who live Downtown tend to work nearby, either in Downtown or on University Hill (On the map map). The average commute time is 13 minutes, compared to 18 minutes in the rest of the city.

While many Downtown residents walk to work, 86 percent of workers report having access to at least one vehicle. This is very similar to the proportion of households with at least one vehicle countywide.

## 4. Mobility

### STREETS

Part of Armory Square's success as an entertainment district is its walkability. The district is in Downtown, but three of its five streets terminate in the district, reducing speeds and traffic volumes in this area. Additionally, vehicle lanes in this area tend to be relatively narrow, with on-street parking on both sides, which further reduces speeds. As Table 1 shows, daily volumes on the streets in this area are typically between 2,000 and 6,500 vehicles per day, with West Fayette Street being the busiest street in the area.

**Table 1 – Existing Traffic Volumes**

Street Name	Functional Classification	AADT	Number of Lanes	Curb-to-Curb Width (feet)	
				Minimum	Maximum
South Clinton Street	Minor Arterial	3,210	2 / 3	37	52
West Fayette Street	Minor Arterial	6,565	2	34	44
South Franklin Street	Major Collector	4,000	2	36	39
West Jefferson Street	Major Collector / Local	3,755	2	38	40
Walton Street	Local	2,153	2	31	38

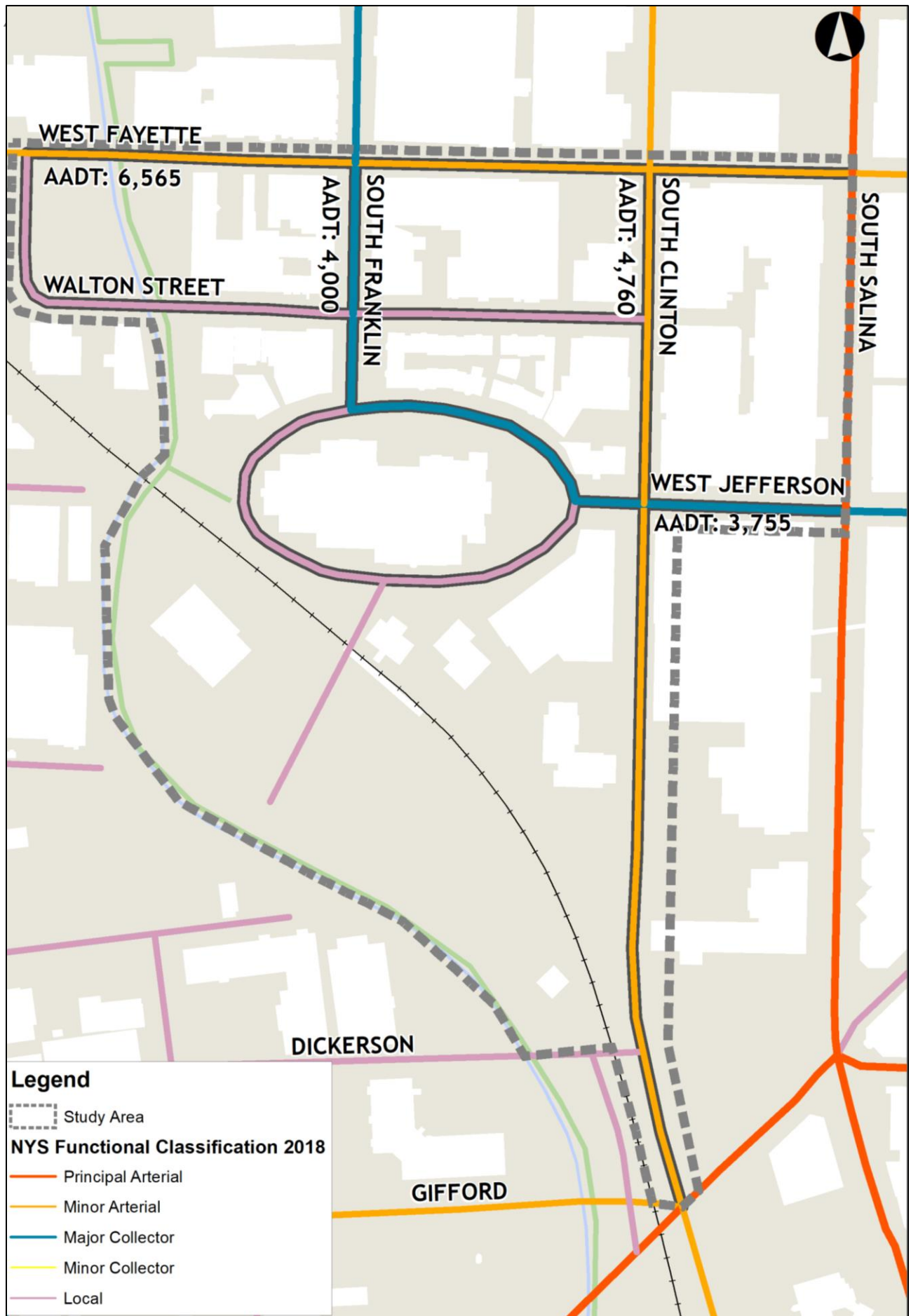


Figure 9: Traffic Volumes and Roadway Functional Class

### South Clinton Street

South Clinton Street is one of three streets that provide access to Downtown Syracuse from I-81 southbound (Franklin and Salina Streets being the other two). South Clinton Street is currently a one-way southbound street that varies from two to three lanes, with curb-to-curb width ranging from a low of 37 feet in the 300 block to a high of 52 feet at the northern end of the 500 block. Clinton Street is the only facility in the study area to feature back-in diagonal parking. There are 29 back-in parking spaces on the western side of the 500 Block. There are no bicycle facilities on South Clinton Street.

### West Fayette Street

Just west of its intersection with Walton Street, West Fayette Street connects to the West Street arterial, which in turn provides access to I-690. West Fayette Street is the highest volume street in the study area with an AADT of 6,565. West Fayette Street is a two-lane, east-west street that varies in width from 34 feet (eastern end of the study area) to 44 feet (western end of the study area).

West Fayette Street's streetscape was reconstructed in 2014 and 2015 as part of the Connective Corridor project. In the study area, this meant that sidewalks were widened, benches and decorative pavers were added, and "share the lane" arrow markings ("sharrows") were added to the street. Notably, the green, five-foot wide bike lanes that characterize the rest of the Connective Corridor are absent on Fayette Street west of Salina Street.

### South Franklin Street

South Franklin Street is the only street that provides access for northbound vehicles leaving Armory Square. North of Downtown, Franklin Street intersects with Butternut Street, which provides a connection to I-81 northbound. Franklin Street also connects to the Franklin Square neighborhood and to Plum and Solar Streets, which connect to the Inner Harbor and Destiny USA.

In the study area, South Franklin Street is a relatively low-volume street with an average of 4,000 vehicles a day. It is a two-lane facility with on-street parking available on both sides of the street. Its total width varies from 36 to 39 feet. There are no bicycle facilities on South Franklin Street.

### West Jefferson Street

West Jefferson Street runs between South Salina Street on the east to the circle around the MOST on the west. Like South Franklin Street, it handles a relatively low volume of vehicles: 3,700 cars daily, on average. It's consistently between 37 and 40 feet wide, with two lanes and, for most of its length in the study area, on-street parking on one or both sides. The Jefferson Street circle

provides access to the Trolley Lot, which is separated from the rest of the city by Onondaga Creek and by the NYS&W's elevated rail structure. There are no bicycle facilities on West Jefferson Street.

### Walton Street

Walton Street is a 1,300-foot-long two-lane street that runs between West Fayette Street on its western end to South Clinton Street on its eastern end. It varies in width from 30 to 38 feet, with parking on both sides of the street (in most areas). The 100 Block of Walton Street is lined with bars, restaurants, cafes and small shops. The 200 Block is similar in character east of Onondaga Creek, with fewer bars and more clothing stores. West of Onondaga Creek, there are two office buildings and a surface parking lot.

The 100 Block of Walton Street provides access to the Clinton / Fayette Surface Parking Lot, but otherwise is not a "destination" for morning commuters: traffic volumes on this block are under 100 cars per hour during the morning peak period. Hourly volumes rise, slightly, in the afternoon to the evening peak, but typically remain under 200 vehicles per hour, tapering off after 6:00 p.m. At the same time, Walton Street is a beehive of activity on weekday mornings, with beer and food delivery trucks parked (and sometimes double-parked) along its length and deliveries being made in all directions.

The Syracuse Police Department (SPD) closes off the 100 Block of Walton Street to traffic between 10:00 p.m. and 2:00 a.m. on Friday and Saturday nights, primarily in order to keep bar patrons and vehicles from mixing too freely in this block. The SPD allows taxis to make pick-ups and drop-offs in this area, but transportation network company vehicles (i.e., Uber and Lyft drivers) are not allowed on the block. Traditionally, police vehicles and uniformed police officers have been positioned at the ends of the block to form the block closure.

### Bar and Restaurant Traffic

Armory Square is very active on Friday and Saturday nights – traffic counts show that there are many more vehicles out and about on weekend nights than on weekday nights. It is worth noting that there is not *more* traffic on weekend nights than there is during standard peak hour periods (generally, peak hours are assumed to be 7 to 9 AM and 4 to 6 PM). Figure 10 shows hourly traffic volume as shown in a NYSDOT traffic count for South Franklin Street for a Wednesday night / Thursday morning and a Friday night / Saturday morning. Traffic volumes get as high as 330 to 370 vehicles per hour between 4:00 and 6:00 p.m. on both Wednesday and Friday afternoon. As Figure 10 shows, traffic drops off steadily after 6:00 p.m. on a weekday, with volumes under 100 vehicles per hour after midnight. On a Friday night (into Saturday morning), Franklin Street sees

200 to 300 cars per hour from 6:00 p.m. to 11:00 p.m., remaining above 150 cars per hour from midnight to 2:00 a.m..

Figure 11 shows a similar pattern for West Fayette Street, with a more clearly-defined peak hour (4:00 to 5:00 p.m.) and higher volumes (approaching 700 vehicles per hour) during the evening peak.

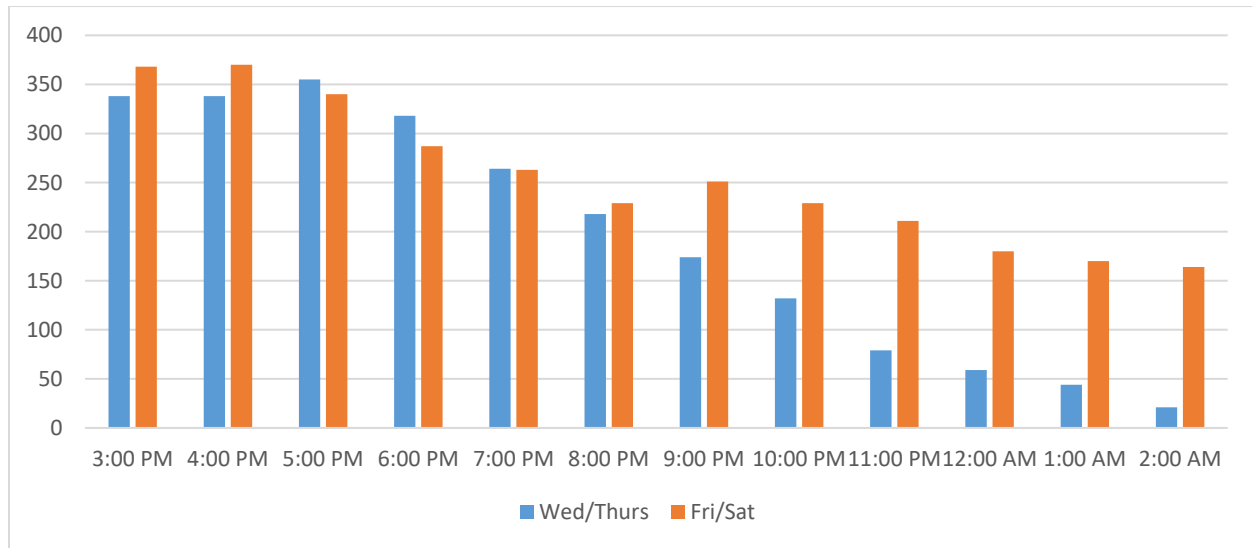


Figure 10: Weekday vs. weekend: South Franklin Street, 3 PM to 2 AM

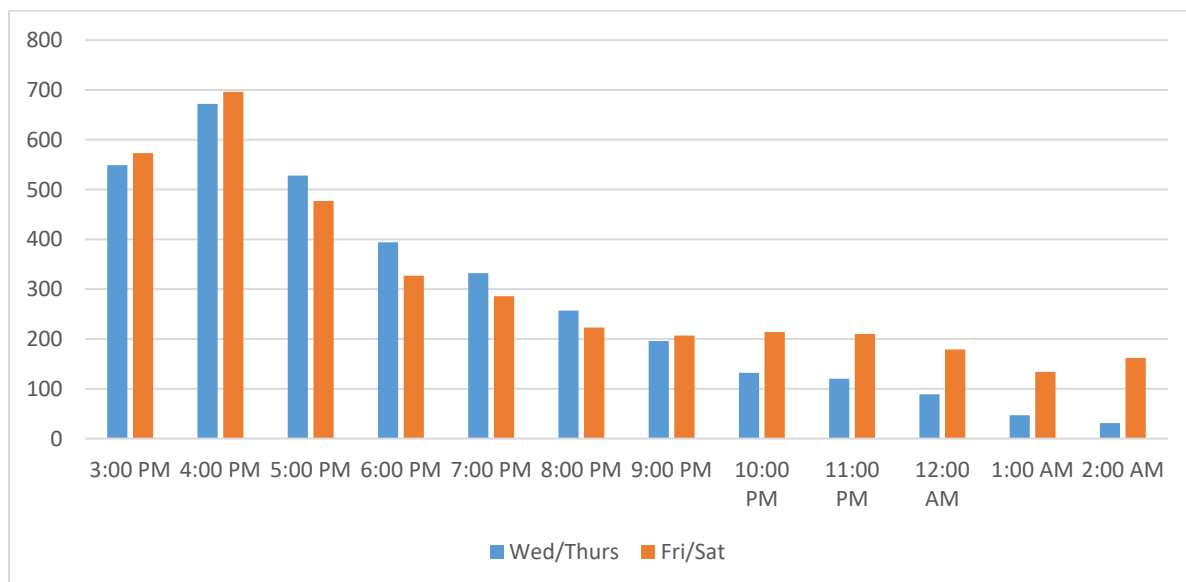


Figure 11: Weekday vs. weekend: West Fayette Street, 3 PM to 2 AM

## PEDESTRIAN ACTIVITY

In 2017, SMTC conducted pedestrian counts at several Armory Square intersections during morning peak hours (7:00 to 9:00 a.m.) and midday hours (11:00 a.m. to 1:00 p.m.). Four study area intersections were included:

- West Fayette Street & South Franklin Street
- West Fayette Street & South Clinton Street
- South Franklin Street & Walton Street
- South Clinton Street & West Jefferson Street

All intersections saw more pedestrian activity in the midday hours than in the mornings: in most cases, midday pedestrian volumes were two or three times greater than in the morning.

As Table 2 shows, pedestrians outnumber motor vehicles at the Walton Street / South Franklin Street intersection during the midday period. While motor vehicles outnumber pedestrians at the other study area intersections, pedestrian volumes are by no means dwarfed by car and truck volumes.

**Table 2 – Pedestrian Volumes at Study Area Intersections**

INTERSECTION	Morning Pedestrian Volumes	Midday Pedestrian Volumes	Midday Vehicle Volumes
West Fayette Street & South Clinton Street	540	1,049	1,649
South Franklin Street & Walton Street	216	1,047	815
West Fayette Street & South Franklin Street	258	853	1,676
South Clinton Street & West Jefferson Street	206	559	1,037

Source: SMTC Pedestrian Counts, 2017; 'Midday Vehicles' taken from NYSDOT tube counts for street segments in the study area

## ACCIDENT DATA – BICYCLISTS AND PEDESTRIANS

Between 2013 and 2017 (the most recent five-year period for which the SMTC has accident data), there were thirteen pedestrian accidents and four bike accidents in the Armory Square area.

The 2008 *National Pedestrian Crash Report* indicates that the biggest risk factors for pedestrians are blood alcohol concentration (BAC), bad weather (specifically, sleet), and poor lighting. In the

Armory Square area, by contrast, 11 of the 13 pedestrian accidents occurred between 8:00 a.m. and 6:00 p.m. on a weekday, and only three occurred during inclement weather (including one during a sleet storm). Only two pedestrian accidents occurred after dark and only one of these was a weekend night. (It is worth noting that the *National Pedestrian Crash* report uses data on pedestrian *fatalities* and no pedestrians or cyclists were killed in crashes in the Armory Square area during the period in question.)

Six collisions involving bicyclists or pedestrians occurred at intersections, but no intersection had more than two collisions over the five-year period in question.

**Table 3 – Study Area Bicycle and Pedestrian Accidents**

Street	Bicyclist or Pedestrian?	Day	Time of Day	Light & Weather
South Clinton Street	Pedestrian	Wed	Morning	Daylight, clear, dry
South Clinton Street	Pedestrian	Wed	Afternoon	Daylight, clear, dry
South Clinton Street	Pedestrian	Sat	Morning	Daylight, clear, dry
South Clinton Street	Pedestrian	Fri	Late Night	Dark, road lit, clear, dry
South Clinton Street	Pedestrian	Wed	Morning	Daylight, clear, dry
South Franklin Street	Pedestrian	Wed	PM Peak Period	Dark, road lit, sleet
West Fayette Street	Pedestrian	Wed	Morning	Daylight, clear, dry
West Fayette Street	Pedestrian	Mon	Afternoon	Daylight, clear, dry
West Fayette Street	Pedestrian	Mon	PM Peak Period	Daylight, rain, wet
West Fayette Street	Pedestrian	Fri	Morning	Daylight, clear, dry
West Jefferson Street	Pedestrian	Tue	Evening	Daylight, clear, dry
West Jefferson Street	Pedestrian	Tue	Morning	Daylight, clear, snow/ice
West Street	Pedestrian	Wed	Afternoon	Daylight, rain, wet
Gifford Street	Bicyclist	Tue	Afternoon	Daylight, clear, dry
Gifford Street	Bicyclist	Tue	Afternoon	Daylight, clear, dry
Walton Street	Bicyclist	Tue	Evening	Daylight, clear, dry
West Fayette Street	Bicyclist	Tue	PM Peak Period	Daylight, clear, dry

Source: Accident Location Information System data, 2013 - 2017

## PARKING

### Off-Street Parking

Parking is frequently in high demand in Armory Square. There are four parking garages in or near Armory Square and six large surface lots. Table 4 provides a summary of available off-street parking by location, rate, and distance from the South Franklin Street / Walton Street intersection, a useful stand-in for the “center” of Armory Square.

As of fall 2018, there were more than 3,400 off-street parking spaces in this area, with a total of 2,434 spaces in parking garages and 1,002 spaces in the six largest surface lots. The Salina-

Onondaga-Clinton lot, which currently provides 200 spaces, is slated to be developed in 2019. This is projected to eliminate roughly 120 spaces.

**Table 4 – Off-Street Parking Facilities near the Study Area**

Garage / Lot Name	Location	Distance from Walton/Franklin intersection	Hourly Rate	Daily Rate	24-Hour Accessibility?	Spaces
Parking Garages						
Atrium Garage	Washington & Fayette Streets	470'	\$3	\$10	Yes	800
Center Armory Garage	Jefferson Street (below apartments)	325'	\$3	\$8	No	104
Clinton Street Garage	Clinton & Walton Streets	525'	\$3	\$10	Yes	280
Washington Street Garage	Washington & West Streets	.2 miles	\$2	\$8	No	1,250
				Garage Spaces:		2,434
SURFACE LOTS						
City Lot #21	Washington & Clinton Streets	.2 miles	\$1.25	N/A	Yes	70
Fayette-Clinton Lot	Clinton & Fayette Streets	550'	\$3	\$8		77
Federal Lot	Franklin & Washington Streets	.13 miles	\$6	\$6	Yes	170
Salina-Onondaga- Clinton Lot	Clinton & Onondaga Streets	.3 miles	N/A	\$6	Yes	40
Trolley Lot	Jefferson Street (west of RR tracks)	.2 miles	N/A	\$5	Yes	400
Walton Street Lot	Fayette & Walton Streets	480'	\$7	\$7		85
				Surface Lot Spaces:		842
				All Off-Street Spaces:		3,276

Source: Downtown Committee's Downtown Syracuse Public Parking brochure

Discussions with a local parking lot operator indicate that the bar and restaurant patrons who patronize Armory Square on Friday and Saturday nights generally avoid parking garages and

would rather find free on-street parking than pay for a space in a lot. Parking garages are generally perceived as being unsafe and after normal business hours they are largely empty. Similarly, the largest surface lot in the area, the Trolley Lot, is accessed through a tunnel in the railroad viaduct on West Jefferson Street. This lot's isolation from the business activity in the Armory Square area creates a "comfort problem" for potential users. (Gross, 2018 )

### On-Street Parking

Metered, on-street parking is available on all of the streets in Armory Square, with loading zones and other restrictions (12-minute parking spaces, taxi stands) distributed throughout the neighborhood. On-street parking is available on both sides of the street in this area, with one exception: the 500 block of South Clinton Street has 29 back-in diagonal parking spaces on its west side, and no parking on its east side.

Metered parking in the City of Syracuse is enforced between the hours of 9:00 a.m. and 6:00 p.m. and costs \$1.25 an hour. Metered spaces typically allow vehicles to be parked for two hours at a time. Payment is made at pay stations, which accept coins and credit cards. Every block in the study area has at least one parking pay station.

On-street parking regulations and time limits are enforced by the Syracuse Police Department. The 2008 *Downtown Syracuse Parking Study* describes police enforcement of on-street parking as follows:

"Parking Checkers are scheduled to cover the hours of 9:00 a.m. through 6:00 p.m. Monday through Friday. Many parking patrons have become accustomed to the fact that there is no enforcement on Saturday, resulting in non-compliance of meter regulations. Parking Checkers do not currently issue tickets for 'feeding' or 'harboring' a meter, making it easier for patrons to add money to the meter or print an additional Pay Station stub every two hours. The result can be long-term parkers limiting turnover and availability for short-term parking."

For planning purposes, it is generally assumed that an on-street parking space is 20 feet long. Based on a review of parking rules and space available for on-street parking in the study area, there are an estimated 240 metered, on-street parking spaces in the study area that are open to

all users.<sup>6</sup> There are nine other on-street metered spaces designated for use by disabled drivers and/or their passengers. Field observations suggest that loading zones are often used as on-street parking at night; adding loading zone frontage increases the total on-street parking capacity in the study area to 284 spaces. Given an effective supply rate of 85 percent, the effective on-street supply is 241 spaces.<sup>7</sup>

### Parking – Demand and Utilization

As noted in the Institute of Transportation Engineers' *Transportation Planning Handbook*, three different concepts are useful in thinking about how many parking spaces serve a given facility or neighborhood:

- Parking capacity is the number of vehicles that can be parked in a given facility;
- Parking supply is the total number of spaces available to serve a destination;
- Effective supply is the level of occupancy for optimum operating efficiency.

The *Transportation Planning Handbook* describes effective supply by referring to how it will be perceived to people trying to park a car. "A parking facility will be perceived as full at somewhat less than its actual capacity, generally in the range of 85 to 95 percent full, depending on various factors." By designing to effective supply, municipalities and businesses can ensure that there is a cushion between the demand for spaces and the (actual) supply of spaces.

The *Downtown Syracuse Parking Study* included counts of on-street and off-street parking utilization on four weekend nights: a Friday and Saturday night in June 2007 and a Friday and Saturday night in September 2007.

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<sup>6</sup> Bounded by, and including, parking on West Fayette Street between South Clinton Street and Walton Street, South Clinton Street between West Fayette and West Onondaga Streets, West Jefferson Street (including the 100 Block of West Jefferson Street), South Franklin Street south of West Fayette Street, and Walton Street.

<sup>7</sup> This is higher than the *Downtown Parking Study's* estimate of effective supply: 227 spaces. That study did not include the eight spaces on West Jefferson Street between South Clinton and South Salina Streets. Also, at the time of the 2008 study, the spaces along South Clinton south of Jefferson Street were parallel to the curb. The conversion to diagonal parking in this area added 11 spaces to this segment of South Clinton Street.

This report shows on-street occupancy to have been well in excess of total capacity in the Armory Square area.

Table 4 provides data from this study for Armory Square on-street and off-street weekend night parking. According to the study, parkers were able to exceed the estimated on-street capacity “by vehicles parking closer together than they typically might during normal daytime hours and illegal parking (i.e., too close to a corner).”

**Table 5 – Parking Utilization, Weekend Nights, 2007**

	Capacity	Effective Supply (85%)	Occupancy	Utilization Rate
<b>ON STREET PARKING</b>				
Friday	267	227	361	159%
Saturday	267	227	288	127%
<b>OFF STREET PARKING</b>				
Friday	2,793	2,597	314	12%
Saturday	2,793	2,597	341	13%

Source: Downtown Syracuse Parking Study

On-street parking space use was surveyed on the following days and times in 2018:

- Daytime:
  - Thursday, November 29, 11:00 a.m.
  - Friday, November 30, 11:00 a.m.
  - Wednesday, December 5, 1:00 p.m.
- Evening:
  - Thursday, November 29, 8:00 p.m.
  - Saturday, December 8, 8:00 p.m.

The results of this parking survey correspond closely to the results of the survey undertaken in 2007. On-street daytime parking use in Armory Square is high on most blocks, particularly on West Fayette Street, West Jefferson Street, and the 300 block of South Clinton Street. No vehicles were observed in the daytime in the 100 block of West Onondaga Street (between South Clinton

and Salina Streets) during the parking survey. Overall, parking use in Armory Square during the day was roughly 60 percent of total capacity.

As an entertainment district, it is not surprising that on-street parking in Armory Square becomes very scarce in the evening hours. Overall average use was 103 percent of total capacity in the evening hours. That is to say, an on-street parking space is assumed to be 20 feet of curb length, but in practice, vehicles use less than 20 feet of curb space when demand for on-street parking is highest. Demand was highest in the 300 block of Clinton Street and the 300 block of West Fayette Street. Use was lowest on the 100 block of West Onondaga Street, where 33 percent of on-street space was used.

#### [Bicycle Racks](#)

There is currently parking for more than 50 bikes at bike racks located throughout the study area. There are three small, decorative bike racks in front of the MOST, three on the Creekwalk, and others located throughout Armory Square.

## 5. Pedestrian Mobility Issues

Considering how much pedestrian traffic Armory Square sees, there are some significant issues related to access for pedestrians with disabilities. There are a handful of cases of missing infrastructure – crosswalks, sidewalks, and curb ramps that should be considered. The importance of pedestrian movement is already reflected in the fact that the Syracuse Police Department closes the 100 block of Walton Street to through traffic on Friday and Saturday nights – creating a de facto pedestrian plaza. Pedestrian infrastructure in this context should reflect the importance of the pedestrian; Armory Square should be a place that takes advantage of every possible opportunity to maximize pedestrian mobility.

### ADA ISSUES

Title II of the Americans with Disabilities Act (ADA), together with the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG), sets minimum standards for accessibility to buildings, facilities, rail passenger cars, and vehicles for individuals with disabilities. The ADA requires that all new and altered public sidewalks and street crossings be accessible so that people with disabilities can use the pedestrian routes that connect buildings, facilities and transportation modes. Title II of the ADA specifically requires that curb ramps be provided when sidewalks or streets are newly constructed or altered. Curb ramps should be designed to minimize the grade, cross-slope and changes in level experienced by users. The transition between the ramp and the street surface should be flush, since any height transition can create difficulties for individuals with disabilities.

ADAAG requires that sidewalks be designed with a minimum width at any given point of 32 inches, but with a continuous width of 36 inches, in order to accommodate wheelchairs. The ADA does not require that sidewalks be constructed where none exist. However, it does require that existing sidewalks be retrofitted to include curb ramps.

NYSDOT rates sidewalks, intersections, and curb ramps on a scale of one to five:

- 1 – Not Applicable (the route or facility is not required to be accessible and ADA standards do not apply);
- 2 – Not Accessible;
- 3 – Partially Accessible (accessibility is possible but there are problems);
- 4 – Accessible (but in need of additional improvements); and

5 – Fully accessible to current standards.

SMTC staff walked a portion of the study area with representatives of ARISE, a non-profit that advocates for accessible design in the Syracuse area. Issues noted included a lack of detectable warnings at intersections, poorly maintained sidewalks, and grates and other obstacles in sidewalks. SMTC staff rated facilities in the study area using NYSDOT's criteria. Figure 12 summarizes the ADA ratings for the study area.

### Sidewalks

In a few cases, there are breaks in study area sidewalks that do not connect to other facilities:

- South Clinton Street, 500 Block
  - The sidewalk on the west side of the street between Dickerson and Gifford Streets is blocked off by concrete barriers.
- Walton Street, 200 Block
  - The sidewalk on the south (west) side of the street is interrupted by a parking lot.
- West Jefferson Street Circle
  - The sidewalk on the outside of the circle to the west of Franklin Street abruptly ends in on-street parking.

In other cases, lampposts and other pieces of street furniture reduce sidewalk widths to below the ADAAG minimum of 32 inches:

- Walton Street, 200 Block
  - The sidewalk on the north (east) side of the street is narrow by ADA standards at 4.4 feet wide; lampposts positioned in the middle of the sidewalk make it impassable for an individual in a wheelchair.
- West Jefferson Street Circle
  - The sidewalk on the inside of the circle averages about six feet wide, but lampposts, garbage cans, and sign posts create choke points, with widths as low as 24 inches.
- Walton Street, 100 Block
  - The patio of 116 Walton Street (currently The Hops Spot) reduces the width of the sidewalk to under three feet for a length of roughly 70 feet.

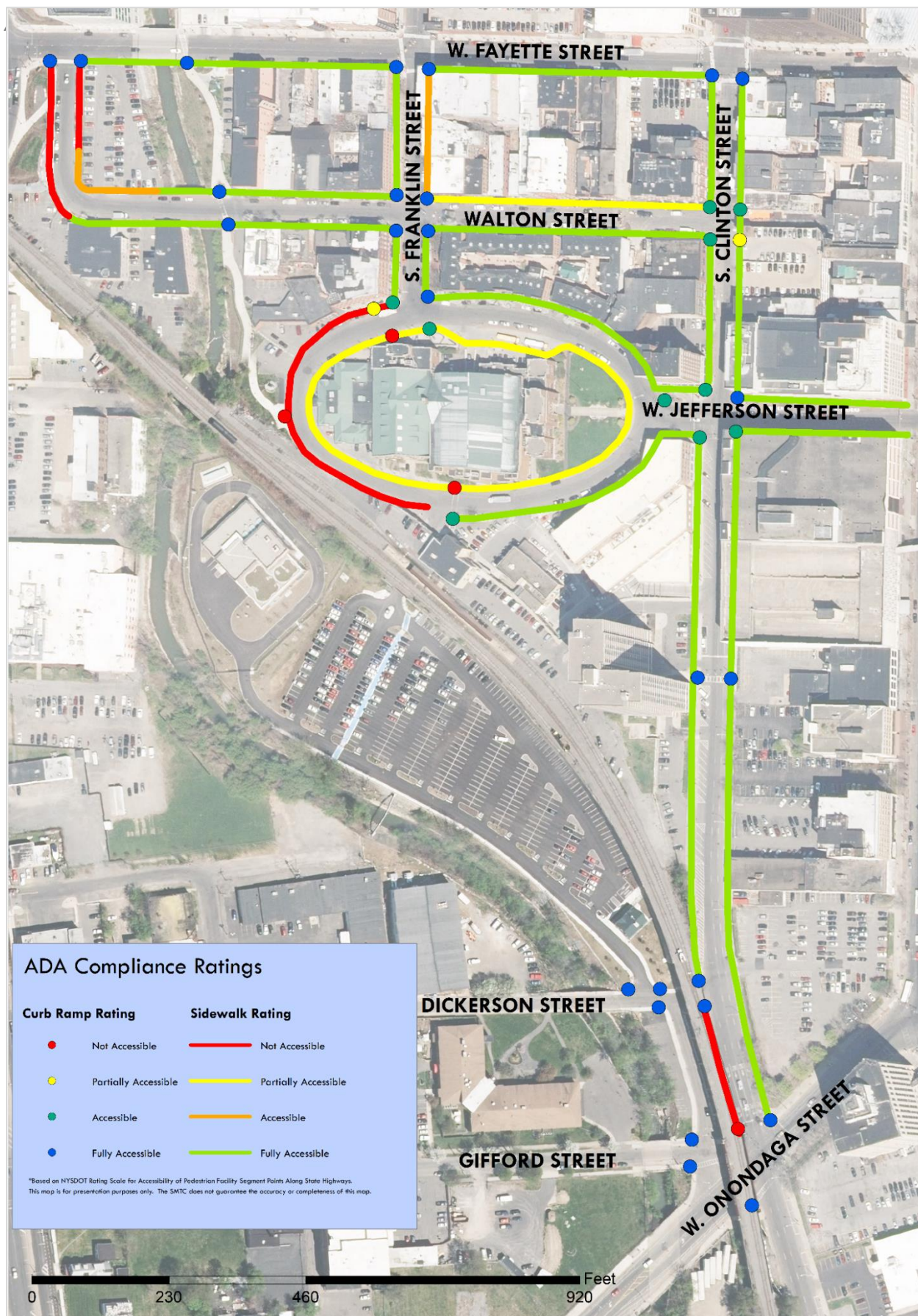


Figure 12: ADA Compliance Ratings

### Curb Ramps and Detectable Warnings

The ADA requires municipalities to provide curb ramps at pedestrian crossings and at public transportation stops where walkways intersect a curb so that people with disabilities can safely cross streets.

Detectable warnings alert pedestrians with visual impairments about the sidewalk to street transition. Truncated domes are the required type of detectable warning according to the American's with Disabilities Act (ADA), and are required to contrast visually with adjacent walking surfaces, either light-on-dark or dark-on-light<sup>8</sup>.

The City of Syracuse is currently working to update curb ramps on city streets to comply with the ADA. As such, some intersections still have the "bear-claw" style of detectable warning (see Figure 13, and/or truncated domes with no visual contrast. Different styles of detectable warnings (including bear-claw and truncated domes) are found in the study area.

Currently curb ramps are missing at the mid-block crossing of the Jefferson Street Circle at the entrance to the Trolley Lot and at the Creekwalk Trailhead on the Jefferson Street Circle.

The following study area intersections currently lack ADA-compliant detectable warnings on at least one corner:

- South Clinton & Walton Streets;
- South Clinton & West Jefferson Streets;
- West Jefferson & South Franklin Streets; and
- West Jefferson & South Clinton Streets.

*Figure 13: A 'bear-claw' style curb ramp at the intersection of Jefferson and Clinton Streets*



<sup>8</sup> For more information, see the United States Access Board's March 2014 'Detectable Warnings Update' available at: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/guidance-and-research/detectable-warnings-update>



Figure 14: Lampposts in the sidewalk. Lampposts in the sidewalk on the 200 Block of Walton Street create choke points for pedestrians



Figure 15: Sidewalk gap. This gap in the sidewalk on the 200 Block of Walton will be remedied as part of the Creekwalk Phase II project.

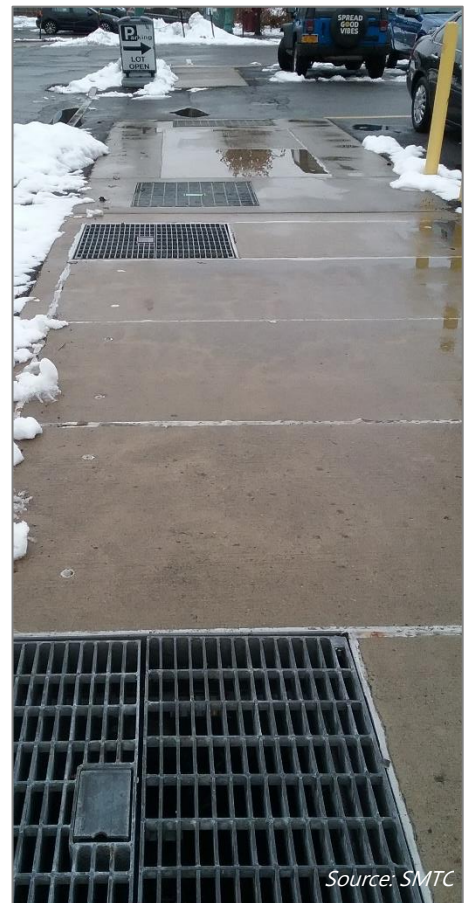


Figure 16: Existing sidewalk grates. Grates in the sidewalk on Walton Street's 200 Block are not ADA compliant; longitudinal grooves should be at right angles to the direction of travel & all gaps should be a half-inch or less



Figure 17: Decorative, ADA-compliant options are available for sidewalk grates

Additionally, the crosswalk between the Trolley Lot and the inside of the West Jefferson Street Circle lacks detectable warnings on the south side.

### Grates

Grates appear in sidewalks for a variety of reasons – typically to provide ventilation, water drainage, or access to electrical lines or other equipment. According to the US Access Board, grate openings must be oriented so that the long dimension is perpendicular to the dominant travel direction.

Figure 18 provides an illustration of how grates should be oriented to prevent wheelchair wheels from getting trapped in grate openings.

Grates on the 100 block of West Jefferson Street are ADA compliant, but elsewhere in the study area grates have large gaps that both wheelchair users and people wearing high heels must avoid.

A similar issue is the problem of sewer grates in intersection crosswalks. The southeast corner of the intersection of Walton and Franklin Streets is obstructed by a sewer grate.



Figure 18: Truncated domes. ADA-compliant truncated domes at the intersection of Franklin and Jefferson Streets

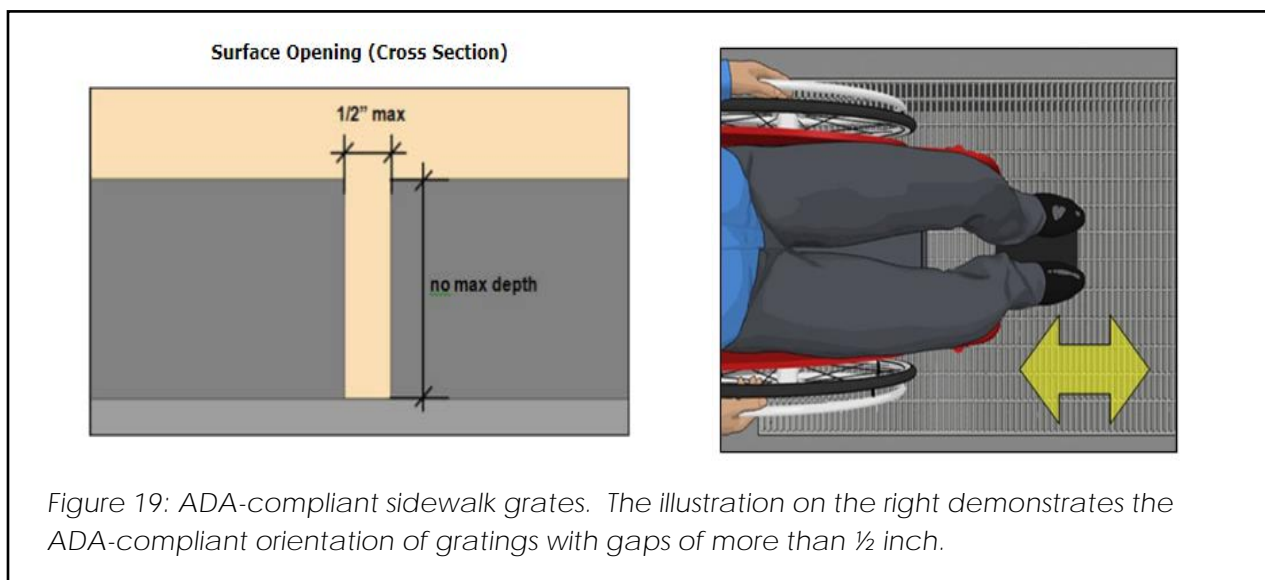


Figure 19: ADA-compliant sidewalk grates. The illustration on the right demonstrates the ADA-compliant orientation of gratings with gaps of more than ½ inch.

## 6. Sidewalk Cafes

### RELEVANCE

Sidewalk cafes are (obviously) not a form of transportation infrastructure. But they are privately-operated uses within the public right-of-way, and as such are relevant to a discussion of pedestrian mobility. They are also relevant to the question of overall pedestrian comfort in Armory Square. In discussions with stakeholders and members of the public, the perception of crime was repeatedly mentioned as an issue in this area. Sidewalk cafes are an inexpensive and attractive way to put eyes on the street. Sidewalk cafes give restaurant owners an inexpensive way to add outdoor seating. When done properly, sidewalk café seating is synergistic, creating benefits for the general public and business owners.

### PERMITS AND REGULATIONS

The City of Syracuse has a permitting process for restaurant owners that want to open a sidewalk café. Business owners have to provide a site plan, including the location and dimensions of the tables, chairs, barriers, and other apparatus to be used, and a description of how the business will maintain its café.

Sidewalk cafes are only permitted to operate between April 1<sup>st</sup> and October 31<sup>st</sup> (although there is a “good weather” clause that provides some flexibility) and between 7:00 a.m. and 12:00 a.m.

Other than the need for a permit, the City does not specify where sidewalk cafés can or cannot be located, with the one restriction being that: “a clear pedestrian passageway that is a minimum of 4 feet [must be] maintained at all times, exclusive of all meters, sign posts, tree grates, etc. The grass or brick area between the sidewalk and the curb may not be used as part of the 4-foot passageway.” This requirement restricts sidewalk café siting simply as a result of geometry. For example, the entire west side of the 400 Block of South Franklin Street – which is bisected by a ramp – is not suitable for outdoor seating. Some portions of the north side of the 100 Block of Walton Street are obstructed by stairs, making them unsuitable sites for sidewalk cafés.

The City’s regulations do not specify that a sidewalk café must meet any minimum dimensions, although typically they are at least five feet wide. One Downtown business has a row of chairs on the sidewalk, taking up just under four feet of space. In Armory Square, most sidewalk cafés are between five and seven feet wide.

## INVENTORY

Figure 20 provides a snapshot of where sidewalk cafés currently exist as well as average sidewalk widths in the study area. The width available for sidewalk cafés is the sidewalk width minus the four-foot pedestrian through zone.

Most of the sidewalks in the study area that are adjacent to commercial properties (other than parking lots) are wide enough for sidewalk cafés. The exceptions on the north side of the 100 Block of Walton Street are notable, given the density of bars and restaurants on that block.

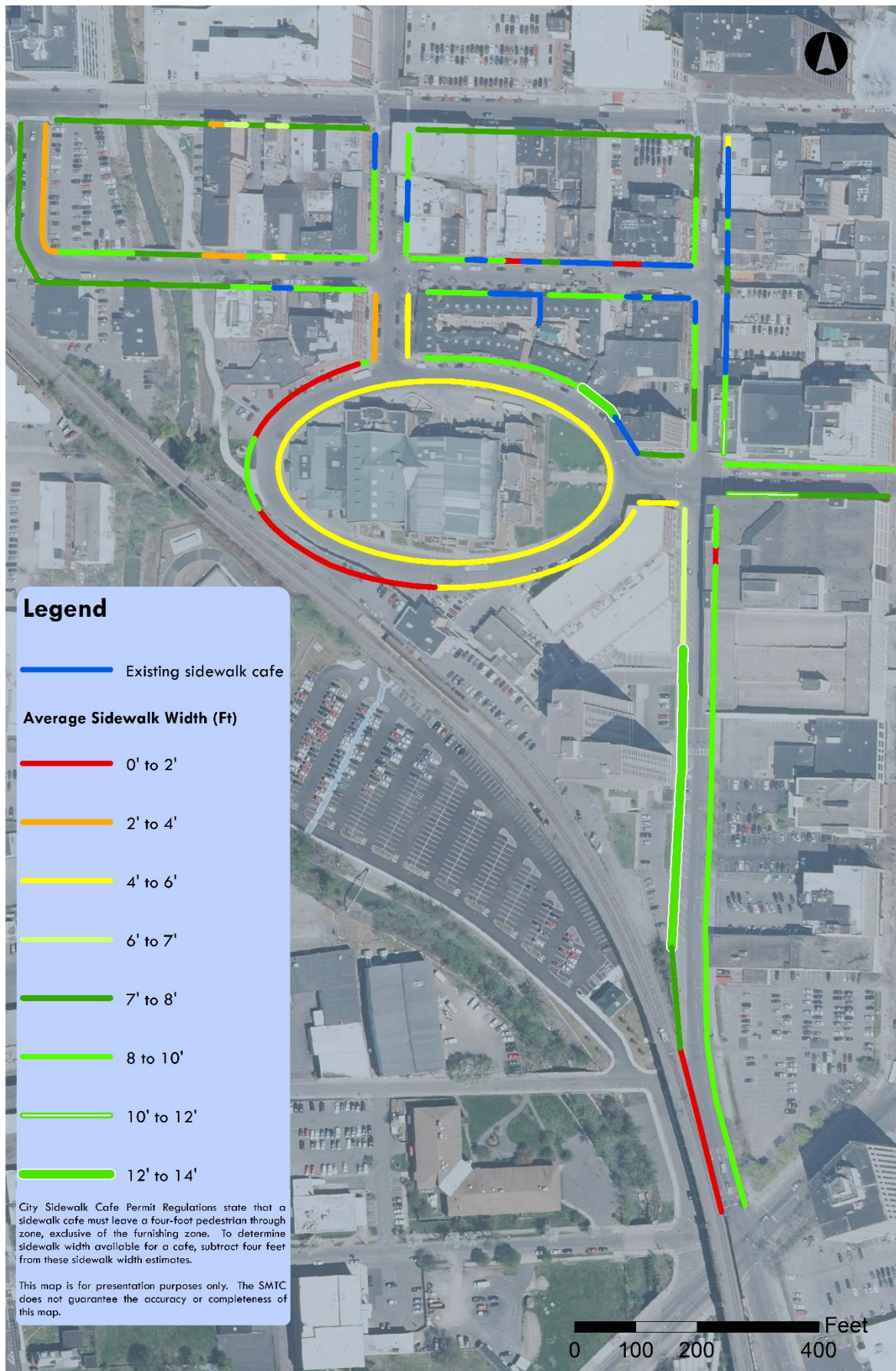


Figure 20: Existing sidewalk cafes and sidewalk widths

## 7. Stakeholder Outreach

This project's Public Involvement Plan stated the SMTC's intention to "cast a wide net" in order to get as much input and feedback as possible. The Downtown Committee and the City of Syracuse were instrumental in supporting this outreach effort. Formal meetings were supplemented with informal discussions with business owners and staff. A brief summary of stakeholder meetings is provided below.

- Met with representatives of the Syracuse Police Department, including a member of the Armory Square detail, to discuss the existing weekend night street closure, as well as other issues related to personal safety.
  - Police officers noted that, while there are many pedestrians and many vehicles in Armory Square, pedestrian safety is not usually a problem because vehicles tend to move slowly through the area at night.
  - They also identified the 500 Block of South Clinton Street as an area to which crime has moved, as other nearby locations have had stepped up enforcement.
  - Police officers did not object to the use of bollards rather than squad cars to close Walton Street on weekend nights, with the caveat that bollards would not be as visible as police vehicles.
- Site visit with representatives of ARISE to discuss access for people with disabilities.
  - Identified numerous sidewalk maintenance issues in the study area, as well as the idea for a mid-block crossing in the 100 Block of Walton Street.
- Discussed existing Armory Square parking issues and opportunities with David Gross of Syracuse Parking Services.
- Meetings with stakeholders invited by the Downtown Committee covering a variety of issues, including parking, curbless streets, pedestrian malls, and South Clinton Street. Representatives of the following businesses and institutions attended:
  - Mulrooney's / Benjamin's on Franklin;
  - Vagabond Clothing;
  - Landmark Theatre; and
  - Jefferson Clinton Hotel.
- SMTC staff attended a meeting of the Armory Square Association. Subjects discussed included the Trolley Lot, parklets, Armory Square's image (particularly related to out-of-town hotel guests), and delivery trucks.
- Presented the project at a meeting of the Downtown Syracuse TNT group and discussed pedestrian mobility issues with members of this group.

- Meeting attendees approved of the idea of a two-way South Clinton Street.
- Presented the project at a meeting of the Clinton Plaza Apartments Tenants' Association.
  - Residents of this building emphasized the importance of parking and personal safety.
  - Residents objected to the conversion of on-street diagonal parking spaces on South Clinton Street to parallel parking spaces. This conversion would distribute on-street parking further south on the block. Residents cited their personal safety concerns with the southern part of the 500 Block of South Clinton Street.
- SMTC staff had meetings, informal conversations, e-mail exchanges, and phone calls with representatives of the following businesses and institutions:
  - Accents of Armory Square;
  - The Blue Tusk;
  - Empire Brewing Company;
  - Ish Guitars;
  - The MOST;
  - Nick's Tomato Pie;
  - The Rescue Mission; and
  - Washington Street Partners

## PUBLIC MEETING

A public meeting was held for this project on April 25, 2019, in the Atrium at City Hall Commons. Seventeen members of the public, including business and property owners, attended and provided their thoughts and feedback on a set of draft design concepts (discussed in the 'Design Concepts' section).

Comments received included:

- Concerns that a two-way South Clinton Street would lack sufficient capacity to allow vehicles to exit the 700-space parking garage on the southeast corner of South Clinton and West Jefferson Streets in a timely manner (this garage is currently closed but is expected to re-open to public parking in the near future);
- Support for a catenary lighting system, the use of bollards for street closures, and suggestions for improvements such as fountains and added flowers;
- Suggestions that more sidewalks be added / widened; and
- Suggestions for combining design concepts, e.g., the pedestrian mall and curbless street.

Appendix A provides additional information on stakeholder input.

## 8. Design Concepts

### OVERVIEW

The goal of these design concepts is to ensure that Armory Square continues to be a destination that attracts people from across the region. These ideas represent a mix of solving problems and capitalizing on opportunities. Issues to be addressed include:

- Intersections and crosswalks that are not up to ADA standards;
- Sidewalks blocked by lampposts and other street furnishings;
- Sidewalks that end abruptly; and
- Sidewalks that are too narrow to allow outdoor café areas that could make the area more attractive.

The opportunities in the area are numerous. Armory Square is the kind of pedestrian-dominated area that can become a showcase for state-of-the-art design ideas. The critical question in this context is: how to develop these ideas while ensuring that the large numbers of people who arrive here by car continue to be drawn to this area? The concepts below reflect the importance of pedestrian mobility while improving accessibility for motor vehicles.

### ARMORY CENTER

For the purposes of this discussion, “Armory Center” refers to the segment of Walton Street east of Onondaga Creek, as well as the 300 and 400 Blocks of South Franklin and South Clinton Streets.

With some notable exceptions, Armory Center is already one of the most walkable places in Downtown Syracuse. Recommendations for this area relate primarily to upgrading existing facilities to signal to drivers that they are in a pedestrian-centric area and should proceed slowly, yielding the right-of-way to pedestrians as appropriate. Recommendations for this area also include ideas that go beyond traditional improvements to the right-of-way, such as parklets and overhead lighting. While these are not transportation improvements, per se, they can be used to further the underlying principle of activating public space. This, in turn, increases pedestrian comfort.

#### General Streetscape Improvements

Figure 21 provides an overview of general streetscape improvements for this area.

## Armory Center - Streetscape Examples

Armory Square Mobility Plan



Encourage businesses to sponsor seasonal 'parklets' in on-street parking spaces



Shorten crossing distance and improve pedestrian visibility with curb bump-outs and crosswalks



Use removable bollards to control access to Walton Street on weekend nights



Improve visibility with overhead (catenary) lighting



Figure 21: Armory Center Streetscape Examples

### Parklets

A parklet converts a few on-street parking spaces into a small public park. As described in the Seattle Department of Transportation's *Parklet Handbook*, they are "a cost-effective way to activate streets, create more vibrant neighborhoods, and promote economic vitality."<sup>9</sup> Like sidewalk cafes, businesses can use parklets to add outdoor space adjacent to their storefronts. Many cities have a formal permitting process, including design requirements, to ensure that parklets meet desired visual and safety standards. Like sidewalk cafes, parklets are temporary – in snowy climates, they are removed well before plowing starts. Unlike sidewalk cafes, parklets are (typically) open to the general public and (usually) do not allow either table service or alcoholic beverages<sup>10</sup>. In Syracuse, it is not unusual for parklets to appear in Armory Square on Park(ing) Day, an annual one-day event that began in San Francisco in 2005.

The City of Syracuse does not currently have a set of standards or an application process for parklet design and installation. The City should seek out and work with one or two businesses who are passionate about this idea and apply best practices from other cities to develop a streamlined process for allowing projects of this kind.

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<sup>9</sup> *Parklet Handbook*, Seattle Department of Transportation, 2016.

<sup>10</sup> Each city regulates its parklets differently, but in New York State an "on premises" liquor license is, as the name suggests, a license to sell alcoholic beverages for consumption on a bar or restaurant's premises. Since parklets are usually separated from private property by the publicly-accessible sidewalk, the license would not extend to the parklet.



*A parklet on the 300 Block of South Franklin Street built for Park(ing) Day 2018*

#### *Bump-outs*

Curb bump-outs (also known as curb extensions, bulb-outs, flares, neckdowns, neck-outs, pinch points, or chokers) extend the sidewalk into the street at intersections and mid-block crossings. The Federal Highway Administration's (FHWA) online Pedestrian Safety and Countermeasure Selection System describes bump-outs as follows:

Curb extensions ... extend the sidewalk or curb line out into the parking lane and reduce the effective street width. Curb extensions must not extend into travel lanes and should not extend across bicycle lanes. This countermeasure improves pedestrian crossings by reducing the pedestrian crossing distance, reducing the time that pedestrians are in the street, visually and physically narrowing the roadway, and improving the ability of pedestrians and motorists to see each other. Curb extensions also create space for the addition of a curb ramp.

Several study area intersections would benefit from bump-outs, both to improve pedestrian safety and to further identify the study area as a pedestrian friendly district:

- South Clinton Street & Walton Street;
- West Fayette Street & Walton Street;
- Creekwalk mid-block crossing at Walton Street;

- South Franklin Street & Walton Street;
- South Franklin Street & West Jefferson Street; and
- South Clinton Street & West Jefferson Street.

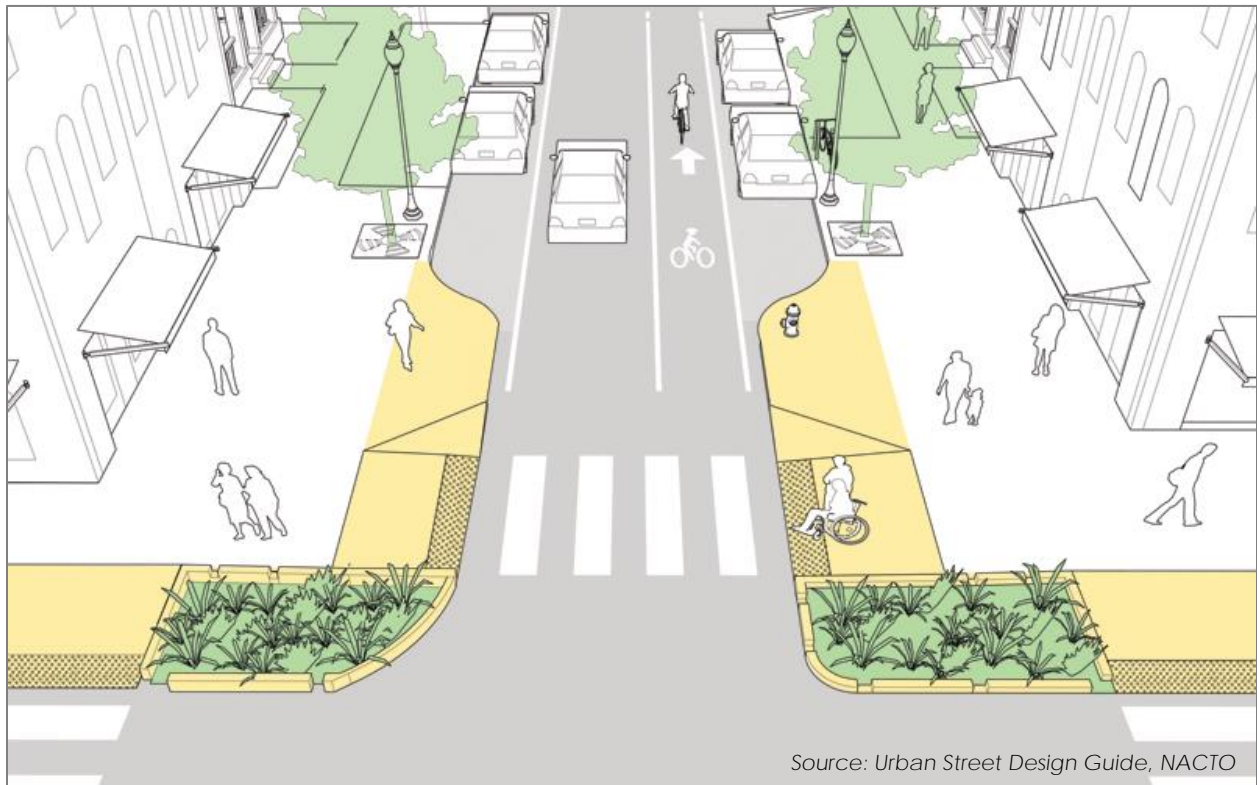


Figure 22: Curb bulb-out as a gateway feature

#### *Bollards / Barricades*

Currently, the 100 Block of Walton Street is closed between 10:00 p.m. and 2:00 a.m. on Friday and Saturday nights by the Syracuse Police Department. Typically, this involves the use of police squad cars, saw horses, and uniformed police officers. Some business owners have said that the closure itself is not an issue, but the way it is done is unattractive and gives an appearance comparable to that of a crime scene, not a fun entertainment district.

An alternative that should be considered is the use of bollards and signage to indicate to drivers that the road is closed. Other cities have had success with a style of bollard that fits into a twelve-inch steel sleeve embedded in the pavement. When the bollard is not in place, the sleeve is covered with a small metal plate to which the bollard can be fastened with a padlock. The City of

Brenham, Texas, recently undertook a project to use bollards for the temporary closure of some city streets during festivals.

The Manual on Uniform Traffic Control Devices (MUTCD) stipulates the use of "Road Closed" signage (Sign R11-2) for a planned road closure.



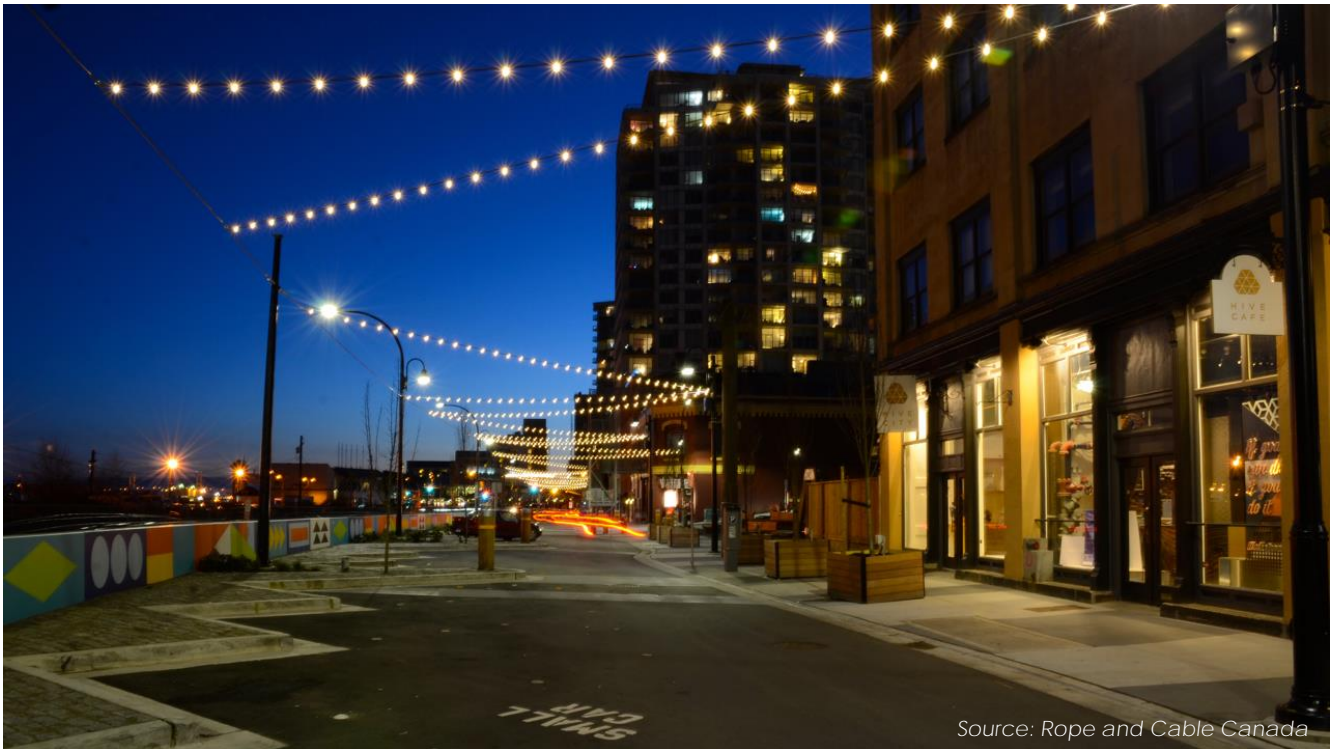
Figure 23: Bollards used for temporary street closures in Brenham, Texas



Figure 24: Standard signage for a road closure (Sign R11-2)

### *Catenary Lighting*

While not a transportation improvement per se, the use of catenary lighting strung on wires between buildings is an aesthetic improvement that is used in entertainment districts, plazas, and over streets in other cities. A single-cable catenary lighting system suspended between building fronts along Walton Street east of Onondaga Creek would contribute to Armory Square's identity as a night-time destination.



Source: Rope and Cable Canada

Figure 25: Example of single-cable catenary lighting, Front Street, New Westminster, British Columbia

### *City of Syracuse – Pedestrian Safety Action Plan*

The City of Syracuse has received funding from New York State to implement pedestrian safety improvements on streets throughout the city under the Pedestrian Safety Action Plan (PSAP). Unsignalized crosswalks in the study area will see improved signage and the addition of high-visibility crosswalks in the next two to three years.

This will include adding fluorescent yellow-green pedestrian crossing signs (Sign W11-2) both at and upstream from the crosswalks at the following locations:

- Creekwalk crossing on Walton Street (just east of Onondaga Creek);
- Trolley Lot crosswalk on the West Jefferson Street circle; and
- South Clinton Street at Walton Street.

High-visibility ladder style crosswalks (as shown in Figure 27) will also be used at these crossings.



Figure 27: Example of a high-visibility ladder crosswalk



Figure 26: Pedestrian crossing sign (Sign W11-2)

The study area's signalized intersections will be re-timed to ensure that sufficient pedestrian crossing time is built into signal phasing. Where they are not currently installed, pedestrian countdown timers will be added.

## Design Scenarios

In addition to the streetscape improvements suggested above, three design scenarios were developed for Armory Center:

- Scenario 1 – Curbless Streets,
- Scenario 2 – Raised Intersections and Wider Sidewalks, and
- Scenario 3 – Walton Street Pedestrian Mall.

### *Scenario 1 – Curbless Streets*

- Implement a curbless street on some or all of the “Armory Center” blocks (Walton Street east of the Creekwalk, 300 and 400 Blocks of South Franklin and South Clinton).
- Bollards, planters, and distinctive paving colors / textures define the traveled way, on-street parking, and pedestrian areas.
- Under this scenario, existing traffic patterns and on-street parking can continue, or be modified, as needed. See Figure 28.

Syracuse has a curbless street already: the 100 Block of East Genesee Street is a one-way curbless street segment with parking on one side. Like this example, the curbless street concept in Armory Square would use decorative bollards and planters to separate traffic and on-street parking areas from the pedestrian thoroughway. The speed limit on the curbless portions of Armory Square streets would be reduced to 20 m.p.h. The curbless street cross-section provides the following advantages over a traditional, curbed street:

- Pedestrians have greater visibility and ownership of the street;
- While street furniture and bollards can delineate the pedestrian thoroughway, the lack of a curb means that – when volumes are low and on-street parking spaces are not being utilized – available street width effectively becomes a sidewalk; and
- “Sidewalk” width can be adjusted seasonally, for example to accommodate sidewalk cafes, temporarily eliminating on-street parking spaces that can be replaced by readjusting street furniture.

**Armory Center - Option 1**  
**Curbless Streets**  
Armory Square Mobility Plan

S Franklin St

S Clinton St

Walton St

**Curbless Streets**

- Eliminate curbs
- Use bollards and distinctive paving materials to separate cars from pedestrians
- Maintain on-street parking and through traffic lanes
- Reduce speed limit to 20 MPH
- Define the pedestrian pathway with a tactile warning strip for visually impaired pedestrians



Figure 28: Armory Center Design Scenario 1



Figure 29: An existing curbless street in Syracuse: East Genesee Street in Hanover Square

#### Scenario 2 - Raised Intersections and Wider Sidewalks

- Raised intersections at the Walton Street / South Clinton Street, South Franklin Street / West Jefferson Street, and Walton Street / South Franklin Street intersections.
- Selective sidewalk widening along Walton Street. See Figure 30.

Raised intersections, also known as speed tables, present vehicles with a gentle slope at the intersection's approaches – similar to (but less abrupt than) a speed bump. At the intersection, pedestrians and vehicles are on the same vertical plane: there is no longer a curb separating them, nor any need for curb ramps or crosswalks. The result is an intersection that slows vehicles down and gives pedestrians greater visibility, signaling to both that this is a pedestrian-focused area. Pavement materials, colors, and textures are typically upgraded at raised intersections, and can be coordinated across intersections to reinforce the idea of a pedestrian district. The separation of motorized traffic from the sidewalk is usually marked by bollards and large planters.

As mentioned in the "sidewalk width" section, sidewalks on Walton Street are choked by features of adjacent buildings. Selected sections of this sidewalk should be widened. Additionally, the sidewalk segment (200 block) is narrowed by a ramp in the sidewalk: this sidewalk should be widened and combined with a bump-out at the mid-block crossing for the Creekwalk.

## Armory Center - Option 2

### Raised Intersections & Wider Sidewalks

Armory Square Mobility Plan

#### Add width to narrow sidewalks

- Bring narrow sidewalks up to ADA standards (continuous five-foot walkway)
- Add space for sidewalk cafes
- Limited reduction in parking spaces (approximately 17 spaces)
- Travel lane width remains the same

#### Raised intersections at Walton / Clinton, Walton / Franklin, and Jefferson / Franklin to create gateways to Armory Square

- Intersections are flush with the curb
- Use bollards to delineate the edge of the traveled way
- Significant improvement in pedestrian mobility, particularly for disabled pedestrians
- Elevated intersection slows traffic and increases pedestrian visibility

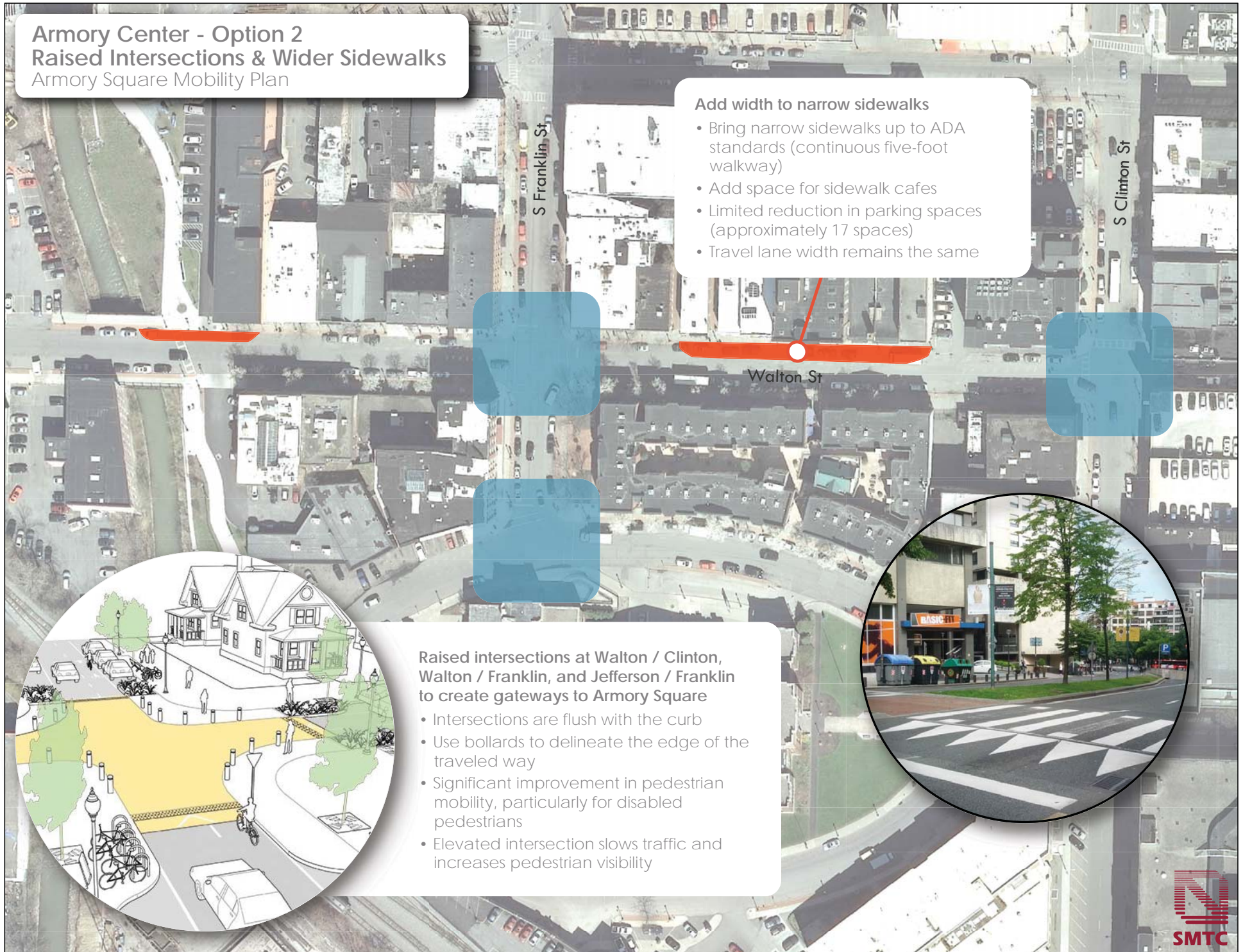


Figure 30: Armory Center Design Scenario 2

*Scenario 3 – Walton Street Pedestrian Mall*

- Use street furniture (benches, lampposts, planters) and paving materials / textures to create a pedestrian-oriented plaza in the 100 Block of Walton Street.
- Allow delivery vehicles before 9:00 a.m.
- Combine with other concepts, such as catenary lighting and curbless streets. See Figure 31.

The 100 Block of Walton Street is currently closed to through traffic by the Syracuse Police Department (SPD) on Friday and Saturday nights between 10:00 p.m. and 2:00 a.m. The SPD is primarily interested in minimizing the potential for conflicts between bar patrons and vehicles during this period.

Several stakeholders suggested the idea of closing this portion of Walton Street to traffic completely. This would completely resolve all questions related to sidewalk width or pedestrian accessibility, by making the entire building-to-building width a pedestrian plaza. This space could ultimately be utilized for benches, planters, picnic tables, or other similarly welcoming street furniture. Nearby plazas in Syracuse, such as Hanover Square and Clinton Square, feature fountains and picnic tables.

One major logistical barrier to this approach is the difficulty it would create for the many delivery trucks that utilize this block of Walton Street to access bars and restaurants. Beverage and restaurant supply trucks use Walton Street very heavily in the mornings and early afternoons. Because of the low traffic volume on Walton Street, large trucks sometimes double park, eliminating a traffic lane, without seriously disrupting movement on the street. If Walton Street were closed to delivery vehicles, these obstructions would be moved to nearby streets (Franklin, Fayette, or Jefferson) that are poorly equipped to handle them.

More importantly, several stakeholders – including the Downtown Committee, a non-profit organization whose mission includes strengthening Downtown’s economic base and increasing its attractiveness – have identified some issues with the “Walton Street Pedestrian Mall” concept, including:

- There is not sufficient pedestrian activity to keep a pedestrian mall active throughout the day.
- The roughly 30 on-street parking spaces on this block have a lot of value to adjacent businesses, particularly for pick-up of food orders.
- Other cities’ pedestrian plazas have staff and/or resources dedicated to their maintenance and to programming activities throughout the year.

**Armory Center - Option 3**  
**Walton Street Pedestrian Mall**  
Armory Square Mobility Plan



**Walton Street Pedestrian Mall**

- Close the 100 Block of Walton Street to through traffic
- Limit deliveries to specific times of day
- Add landscaping and street furniture (benches, tables)
- Use 'curbless' street profile & paving



Figure 31: Armory Center Design Scenario 3

- The trend in other cities has been toward removing pedestrian malls that were installed in the late 1970s and early 1980s and that have failed to attract businesses and pedestrians.

#### DELIVERY VEHICLES

To be commercially viable, bars and restaurants must have a steady supply of food and beverages to sell. This requires regular deliveries, and in Armory Square this means that certain blocks – particularly (but not exclusively) the 300 Block of South Clinton Street and the 100 Block of Walton Street see truck traffic throughout the day. If the 100 Block of Walton Street were to be closed to through traffic, the need for daily deliveries to bars and restaurants on the block would have to be accommodated. In Ithaca, the Commons is open for deliveries before 9:00 a.m. and after 7:00 p.m. Over the decades, businesses have adjusted to this schedule, and a similar outcome would be expected in the case of a Walton Street Pedestrian Mall.

#### TRAFFIC OPERATIONS

Traffic volumes on the 100 Block of Walton Street are relatively low: under 2,000 vehicles daily. There are no parking garages that are accessed on this block. One parking lot, the Fayette/Clinton Lot with 77 parking spaces, has a driveway on Walton Street, but it also has access on West Fayette Street and South Clinton Street. Other than this parking lot and the 30 on-street parking spaces on Walton, there are no destinations on this block. In terms of network function, Walton Street connects West Fayette Street to South Clinton Street, but West Fayette Street itself connects to South Clinton Street. The 100 Block connects South Franklin and South Clinton Streets, but other routes also provide this connection: West Fayette, West Washington, West Water (for most of the year), and West Willow Streets, as well as Erie Boulevard West and Herald Place.

NYSDOT traffic data indicates that the busiest hour of the day for this block of Walton Street is between 5:00 and 6:00 p.m. (160 vehicles on average), which is consistent with both normal evening peak commuting and evening dining hours; both are likely contributing to volumes in Armory Square in this hour. If this block were closed to traffic, these vehicles would primarily be re-distributed to other east-west streets: West Fayette Street to the north and West Jefferson to the south. According to data from NYSDOT's *I-81 Viaduct Project Draft Design Report*, nearby intersections currently operate at Level of Service (LOS) A or B during the evening peak hour (see Table 6), suggesting that they have more than sufficient capacity to handle the relatively low volumes of traffic that would be diverted from a closed Walton Street.

**Table 6 – Current Intersection Level of Service by Approach**

Intersection	Approach	AM	PM
S. Clinton St. & W. Fayette St.	SB	A	A
	EB	C	B
	WB	C	A
	ALL	B	A
S. Clinton St. & W. Jefferson St.	SB	A	A
	EB	A	B
	WB	B	B
	ALL	A	A
S. Clinton St. & W. Onondaga St.	SB	B	B
	EB	C	B
	WB	B	B
	ALL	B	B
S. Franklin St. & W. Fayette St.	NB	B	B
	SB	B	A
	EB	C	B
	WB	C	B
	ALL	C	B
S. Franklin St. & Walton St.	NB	A	A
	SB	A	A
	EB	A	A
	WB	A	A
	ALL	A	A

Source: I-81 Viaduct Project Draft Design Report, Draft Environmental Impact Statement and Section 4(f) Evaluation, NYSDOT, 2019

### CONCEPT 3 – CONCLUSION

Determining which elements contribute to the success of a commercial district is not an exact science. Clearly, Armory Square bars and restaurants *can* function without through traffic on the 100 Block of Walton Street on weekend nights; this closure has been in place for many years. But some stakeholders have opined that this closure already suppresses the area's popularity to some degree - they would like to see the closure eliminated. How a permanent closure would alter the perception and use of this block is unknown, and it introduces a risk to the district's commercial viability that the other scenarios do not. The current weekend closure does not affect the block's retail storefronts, which are closed by 10:00 p.m. – how an earlier closure would affect them is difficult to gauge.

If the City is interested in pursuing this option, it does so after further consultation with stakeholders – particularly the Downtown Committee and the Armory Square Association.

### WALTON STREET – WEST OF ONONDAGA CREEK

West of Onondaga Creek, there are only two buildings on Walton Street, neither of which have retail storefronts. There is also a surface parking lot and a small park. Sidewalks in this area are narrow and, in places, blocked by lampposts and parking pay stations. This portion of Walton Street is an important connector between West Fayette Street and Armory Square. The next phase of the City's Creekwalk project will connect West Street to Walton Street in this area.

Pedestrian mobility improvements in this area should include:

- Widen sidewalks on both sides of the street to create standard six-foot sidewalks;
- Replace existing sidewalk grates with ADA-compatible grates; and
- Add bump-outs at the Creekwalk's mid-block street crossing.

On the west side of Walton Street, sidewalks can be widened to create a six-foot path for pedestrians by widening into the adjacent City-owned park space. On the east side of Walton Street, seven on-street parking spaces would be eliminated in order to create a continuous six-foot sidewalk. Ideally, this would also include relocating the four lampposts in this section to a new furnishing zone on the widened sidewalk's outside edge.

The sidewalk grates on Walton Street's north side (adjacent to the Fayette & Walton parking lot) are currently aligned to have the longer grate openings parallel to the direction of travel. These grates should be replaced, and the openings of the replacement grates should be narrower than 0.5 inches and aligned perpendicular to the pedestrian path of travel.

Bump-outs at the Creekwalk's mid-block crossing would improve pedestrian safety, calm traffic, and provide opportunities for aesthetic treatments, such as planters.

The next phase of the City's Creekwalk project is expected to complete the sidewalk on the south side of Walton Street in this block.

## JEFFERSON STREET CIRCLE

Sidewalks on the West Jefferson Street Circle around the MOST (west of South Clinton Street) are narrow, particularly on the inside of the circle. Several sidewalk segments on the outside of the circle, between South Franklin Street and the Trolley Lot, are missing completely. A pedestrian walking from the Trolley Lot to Armory Square on the west side of this loop has to cross West Jefferson Street twice in order to remain on the sidewalk. Also, the lack of sidewalks suggests that this is not an area in which pedestrians are "supposed" to be. This is reinforced by the scarcity of signage indicating that the Trolley Lot is open for parking, and by the NYS&W viaduct's stark, industrial appearance. Figure 31 shows existing conditions on the Jefferson Street Circle.

Two design scenarios were developed for the Jefferson Street Circle:

- Scenario 1: Two-way with raised intersection, and
- Scenario 2: One-way circle with pedestrian enhancements.

### Scenario 1: Two-way with raised intersection

This design scenario enhances and extends existing pedestrian facilities.

- Add six-foot wide sidewalks to the outside of the Jefferson Street circle along the railroad viaduct wall, connecting to the Trolley Lot sidewalk via a new crosswalk at the entrance to the Trolley Lot.
- Add a six-foot sidewalk to connect the Creekwalk trailhead on the Jefferson Street Circle to the sidewalk near the South Franklin Street / West Jefferson Street intersection.
- Convert the existing crosswalk between the Trolley Lot and the MOST to a raised crosswalk.
- Add signage to the NYS&W viaduct tunnel to the Trolley Lot indicating that this is a parking area.
- Add bulb-outs and crosswalks to the Jefferson / Jefferson intersection (east end of circle). See Figure 32.

# Jefferson Street: Existing Conditions

## Armory Square Mobility Plan



Figure 32: Jefferson Street Circle Existing Conditions

# Jefferson Street Circle: Two-way with raised Intersection

Armory Square Mobility Plan

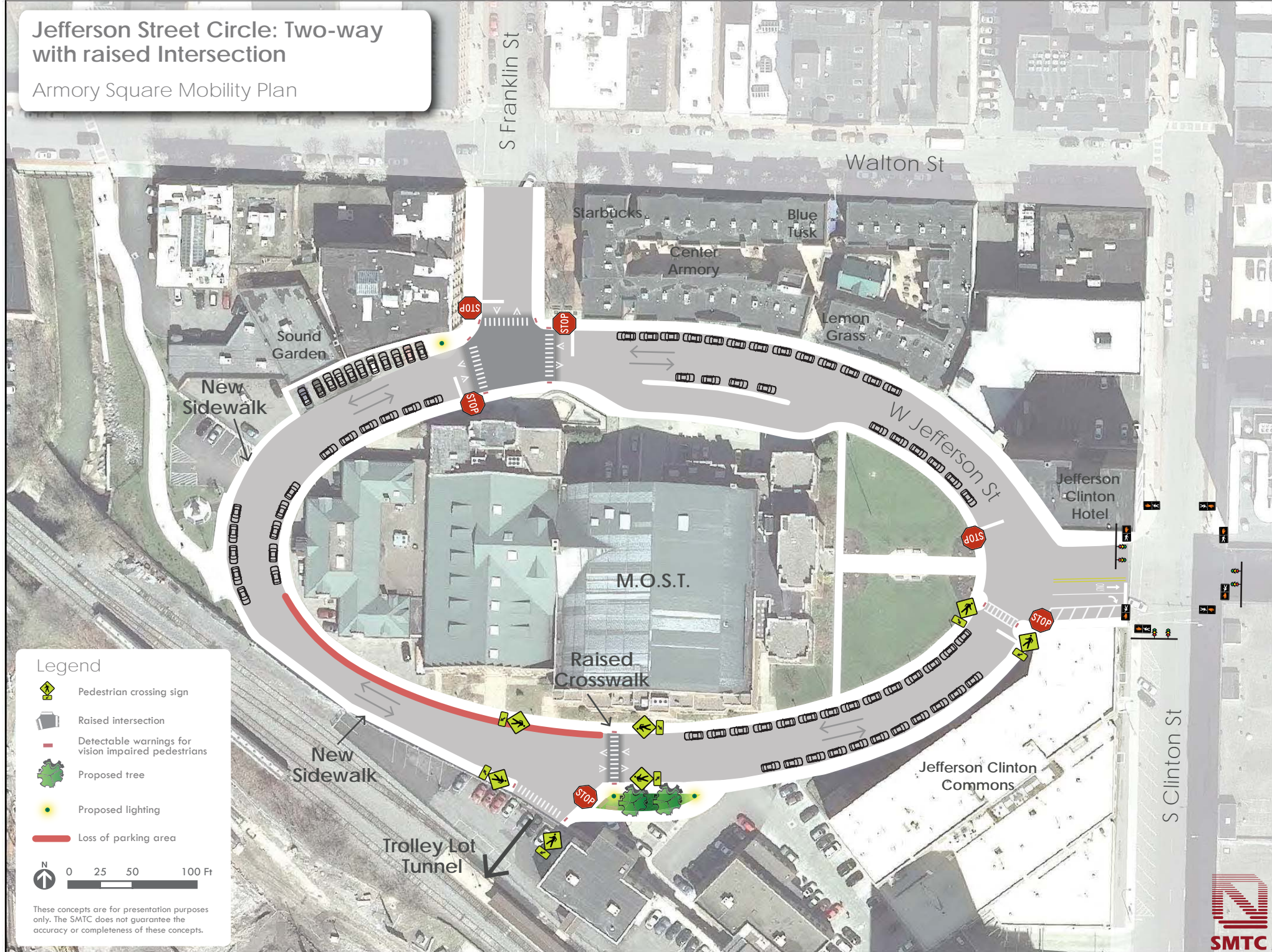


Figure 33: Jefferson Street Circle Design Scenario 1



Figure 34: Trolley Lot tunnel. The existing Trolley Lot tunnel (left) and a concept for a simple improvement (right) to help visitors to the area identify this as the entrance to a parking area.

The Trolley Lot is frequently identified as an underutilized parking resource in Armory Square, with stakeholders identifying it as “scary”, “not safe”, and “intimidating.” Adding a sidewalk along the railroad viaduct would help signal to visitors that the Trolley Lot is a place in which they are welcome to park. In order to add a sidewalk to this narrow section of Jefferson Street, on-street parking would be prohibited on the inside of the circle in this section, resulting in a loss of roughly five parking spaces.

- Currently, the sidewalk on the west side of the South Franklin Street / West Jefferson Street intersection terminates in on-street (perpendicular) parking spaces in front of the Hall-McChesney Building. There is no clear pedestrian connection between this sidewalk and Sound Garden (a music store) or the Creekwalk to the west. Adding a sidewalk would require moving the existing parking spaces toward West Jefferson Street. The curb on the northwest corner of this intersection would be re-built to preserve these spaces. This re-built curb would also provide a bump-out and a new curb ramp and crosswalk across the eastbound approach at this intersection.
- Raised crosswalks (also known as speed tables) provide two kinds of benefits to pedestrians: they slow vehicles down and they put the pedestrian crossing on the same vertical plane as the street, improving pedestrians’ visibility and eliminating the need for curb ramps. A raised crosswalk here would improve safety and convenience for families walking between the Trolley Lot and the MOST.

### Scenario 2: One-way circle with pedestrian enhancements

This design scenario would convert the Jefferson Circle to one-way operations. In general, one-way streets are associated with faster speeds and a less pedestrian-friendly atmosphere. In this case, however, speeds on the Jefferson Circle are constrained by the circle's relatively tight radius and relatively narrow width. By converting to one-way operations, sidewalks could be widened without sacrificing on-street parking. This concept includes the following elements:

- Convert the Jefferson Street Circle to one-way (counterclockwise) operations and add sharrows to the circle to accommodate cyclists. This would eliminate left-hand turns at all entrances to / exits from the circle and would make it possible to reduce the circle to a single lane in the segment between South Franklin Street and the Trolley Lot entrance.
- Widen existing sidewalks on the inside of the circle.
- Install eight-foot sidewalks (rather than six-foot sidewalks) on the outside of the circle in the segment between South Franklin Street and the Trolley Lot.
- Add a crosswalk across the circle near its eastern end (this crosswalk would be particularly useful in the long-term when 700 spaces are available in the currently closed City Center Garage on the eastern side of South Clinton Street). See Figure 35.

Northbound traffic frequently queues at the South Franklin Street / West Jefferson Street intersection because of downstream congestion. In order to improve operations at this intersection, the Jefferson Street Circle would have two lanes in the segment between the circle's eastern end and Franklin Street, with one through lane and one right-turn only lane.

### SOUTH CLINTON STREET – TWO-WAY CONVERSION

One-way streets tend to have higher speeds than two-way streets. Currently, South Clinton Street south of the West Jefferson Street intersection is a three-lane facility that invites vehicles to get through the 500 Block as quickly as possible. Figure 36 shows the street's existing geometry. Some of this block's existing uses tie in well with this lane configuration: the eastern side of the street is composed of a parking garage and the back sides of buildings.

However, this block is also home to a large concentration of low-income and disabled residents living in Clinton Plaza Apartments. New commercial and residential uses are coming to this block: Salt City Market will transform how the South Clinton Street / West Onondaga Street / Gifford Street intersection is used, and the addition of a new retail storefront at the Whitlock Building will add a destination on the street's eastern side. The Downtown Committee is currently developing plans to beautify the West Onondaga Street undercrossing below the NYS&W railroad tracks.

# Jefferson Street Circle: One-way Circle with Pedestrian Enhancements

Armory Square Mobility Plan

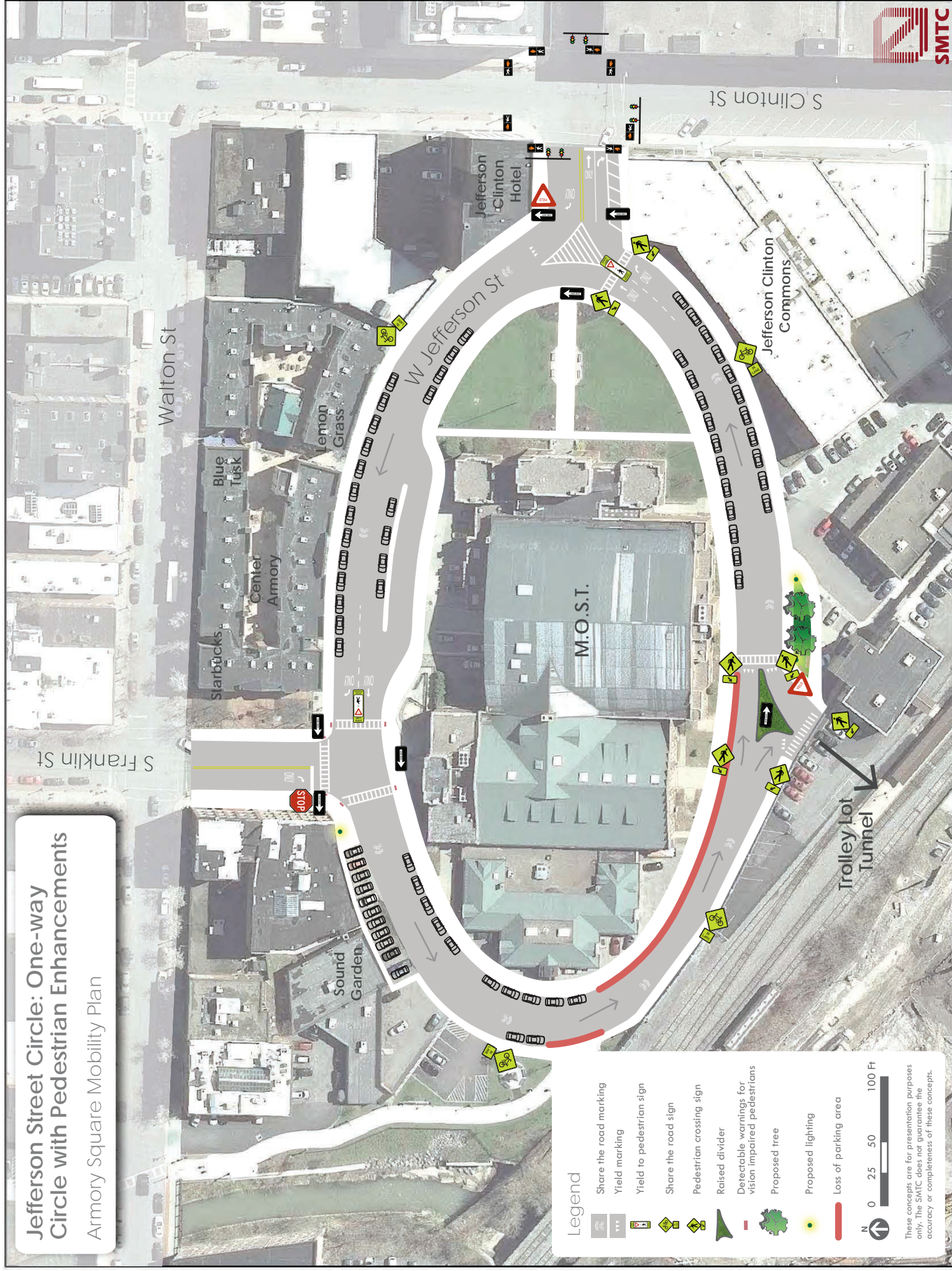


Figure 35: Jefferson Street Circle Design Scenario 2

# Clinton Street: Existing Conditions

## Armory Square Mobility Plan

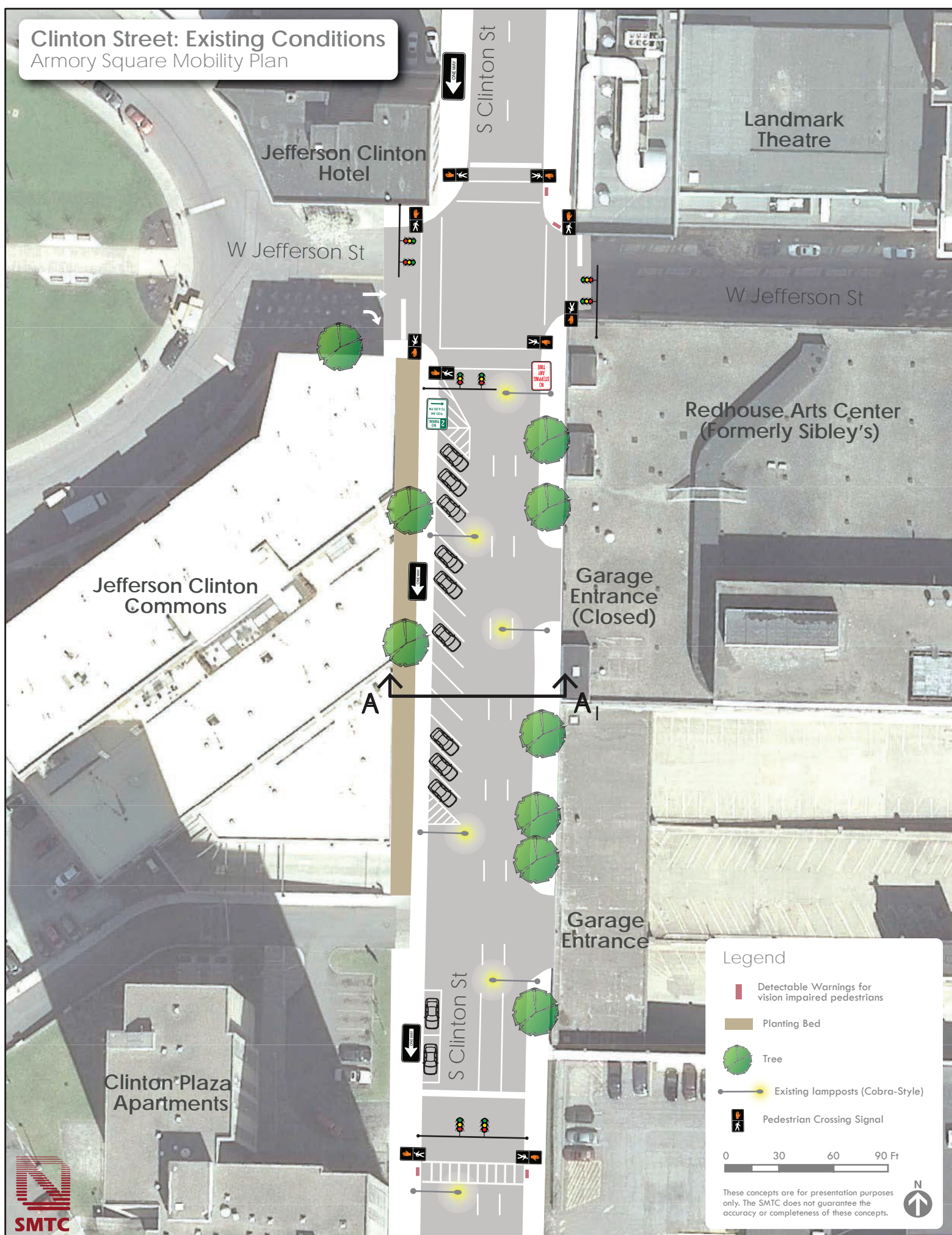


Figure 36: South Clinton Street – Existing Conditions

A two-way South Clinton Street would slow vehicles down while increasing overall accessibility for cars and trucks. The City of Syracuse is considering the idea of converting South Clinton Street to two-way operation between West Jefferson and Tallman Streets, allowing greater north-south accessibility between Downtown and the City's South Side.

The SMTC considered two design scenarios for a two-way South Clinton Street:

- Design Scenario 1: Retain the existing diagonal parking on the west side of the street, convert the existing three southbound lanes to one ten-foot lane southbound and one ten-foot lane northbound, and add on-street parking to the east side of the street. Shown in Figure 37.
- Design Scenario 2: As above, but replace the diagonal on-street parking with parallel parking and add two five-foot bike lanes. Shown in Figure 38.

#### Design Scenario 1

This concept would add between 20 and 27 parallel parking spaces to the east side of South Clinton Street. It also would present opportunities to add street trees, and (in the long-term) to convert a portion of the sidewalk to a four-foot furnishing strip to accommodate tree pits and other street furniture. The City should consider replacing the cobra-style overhead street lights with decorative lampposts, as found elsewhere in Armory Square. During a meeting with the Clinton Plaza Apartments' Tenants' Association, tenants objected to a design concept (Design Scenario 2) that converted the diagonal parking (29 spaces) on the west side of the street to parallel parking. This design would not result in a net loss in parking spaces: eight parallel spaces could be added further south than diagonal parking is currently allowed (just north of Dickerson Street), replacing the eight diagonal spaces lost further north on the 500 Block. Tenants' Association members disliked the idea of losing parking spaces near their building and gaining spaces further south, where the perception is that criminal activity is higher.

#### Design Scenario 2

Design Scenario 2 shows the removal of the diagonal parking spaces on the west side of South Clinton Street, replacing them with parallel parking spaces. This would make it possible to add a five-foot bike lane to each side of the street. These bike lanes would connect to existing bike lanes on West Onondaga Street to the south. Currently, bike use in this area is minimal: 60 bikes were counted over a four-hour period (AM and PM peak periods) traveling southbound on South Clinton Street at the South Clinton Street/ West Onondaga Gifford Street intersection. With the addition of a bike share docking station on the Creekwalk in Armory Square, it is likely that bike lanes on South Clinton Street would see increased use in the long-term.

# Clinton Street: Two-way conversion

## Armory Square Mobility Plan

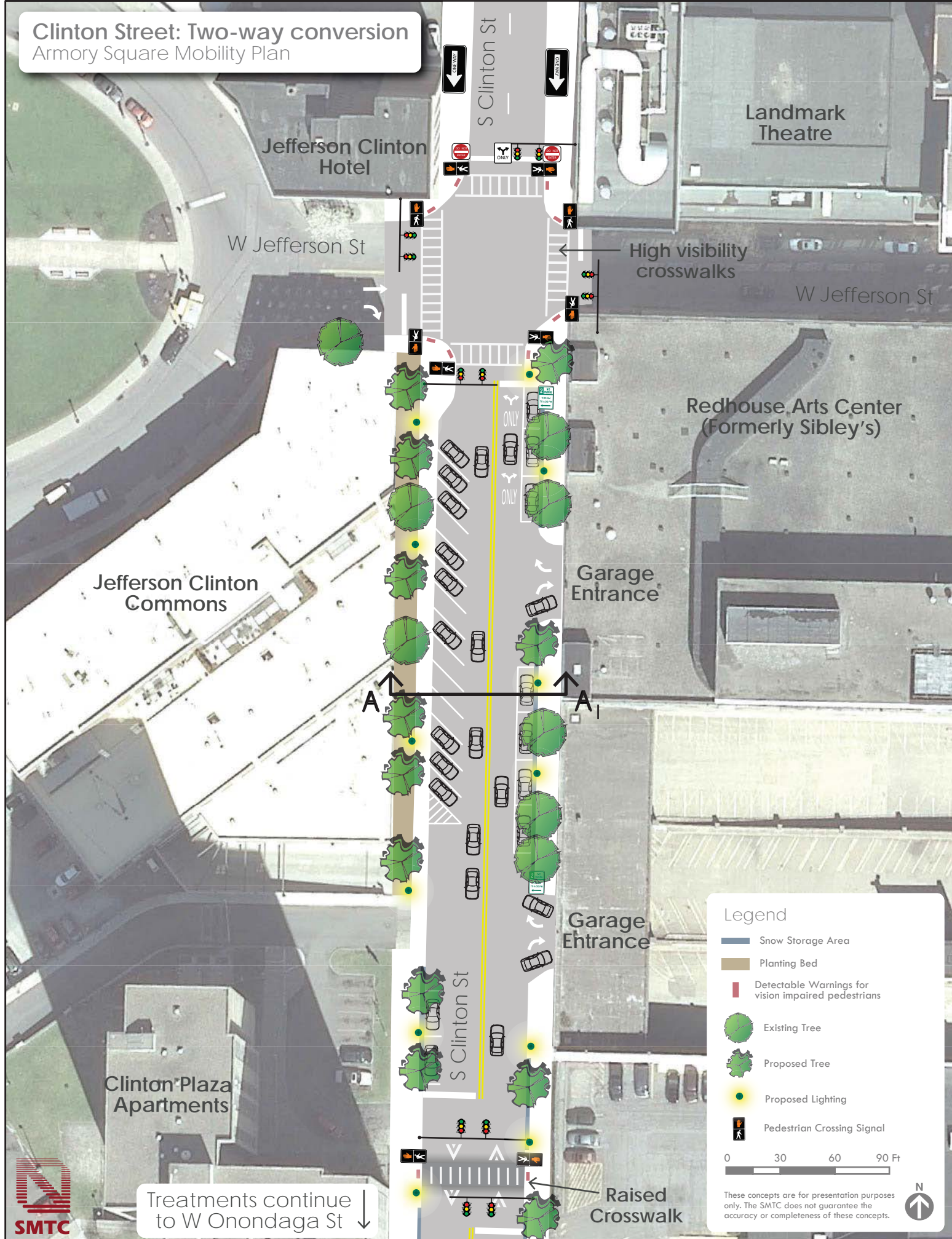


Figure 37: South Clinton Street – Design Scenario 1

# Clinton Street: Two-way conversion with bike lanes

Armory Square Mobility Plan

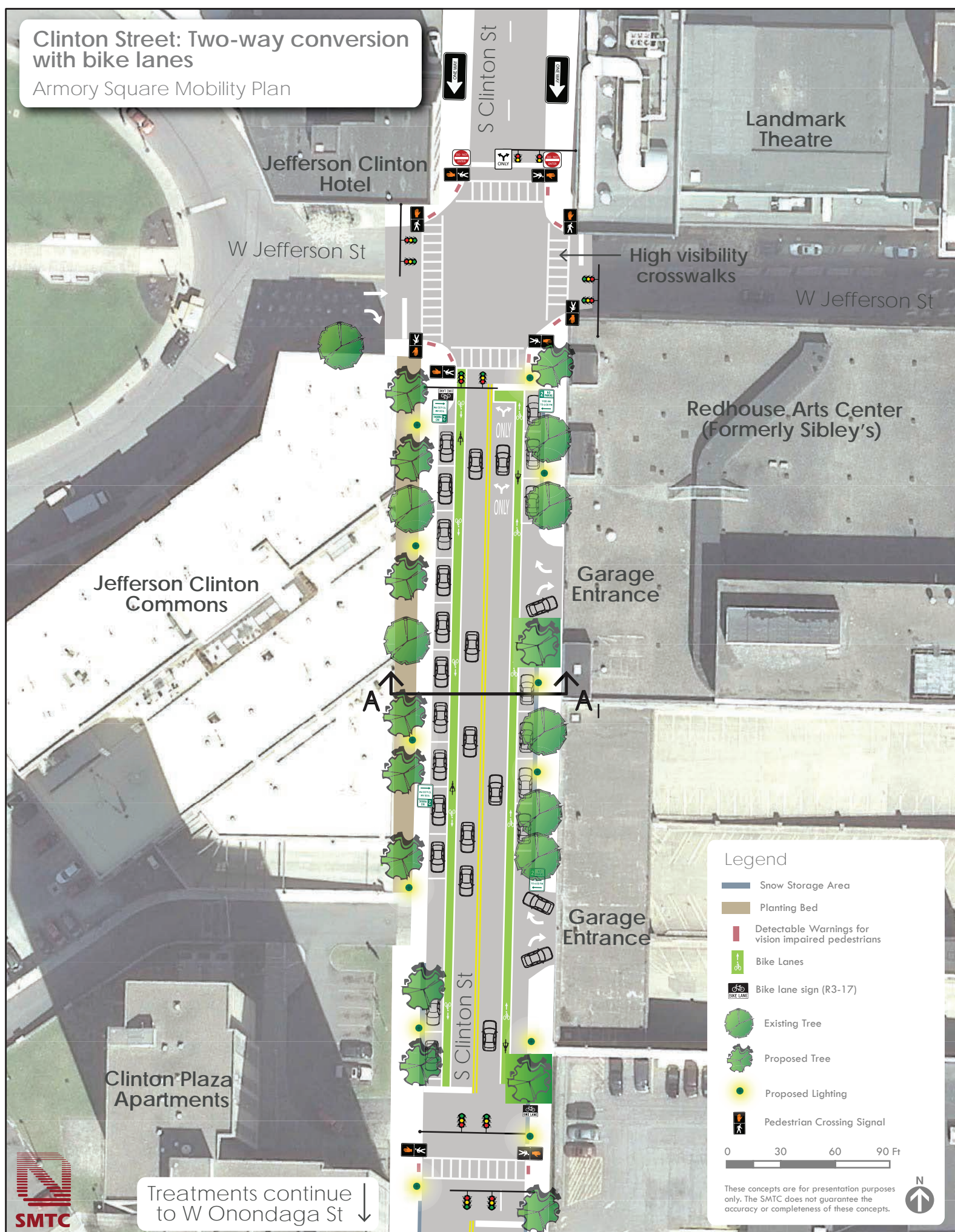


Figure 38: South Clinton - Design Scenario 2

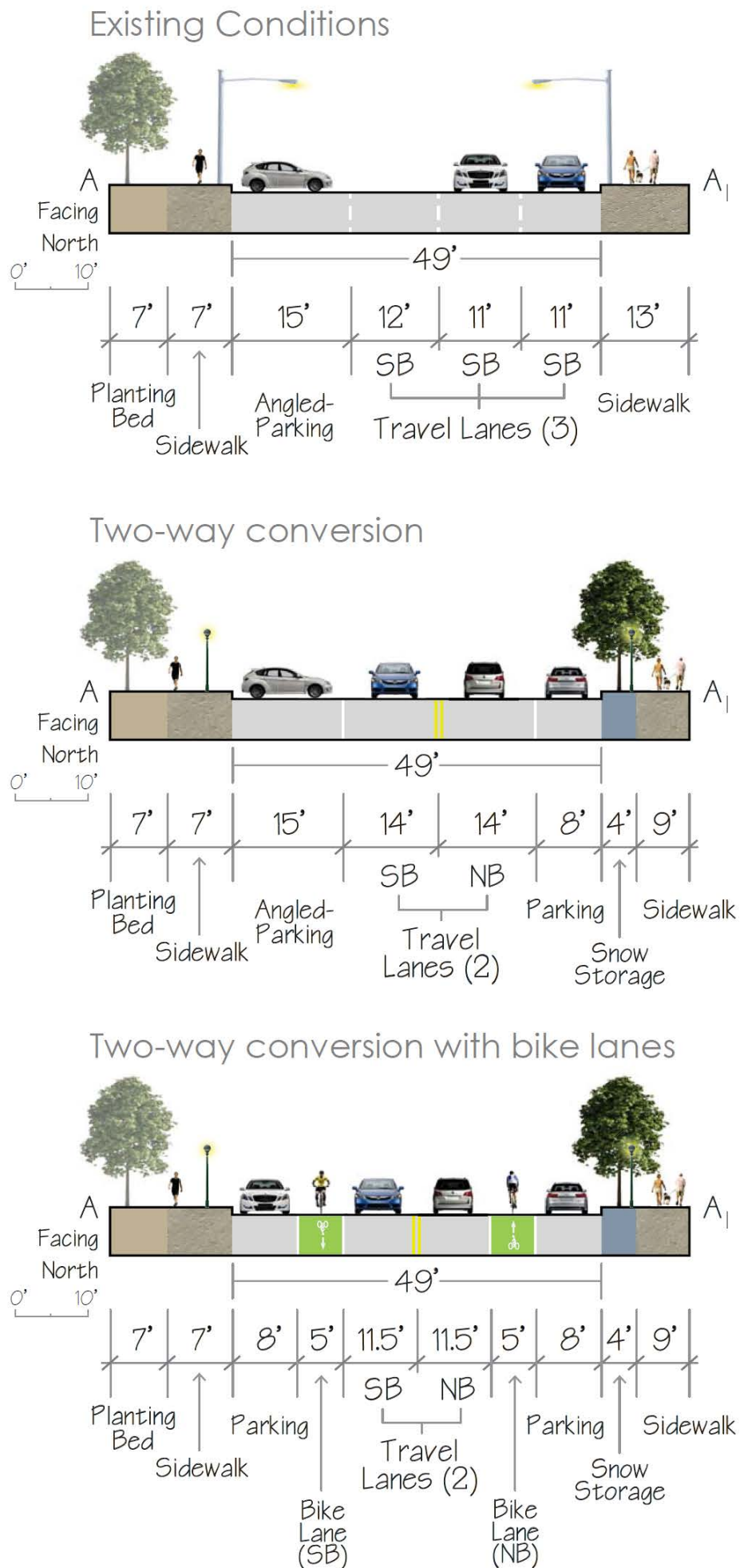


Figure 39: South Clinton Street – Cross-section Dimensions

## 9. Conclusion

Increasingly cities are recognizing that, in order to remain competitive and attractive, the public right-of-way needs to be utilized more creatively. Giving the bulk of the public space between buildings to cars, trucks, and parking for cars and trucks, and using whatever is left over for all other forms of non-motorized transportation, runs counter to the notion of a walkable destination.

This plan focuses on ways of improving the mix of pedestrians and motor vehicles in the Armory Square area. With the exception of the 500 Block of South Clinton Street, cars and trucks tend to slow down in this area because of pedestrians making street crossings and the presence of large delivery trucks. The recommendations in this plan would build those lower speeds into the streetscape, in the form of raised intersections, curbless streets, bump outs, and a combination road diet/two-way conversion (on South Clinton Street).

This plan also includes suggestions to resolve existing ADA deficiencies, fill in missing sidewalk segments, and widen sidewalks where possible. With a few exceptions, this plan does not recommend eliminating on-street parking in favor of wider sidewalks. On-street parking has value to both businesses, residents, and visitors. The concept of a one-way Jefferson Street Circle is an example of an approach that would both widen sidewalks and preserve existing on-street parking, while only minimally affecting how motor vehicles use the street network. The recommendations for the 500 Block of South Clinton Street would add on-street parking to that street, making it easier to park near the proposed Salt City Market.

One function of this planning process was to gauge stakeholders' level of interest in a pedestrian mall in Armory Square - several people suggested the permanent closure of the 100 Block of Walton Street. Reactions to this idea were mixed: some people felt passionately that this concept would be disastrous for the district, while others said that it would make the area even more of a destination. From a traffic operations standpoint, there does not seem to be any obstacle to this closure, but it is not clear that it would be compatible with the district's commercial vitality. Of the ideas explored for Walton Street east of Onondaga Creek, the curbless street offers the greatest returns in terms of flexibility, aesthetic improvements, and traffic calming, with the further advantage that it does not involve dramatically changing how the street is used.

Syracuse area residents are justifiably proud of Armory Square. There are not many thriving Downtown entertainment districts in Upstate New York. This plan's recommendations build on that success and lay the groundwork for further redevelopment in this area.

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## **APPENDICES**

APPENDIX A – STAKEHOLDER MEETING NOTES

APPENDIX B – ON-STREET PARKING UTILIZATION

APPENDIX C – SMART GROWTH AMERICA PARKLET POLICY TOOLKIT

## APPENDIX A – NOTES FROM PUBLIC MEETING & STAKEHOLDER MEETINGS

## Written Comments

### Public Meeting

April 25, 2019

#### POST-IT NOTES ON BOARDS

[points of clarification and/or the area indicated on the note are provided in brackets where applicable]

##### Clinton Two-Way

- When filling the [Red House / formerly Sibley's] garage, cars coming out during peak hour will back up at the [Jefferson/Clinton] light when going NB on Clinton & back-up traffic into garage exit. Plus NB traffic most likely will add to the already clogged Walton & Jefferson intersection and the Jefferson & Franklin intersection. Cars will want to go that way to get to I-690 from the Sibley Garage. Keep Clinton one-way.

##### Armory Center, Streetscape Examples

###### GENERAL

- Curbless street + pedestrian mall + strict delivery schedule

###### PARKLETS

- No comments

###### BOLLARDS

- Much better than police cars
- Handicap accessible?
- Like this

###### CATENARY LIGHTING

- Love the lighting
- Like this
- Yes

##### Armory Center, Option 1 - Curbless

- This
- Like this option the best – more versatile
- I like this w/the removable bollards that could be put up to completely restrict traffic at certain times or during events
- Like this
- Curbless streets should eliminate cars – replace with benches, fountains, greenery
- Walton Street parking spaces not needed. Give to shops & cafés

- Ensure tactile warnings for crosswalks for visually impaired

#### **Armory Center, Option 2 – Raised Intersections & Wider Sidewalks**

- Yes [indicating raised Walton / Franklin intersection]
- Yes [indicating raised crosswalk]
- Do both of these [indicating Option 1 & Option 2]

#### **Armory Center, Option 3 – Pedestrian Mall**

- Pedestrian Mall – yes – Church Street, Burlington, VT
- Close street to public cars - only deliveries in mornings
- Awesome – no cars!
- Would be a destination
- Wider sidewalks, include seating, lots of small shade trees, shrubs
- Maybe close street only during weekends

#### **Clinton Street – Two-Way w/Diagonal Parking**

- Many people don't know how to diagonally park

#### **Clinton Street – Two-Way w/Bike Lanes**

- Add accessible parking spots
- How do you encourage more people to bike in Downtown?
- I like the bike lanes but they'll have to fit into a larger vision of more-bikeable Downtown. As of now it looks isolated.
- Like two-way traffic on South Clinton Street. Would rather have two-way conversion with bike lanes. Diagonal parking decreases visibility when turning left out of Jefferson Clinton Commons building [parking garage]. Decreased road width will improve walkability + slow traffic.
- Like the bike lanes but area is dangerous.
- Overall great design. ✓ [check mark in original comment]
- Add more perennials + flowers for interest
- Yes [indicating previous comment re: decorative vegetation]

#### **Jefferson Street Circle: Existing**

- Add more shade trees + benches [indicating green space in front of the MOST]

#### **Jefferson Street Circle: Two-Way w/Pedestrian Enhancements**

- No comments

#### **Jefferson Street Circle: One-Way w/Pedestrian Enhancements**

- Eliminate parking on circle – make it 100% walkable; all parking in Trolley Lot
- Expand width of sidewalks – with tactile warnings for blind pedestrians – make them curbless
- Add water fountain feature – incorporate flowers, perennials – and small shade trees; add café seating & benches
- Yes [indicating previous three comments]

- I like the one-way for sure – it's always been a little hazardous two-way around the curves. Also ties into bike lanes on S. Clinton
- This [indicating the whole concept?]
- Directional signs at Armory entries to point to Trolley Lot parking [arrows to Franklin SB approach to Jefferson + in front of MOST]
- Yes [indicating previous comment]
- Expand sidewalk
- This turn VERY dangerous to pedestrians [indicating SB right from Clinton to counterclockwise on Jefferson in front of hotel]
- Need a crosswalk for traffic control [indicating North-South crossing between Jefferson Clinton Hotel & Jefferson Clinton Commons on the west side of the Jefferson/Jefferson loop closure]
- Make tunnel more attractive also with lighting
- Bright-lit multicolor tunnel labeled: Parking

## COMMENT SHEET COMMENTS

One written comment received on a comment sheet:

Phil Prehn

635 James Street, Syracuse, NY 13202

e-mail: pprehn@ariseinc.org

- Prefer one way traffic around MOST circle
- Prefer the two-way Clinton w/bike lanes
- Prefer Option 2 Armory Center – Raised intersection & wider sidewalks

# Armory Square Mobility Plan

## Stakeholder Meetings

October 18 2018

AM Meeting: 9 to 10 am, SMTC Lower Level Conference Room

### Attendees

- James Horan, Vagabond Clothing
- Mike Intagliata, Landmark Theater
- Merike Treier, Downtown Committee
- Mario Colone, SMTC
- Aaron McKeon, SMTC

Mr. McKeon went through a set of PowerPoint slides to explain the project's scope and purpose. In the course of conversation, Mr. Horan and Mr. Intagliata discussed the key points of the project's scope.

The following notes are grouped by subject area and do not necessarily reflect the meeting's chronology.

### **Snow Removal / Sidewalks**

Ms. Treier pointed out that, in some places, sidewalks are too narrow for the Downtown Committee's snow plows. Crews have to dig by hand in these areas, which presents all the problems familiar to hand-removal of snow: accumulation of ice, weight of snow, etc. Also, the narrow sidewalks/furnishing zones make snow storage difficult. Mr. Horan said that many shop owners create cut-throughs in the furnishings zone by hand, to make it easier for customers to get from the street to the sidewalk. Mr. Horan generally indicated that shop owners should take greater responsibility for the sidewalks in front of their properties, including keeping up with sidewalk maintenance and litter removal.

Mr. Horan suggested that city plows do opposite-side street clearing in the winter months, requiring cars to use opposite-side parking.

The question of heated sidewalks was discussed and meeting attendees generally agreed they would be desirable. The Pike Block Alley currently has a heated sidewalk.

### **Sidewalk Cafes**

Ms. Treier said that the City's sidewalk café permitting process should be clearer: is the "through" zone between the curb and the café or between the furnishing zone / pavers and café?

Mr. Horan pointed out that, in some cases, storefronts w/o their own sidewalk café space might use a neighbor's. Case in point: the new ramen place on Walton may be able to use Provision's sidewalk space after hours.

### **Walton Street – Closure / Woonerf Concepts**

Mr. Horan approves of the idea of an earlier and/or more regular closure of Walton Street. He also likes the idea of an upgraded street w/pavers / cobblestones.

### **Clinton & Walton Intersection**

This was identified by all as a dangerous intersection that would benefit from upgrades for pedestrian safety. Interest was expressed in a stop light at this intersection to slow cars down.

### **Two-Way South Clinton / Clinton Street Development**

Mr. Intagliata pointed to the need to build stages / sets behind the Landmark for big shows as an impediment to the plan to create a two-way street north of Jefferson Street. Clinton is periodically [including at the time of this meeting] reduced to a single south-bound lane because of the tractor-trailer parking and set-design area that runs into Clinton Street behind the theater.

Three new developments will affect the look and feel of the 500 block of South Clinton:

- “City Center” – the vision for the Sibley's building's exterior would dramatically alter the entire 500 block. A glass and steel exterior w/a courtyard on Jefferson connecting to the Redhouse Arts Center has the potential to activate a lot of dead sidewalk space. Parking in the former Sibley's garage could come online (some portion of the 700 spaces available) in the next year. The Redhouse is looking for [has received?] grant funding to rehab the rest of the garage.
- Allyn Foundation Building – taking over the Clinton-Onondaga-Salina parking lot.
- Goldberg Building – a storefront on Clinton is anticipated in the near future

### **Wider Sidewalks and On-Street Parking**

Mr. Horan is in favor of wider sidewalks, in theory, but is not enthusiastic about the loss of on-street parking. Pros of wider sidewalks include space for cafes and a place to store snow. Also, his storefront is next to a concrete ramp, which cuts sidewalk width in half.

There was discussion of the idea that painting stripes to delineate on-street parking would lead to more efficient use of space.

### **Landmark Loading Zone**

Mr. Intagliata talked about loading zone logistics. Different “sizes” of show at the Landmark have different loading zone needs:

- 1 week show – may need one truck parked behind theater for spare costumes, set pieces, etc.
  - During loading, may need space for 2 to 4 trucks.

Frequency?

- Five shows / season

- Lion King was eight weeks
- Bob Weir needs four trucks and three buses

Where?

- After unloading, big trucks go somewhere else completely – don't stay Downtown
- Can't put big trucks in Trolley Lot because of low clearance
- Sometimes store them on the east side of Clinton south of Jefferson, but this creates issues w/crossing the street w/equipment and isn't preferred.

### **Landmark Patron Parking**

Per Mr. Intagliata, the Landmark doesn't partner with / endorse any parking garage / lot. Patrons are on their own and parking is provided everywhere and anywhere someone can sell some space. Some folks find themselves in garages that close at 10 PM – it happens on Warren, and when the Sibley's garage (Red House) is open for events, inevitably someone gets stuck in there.

Patrons in wheelchairs or with other mobility limitations: there are two accessible parking spaces on Salina Street.

Mr. Intagliata says that theater patrons tend not to use the Trolley Lot, which is perceived as "still scary."

### **Other Streetscape Items**

Ms. Treier emphasized the importance of the existing tree canopy in the district's aesthetics. Not many parts of Downtown have as nice a canopy.

PM Meeting: 3 to 4 pm, SMTC Lower Level Conference Room

#### Attendees

- Joe Rainone, Mully's / Benjamin's
- Stephanie Pyle, Jefferson Clinton Hotel
- Heather Schroeder, Downtown Committee
- Jordan Young, Downtown Committee
- Mario Colone, SMTC
- Aaron McKeon, SMTC

This meeting followed the same outline as the morning meeting: a PowerPoint presentation was used to guide a free-form conversation about the district's strengths, weaknesses, and opportunities.

#### **Uber / Lyft**

Mr. Rainone was pessimistic about the City's strategy to move TNC pick-ups and drop-offs to the 200 block of South Clinton. He predicts that bar patrons will stop using the service if they have to walk to get their rides.

There was some discussion of how far the geofence around Armory Square would extend – would all trips originating anywhere in the district be re-located to 200 Clinton? Would this only apply on weekend nights?

Mr. McKeon broached the idea of a pick-up area on Jefferson near the MOST. Ms. Pyle asked if the street there was owned by the MOST. She said they have to ask permission if they want to park vehicles there.

#### **Loading Zones / Loading Logistics**

Mully's gets deliveries between one and four pm, consistently. Delivery drivers generally find a spot, regardless of loading zone designation.

#### **Walton Street – 100 Block Closure / Woonerf**

Ms. Schroeder asked why it seemed advantageous to close the 100 block of Walton to traffic. Mr. McKeon raised the concept of a woonerf, similar to the 100 block of East Genesee in Hanover Square – open to traffic but visually distinct from a vehicle-dominated street.

Ms. Pyle, who is president of the Armory Square Association, speculated that retailers might be in favor of a closure.

There was general discussion of retailer dissatisfaction with the recent street closures during a block party. Part of the issue there was, apparently, a lack of communication – Mr. Rainone said that “no one knew about it.”

## **Street Trees**

Ms. Schroeder pointed to the lack of street trees (and room to plant them) on the north side of the 100 block of Walton as an issue. Finding a way to “soften the landscape” in this area would be beneficial.

## **Examples from Other Cities**

Several people suggested that the study look at streets / districts in other cities, including:

- LoDo District, Denver: has similar architecture (large brick buildings)
  - They have used overhead lighting effectively to create a more festive street
- Beale Street, Memphis: brick pavers, pedestrian focus

## **Two-Way South Clinton**

Mr. Rainone emphatically supports this idea – at a minimum, between Onondaga and Jefferson.

Ms. Schroeder said that some businesses have signaled that they’d relocate away from the 500 Clinton / Salina block if it continues as-is. There is broad-based support (40 business owners) for a two-way conversion between Onondaga and Jefferson.

## **Trolley Lot and Allyn Foundation Bldg**

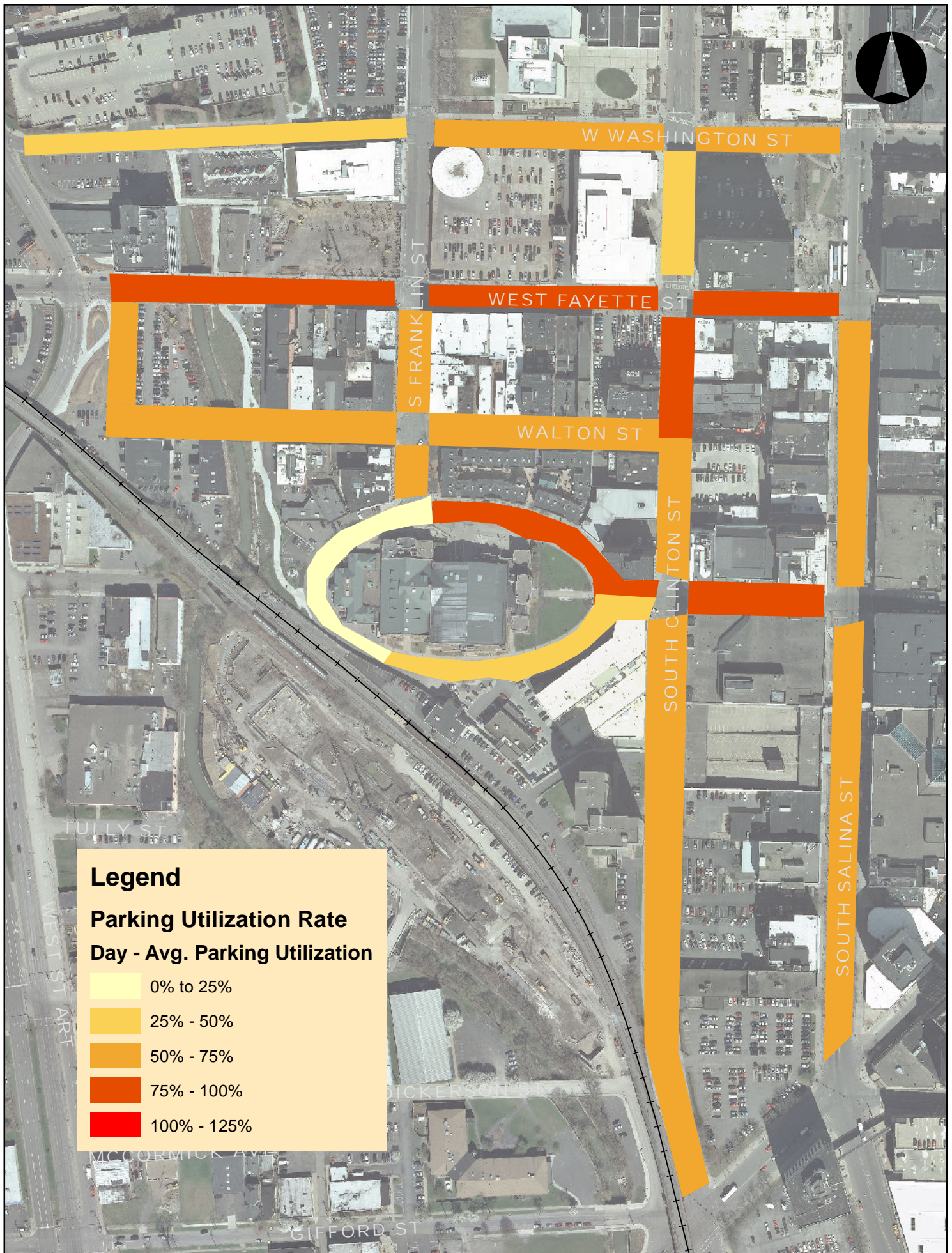
There was general consensus that the Trolley Lot is unattractive to visitors.

Ms. Schroeder said that EDR is in the process of developing a pedestrian traffic plan to connect the new Allyn Foundation building to the Trolley Lot. Other cities have used art / art installations to make areas like this less intimidating. A mural artist is in the process of planning a mural for the wall behind the MOST (railroad causeway).

## APPENDIX B – ON-STREET PARKING UTILIZATION

On-Street Parking Inventory				
Armory Square Area				
CAPACITY				
		On-Street Parking Capacity		
Street	Block Number	Two-Hour Parking	Reserved for people w/disabilities	Loading Zone
South Clinton	200	10	0	0
	300	12	0	0
	400	9	0	10
	500	31	0	0
West Onondaga	100	9	0	0
South Salina	400	45	1	12
West Jefferson	100	12	1	4
West Jefferson Circle	Jefferson to Walton	20	0	5
	Walton to Trolley Lot	17	3	0
	Trolley Lot to Jefferson	20	0	0
South Franklin	400	8	0	0
	300	9	1	4
Walton	100	28	1	7
	200	41	2	6
West Fayette	300	19	0	0
West Fayette	200	22	1	0
West Fayette	100	16	0	0
South Salina	300	38	0	6

On-Street Parking Inventory										
Armory Square Area										
UTILIZATION										
Street	Block Number	On-Street Utilization					Weekday Average		Nighttime Average	
		Thursday, Nov. 29, 11:00 a.m.	Friday, Nov. 30, 11:00 a.m.	Wednesday, Dec. 5, 1:00 p.m.	Thursday, Nov. 29, 8:00 p.m.	Saturday, Dec. 8, 8:00 p.m.	Number	Percentage of Total Capacity	Number	Percentage of Total Capacity
South Clinton	200	2	6	5	9	10	4	43%	9.5	95%
	300	12	8	6	17	20	10	81%	19	158%
	400	13	10	9	16	19	11	56%	17.5	92%
	500	15	16	17	20	43	16	53%	31.5	102%
West Onondaga	100	0	0	0	0	6	0	0%	3	33%
South Salina	400	20	36	31	12	64	29	51%	38	66%
West Jefferson	100	10	17	16	16	0	14	84%	16	94%
West Jefferson Circle	Jefferson to Walton	16	20	21	22	27	19	76%	25	100%
	Walton to Trolley Lot	2	2	10	17	24	5	25%	20.5	103%
	Trolley Lot to Jefferson	1	5	16	24	28	7	37%	26	130%
South Franklin	400	3	8	7	7	9	6	75%	8	100%
	300	9	10	9	18	15	9	67%	17.5	125%
Walton	100	21	23	25	38	43	23	64%	40.5	113%
	200	20	30	40	54	56	31	63%	56	114%
West Fayette	300	16	15	18	27	29	17	88%	28	147%
West Fayette	200	17	19	16	25	27	18	77%	26	113%
West Fayette	100	12	12	14	0	16	13	81%	16	100%
South Salina	300	27	32	26	19	36	29	66%	27.5	63%

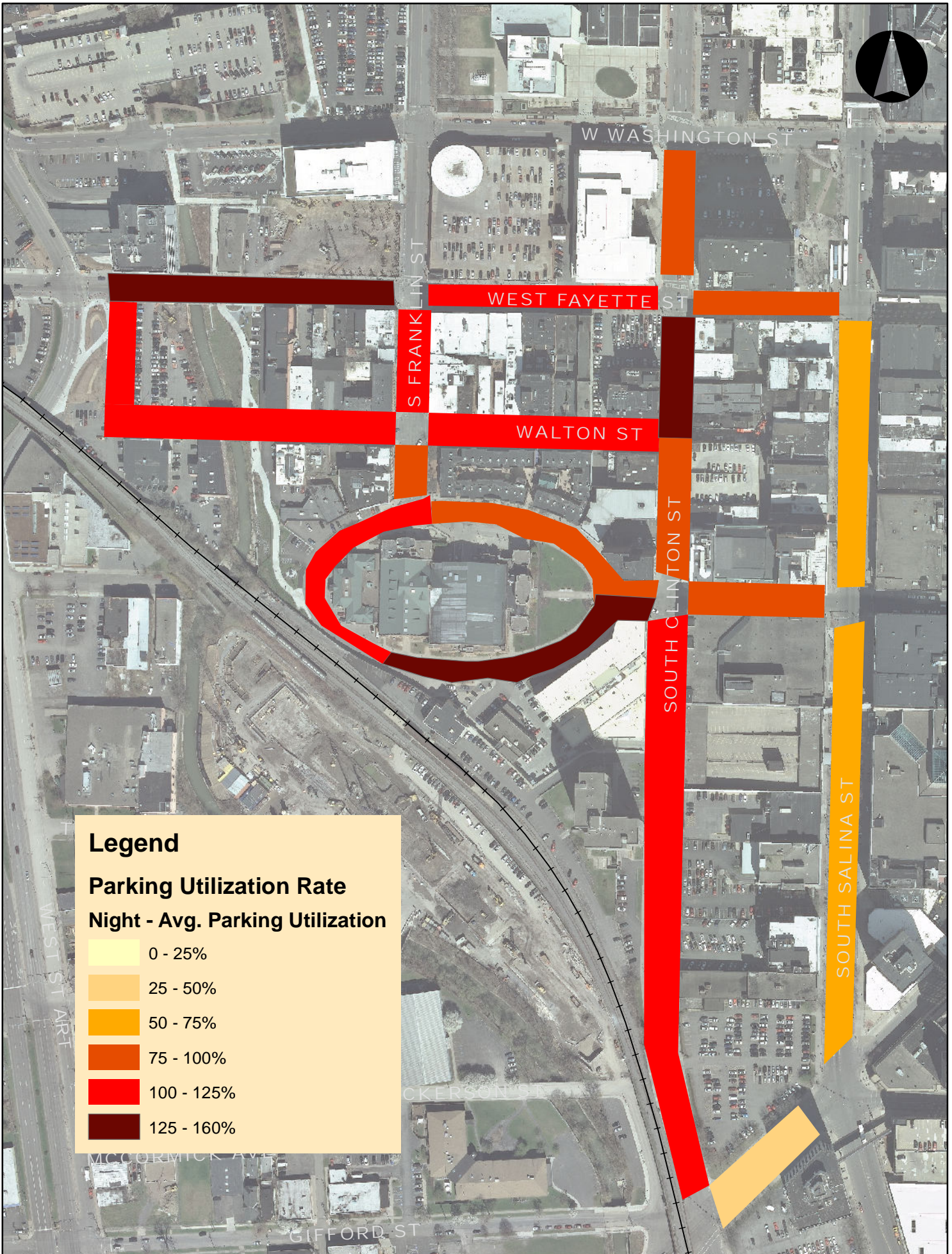


## Legend

### Parking Utilization Rate

#### Day - Avg. Parking Utilization







- 0% to 25%
- 25% - 50%
- 50% - 75%
- 75% - 100%
- 100% - 125%



## Legend

### Parking Utilization Rate

#### Night - Avg. Parking Utilization

	0 - 25%
	25 - 50%
	50 - 75%
	75 - 100%
	100 - 125%
	125 - 160%

## APPENDIX C – SMART GROWTH AMERICA PARKLET POLICY TOOLKIT

# Parklets

## **San Francisco, CA | Miami, FL**

By Neha Bhatt and Chelsea Hogan

*This model policy is part of the Parklets Policy Toolkit. Visit the “Policy Toolkits” page of the [Local Leaders Council web site](#) for more information and implementation tips.*

Parklets are an inexpensive infrastructure innovation that can change the look and feel of a street and boost economic activity. They involve converting one to three on-street parking spaces into an attractive public gathering spot. The parking space is raised up to the level of the sidewalk and distinguished with seating, plantings, and other features.

Two samples are provided here to start a local parklet program. The first is an ordinance from Miami (FL) that sets up a simple pilot program.

The second is a “Director’s Order” from the San Francisco, CA, Department of Public Works that establishes a formal, detailed parklet program, outlining the parklet application requirements, location and design parameters and review and approval processes.

These documents may be adapted into an ordinance or bill or used to draft a mayor’s directive to set up a new parklet program or a pilot project.

### **San Francisco parklet program Director’s Order:**

[http://sfpavementtoparks.sfplanning.org/docs/SF\\_P2P\\_Parklet\\_Manual\\_1.0\\_DPW\\_Order\\_180,921.pdf](http://sfpavementtoparks.sfplanning.org/docs/SF_P2P_Parklet_Manual_1.0_DPW_Order_180,921.pdf)

### **San Francisco parklets web site:**

<http://pavementtoparks.sfplanning.org/parklets.html>

### **Miami pilot parklet ordinance:**

<http://egov.ci.miami.fl.us/Legistarweb/Attachments/71547.pdf>

### **Miami parklet RFP instructions:**

<http://www.miamiparking.com/Files/Parklet%20Application%20and%20Instructions.pdf>

## ATTACHMENT A

### Parklet Pilot Program Policy

#### Terms:

1. The City of Miami ("City") will conduct a pilot program ("Pilot") for the installation of parklets throughout the City for a period not to exceed one (1) year. This Pilot shall terminate without further action of the City at the end of one (1) year.
2. Business owners ("applicant") with potentially available parking spaces shall apply for a permit to operate a parklet to the Department of Off-Street Parking ("MPA") in a form deemed appropriate by the Chief Executive Officer.
3. Applications shall be reviewed by the following departments: Department of Public Works; Department of Planning & Zoning, Department of Off-Street Parking, and Risk Management.
4. Applications shall be accompanied by an application fee.
5. There shall be a base fee for an annual permit for establishing a parklet.
6. No parklet permit shall be issued on any state road way in the absence of written approval from the Florida Department of Transportation. No parklet permit shall be issued on any Miami-Dade County road in the absence of written approval from Miami-Dade County.
7. At no point during the Pilot will more than five (5) parklets be allowed to operate.
8. The parklet shall be opened for use by the general public and such use shall not be restricted to patrons of the applicant.
9. The parklet shall be maintained in a neat and orderly appearance at all times and the area shall be cleared of all debris on a periodic basis during the day, and again at the close of each business day by the applicant.
10. If a platform is built over the parking space it shall be at the same level as the sidewalk and shall conform to all ADA regulations.
11. No advertising signs or business/building identification signs shall be permitted in the parklet.
12. A parklet shall be compatible with adjacent streetscape elements in terms of design and construction.
13. Awnings, umbrellas and other decorative material shall be fire retardant pressure treated, or manufactured of fire resistive material.
14. Prior to the issuance of a permit, the applicant shall furnish the MPA with a signed statement that the applicant shall hold harmless the MPA, the City, their officers and employees and shall indemnify the MPA and the City, its officers and employees for any claims for damages to property or injury to persons which may be occasioned by any activity carried on under the terms of the permit.
15. The issuance of a parklet permit does not grant or confer any rights whatsoever to use of the on-street parking space by the applicant for any other purposes that what the permit is authorized for. The City retains the right to deny the issuance of a permit or the renewal of a permit or to revoke a permit in the event applicant is using the parking spaces unlawfully or in an unauthorized manner.

**City and County of San Francisco**



**Edwin M. Lee, Mayor**  
**Mohammed Nuru, Director**

**San Francisco Department of Public Works**

Office of the Deputy Director & City Engineer, Fuad Sweiss  
Bureau of Street-Use & Mapping  
875 Stevenson Street, Room 460  
San Francisco, CA 94103  
(415) 554-5810 ■ [www.sfdpw.org](http://www.sfdpw.org)



**Jerry Sanguinetti, Bureau Manager**

**DPW Order No: 180921**

ESTABLISHING GUIDELINES FOR THE APPROVAL AND INSTALLATION OF  
TEMPORARY SIDEWALK EXTENSIONS (PARKLETS) FOR USE BY THE GENERAL  
PUBLIC AT APPROPRIATE LOCATIONS WITHIN PUBLIC RIGHTS-OF-WAY.

**I. PURPOSE:** Public Works Code Article 16, Section 810 governs the installation of sidewalk landscaping. This Department of Public Works (DPW) Order provides detailed implementation guidelines for the approval and installation of temporary sidewalk extensions (Parklets) consistent with the sidewalk landscaping program.

**II. BACKGROUND:** Parklets provide an economical solution to the desire and need for wider sidewalks and are intended to provide space for the general public to sit and enjoy the space where existing narrow sidewalks would preclude such occupancy. Parklets are intended as sidewalk/street furniture, providing aesthetic elements to the overall streetscape.

**III. REQUEST FOR PROPOSAL AND INITIAL REVIEW:**

A. The following applicants are eligible to submit a Request for Proposal (RFP) for the installation of Parklets within the public right-of-way:

- 1) Community Benefit Districts (CBDs)
- 2) Ground floor business owners
- 3) Non-profit and community organizations
- 4) Fronting property owners

Other applicants may be considered on a case by case basis.

B. The following shall be included in the application:

- 1) A letter with a project narrative requesting the Parklet
- 1) An initial site plan and photographs showing the footprint/outline of the proposed Parklet, including approximate dimension of Parklet, property lines, existing sidewalk widths, sidewalk slope (may be obtained from online DPW Grade Maps) and cross slope (may be approximated based on photos provided), existing parking stalls/alignment, existing parking regulations; e.g. color curbs, parking



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restrictions, etc.; and all existing sidewalk furniture and obstructions; e.g. fire hydrants, utility poles, parking meters, street trees, MUNI guy wires, etc twenty (20) feet on either side of the proposed parklet location.

- 2) Type(s) of elements being proposed to be placed on the Parklet; e.g. Tables & Chairs, benches, planters/landscaping, bicycle parking, etc. All furniture within the parklet shall be accessible to the general public.
  - 3) A description of how the proposed Parklet meets each of the criteria set forth in Section V of this DPW Order.
  - 4) Provide documentation of support from adjacent property/business owners. Documentation of support from any existing merchant or neighborhood associations is strongly encouraged.
- C. Each application shall be reviewed by a inter-agency review team, with representation from DPW, MTA, City Planning, et al, as necessary, specifically convened to review Parklet applications with each proposal reviewed based on the following criteria:
- 1) Meets established design criteria
  - 2) Enhancement of streetscape quality and preliminary design
  - 3) Location (Parklet is likely to be well used and active)
  - 4) Community support
  - 5) Maintenance plan
  - 6) Does not conflict with future city streetscape initiatives (upcoming streetscape redesigns, paving projects, etc.)
  - 7) Compliance with technical and accessibility provisions as specified in this DPW Order
- D. If a recommendation is made to approve the proposed Parklet:
- 1) DPW will issue a Notice of Intent to Approve Parklet. The applicant shall be required to post this Notice in a readily visible location in front of the property where the Parklet will be located for ten (10) calendar days from the date listed on the Notice.
  - 2) If there are no objections from the public, the applicant shall be required to submit the following information for further review:
    - a) Final dimensioned construction drawing package, including:
      1. Context plan
      2. Site Plan
      3. Elevations from all sides of the proposed parklet
      4. All relevant details, finishes, plant species, furniture types, etc.
    - b) Maintenance details, including access panels and how drainage will be provided along the existing gutter.



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- c) An application fee as noted in DPW Fee Schedule, as set forth in Public Works Code Section 2.1.3.
  - d) A 24/7 contact if there is an emergency and the parklet needs to be removed. The Permittee shall be responsible for removal of the parklet within twenty-four (24) hours, and restoration of the public right-of-way upon notification by the City of any streetscape or paving projects.
- 3) If there are objections from the public, DPW shall schedule a public hearing to consider the proposed Parklet.
  - 4) The DPW Hearing Officer shall consider and hear all testimony in support and in opposition to the proposed Parklet and make a recommendation to the DPW Director.
  - 5) The DPW Director, in his or her discretion, may recommend approval or conditional approval of the permit subject to further review and final action.
  - 6) If the DPW Director recommends approval or conditional approval the permit, see #2a and #2b above for additional submittal requirements.
- E. If the application is disapproved, DPW shall notify the applicant, upon which the applicant may appeal the disapproval of the permit by the DPW Director to the Board of Appeals within fifteen (15) days of the Director's decision.

#### **IV. APPROVAL PROCESS:**

- 1) The inter-agency review team (See Section III. Paragraph C) shall review the final detailed site plan and maintenance details.
- 2) Once the review team makes a recommendation for DPW to approve the final plan and the permit, the applicant shall submit the following information and fees to DPW for permit issuance:
  - a) A Certificate of Insurance naming the City and County of San Francisco as additional insured, with general liability coverage of not less than \$1 million.
  - b) An additional permit fee pursuant to Section 2.1.3 of the Public Works Code. While each proposal will result in different additional permit costs based on the time and materials costs incurred by the City in review of the proposal.
- 3) Any interested person may appeal the approval of the permit decision by the DPW Director to the Board of Appeals within fifteen (15) days of the Director's decision.
- 4) The permit shall be renewed annually. Prior to expiration of the annual permit term, the Permittee shall submit to DPW a current Certificate of Insurance and a permit renewal fee as noted in DPW Fee Schedule, as set forth in Public Works Code Section 2.1.3



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## V. APPROPRIATE LOCATION AND DESIGN PARAMETERS:

- A. The proposed Parklet site shall be located at least one parking spot, approximately twenty (20) feet, in from a corner or protected by a bollard, sidewalk bulb-out, or other similar feature, if located at the corner.
- B. The proposed location shall have a posted speed limit of 25 mph or less. In the event the posted speed limit is changed, the Parklet permit is subject to revocation. Streets with higher speed limits may be considered on a case by case basis.
- C. The proposed street has parking lanes that will not become a tow away lane during morning or afternoon peak hours, and the Parklet shall provide a minimum clearance of 12" from the edge of any existing parking apron, where there is parallel, diagonal or perpendicular parking.
- D. The parklet shall be constructed and/or installed to conform to the applicable provisions, rules, regulations and guidelines of San Francisco Building Code (SFBC), the Americans with Disabilities Act (ADA), and the 2010 ADA Standards. **For all ADA technical requirements, please refer to Appendix A "Accessibility Elements for Parklets" Standards.**
- E. A minimum of 84-inches in height must remain clear of any obstructions along the parklet's path of travel, entry and accessibility areas on the parklet. Obstructions may include but are not limited to tree branches and foliage, overhanging sign panels on posts, and/or the applicant's addition of architectural elements to the parklet.
- F. The cross slope may not exceed 2.0% along the path of travel. If the cross slope is greater than 2.0%, then additional review is required and the applicant will need to fill out a *Request for Determination of Technical Infeasibility Form*. Please refer to the *Accessibility Elements for Parklets* in Appendix A.
- G. The proposed street has a street grade of no greater than 5%. On a case-by-case basis, a parklet may be proposed on a street grade greater than 5.0%, however additional design requirements and review will be required to make the parklet accessible for the public. For proposed parklets on street grades between 2-5%, see the *Accessibility Elements for Parklets*. The applicant will need to fill out a *Request for Determination of Technical Infeasibility Form*.
- H. Sidewalk defects or empty tree wells at the parklet location will need to be repaired with a DPW permit to ensure safe ingress and egress conditions.
- I. Parklets shall be required to have soft hit posts, wheel stops, and barriers on the edges such as planters, railing or cables. See *Accessibility Elements for Parklets*.
- J. If the parklet deck is constructed with concrete, the concrete specific weight shall be a maximum of 200 lbs/ square foot.
- K. Parklets shall not be allowed in red or blue zones.
- L. Parklets may replace yellow zones or motorcycle parking if there are appropriate adjacent locations for these zones to be relocated, and if the applicant is willing to pay additional fees for relocating these zones
- M. Parklets may be allowed in white and green zones if the business that originally requested the white and/or green zones agrees to re-purpose that curb area for use as a Parklet.
- N. Parklets shall not be allowed in front of a fire hydrant, or over a manhole, public utility valve or cover or MUNI guy wires.



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