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Appendix D:

STATION AREA FLIP BOOKS



**New York State Route 31
Transit Corridor Assessment**

**DOWNER STREET - BALDWINSVILLE
ENHANCED BUS SERVICE**



Syracuse Metropolitan
Transportation Council



Stantec



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A	HOUSING TYPOLOGIES FOR ENHANCED BUS SERVICE



Existing Aerial View of the Downer St- Baldwinsville Site

Source: Google Earth



DOWNER STREET SITE STUDY AREA

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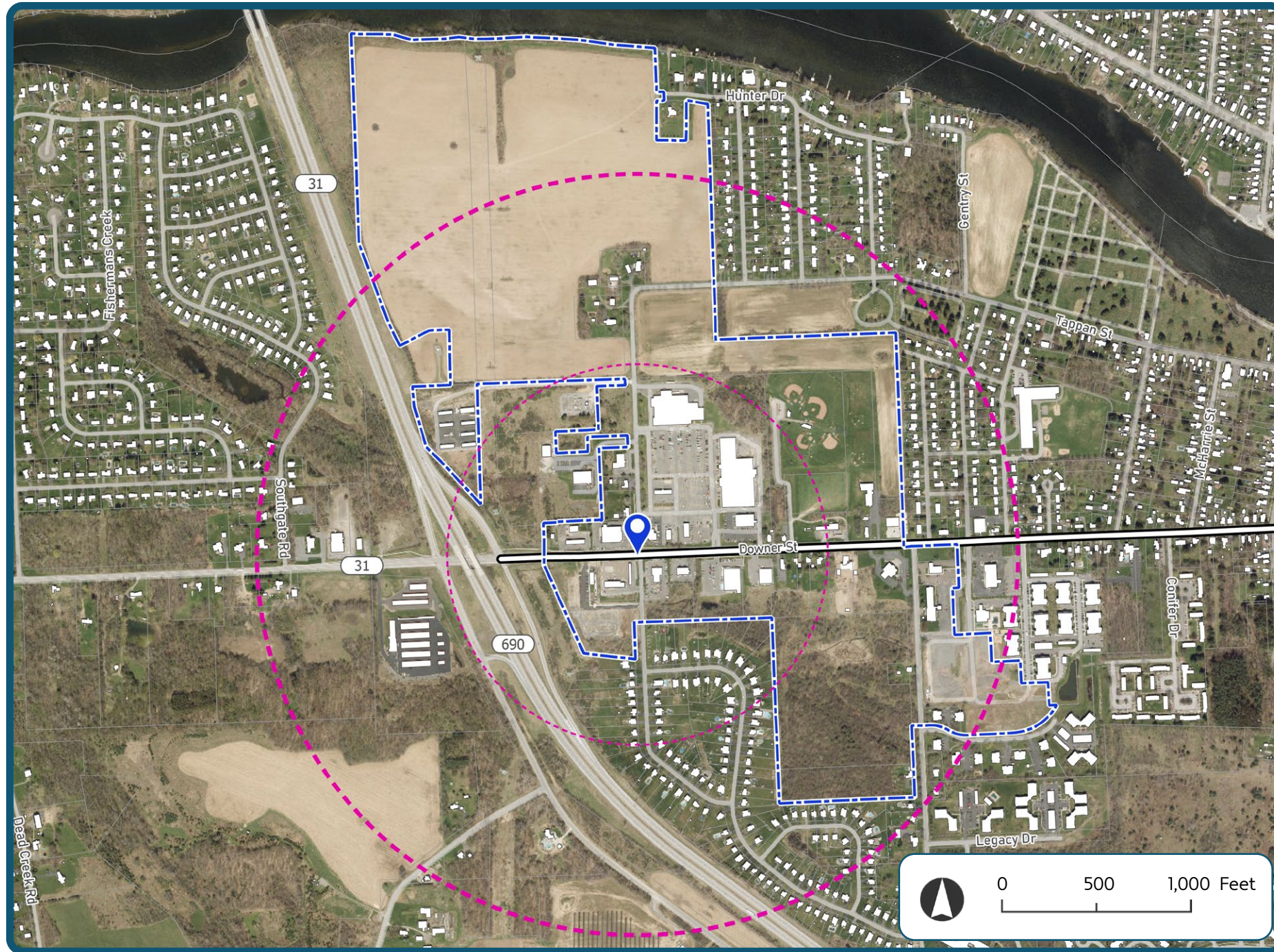
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Theme:
GATEWAY



Station Area



Study Area



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



REDEVELOPMENT POTENTIAL ANALYSIS

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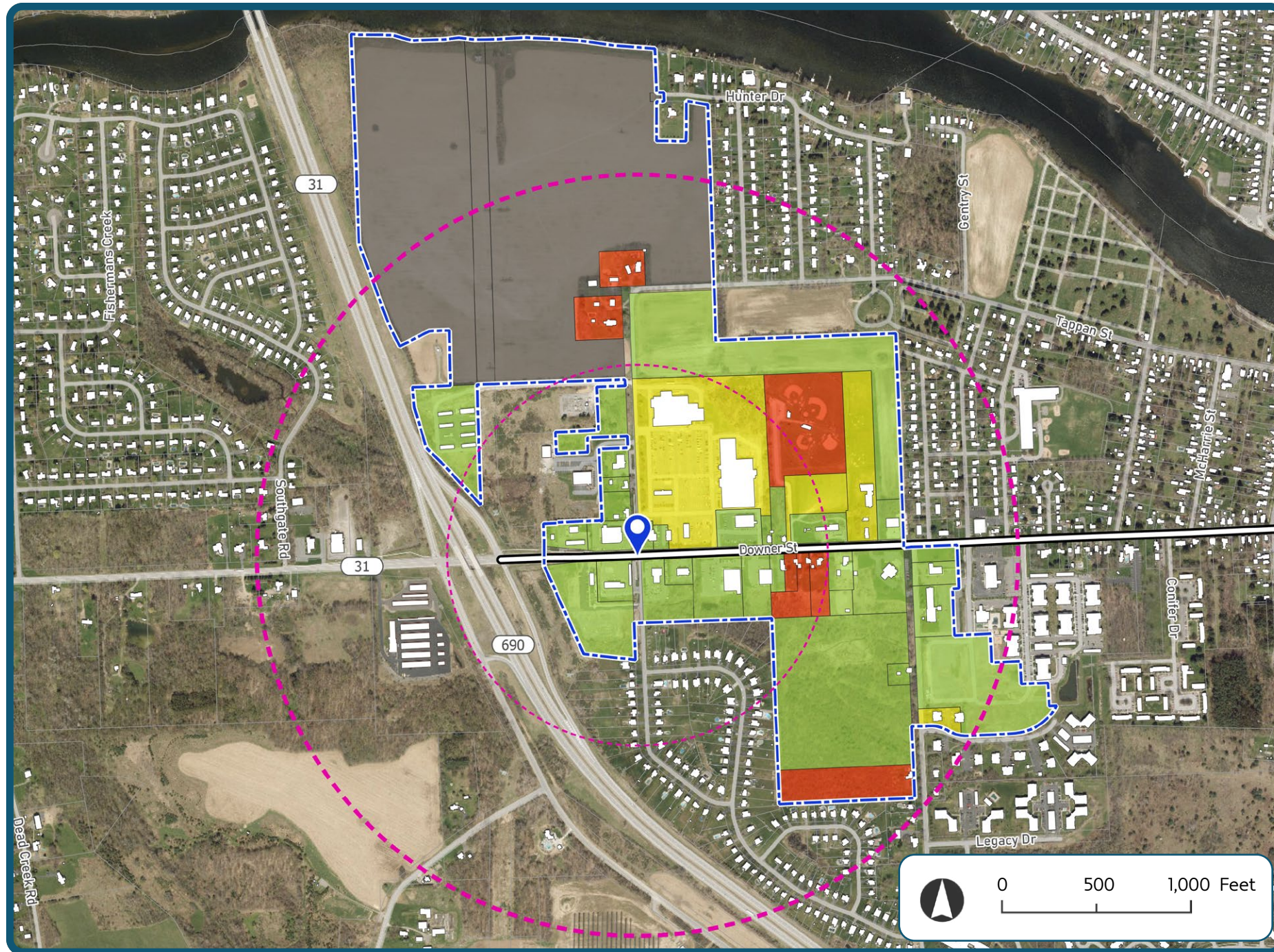
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Theme:
GATEWAY



Station Area



Study Area



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



Stable

Total acres: **52 acres**
Parcel not likely to change.



Opportunity

Total acres: **113 acres**
Parcels or a portion of the parcel has the potential to change; this could mean new development or enhanced open space.



Prime

Total acres: **259 acres**
Parcels are most likely to change or be improved in some way, such as new development or enhanced open space.



Already Proposed Developments



DOWNER STREET THEME



Theme:
GATEWAY

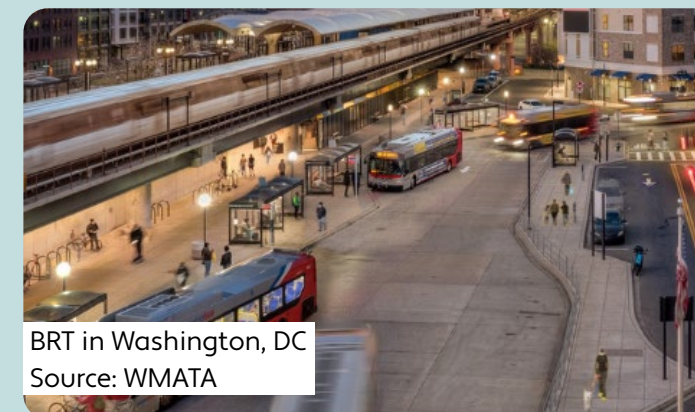
The Downer Street station area in Baldwinsville will serve as a western “Gateway” to the Route 31 transit corridor, establishing a vibrant urban center that embraces both tradition and innovation. This area will act as a welcoming entry point, fostering a lively atmosphere with a mix of retail, small-scale businesses, entertainment venues, and public spaces. By repositioning retail and enhancing the riverfront, the Gateway will become a destination for goods, services, and community engagement.

Key Elements:

- **New Urban Center:** Develop a dynamic hub with a blend of residential, commercial, and cultural spaces.
- **Reposition Retail:** Modernize and diversify retail offerings to attract a broad range of visitors and residents.
- **Small Scale Business:** Support and encourage local entrepreneurship and unique business ventures.
- **Entertainment:** Introduce entertainment options, including theaters, music venues, and cultural events.
- **Goods and Services:** Provide a wide array of essential goods and services, catering to daily needs and beyond.
- **Public Space:** Create welcoming public spaces for socializing, events, and relaxation.
- **Riverfront:** Enhance and activate the riverfront area for recreation and scenic enjoyment.



Enhanced Bus in Lincoln, Nebraska
Source: Lincoln Convention & Visitors Bureau



BRT in Washington, DC
Source: WMATA



LRT in Boston, Massachusetts
Source: Kate Wheatley

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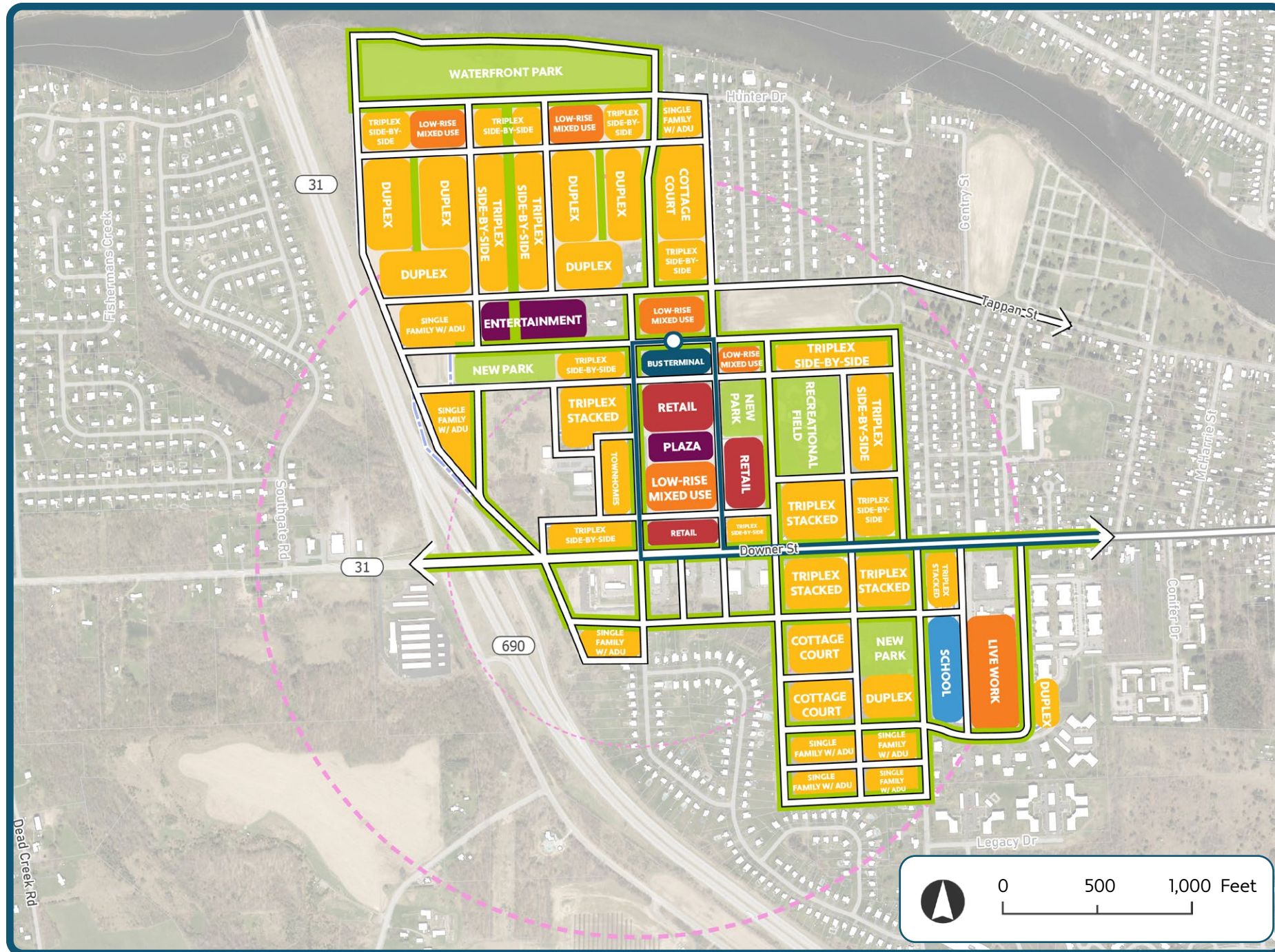
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SITE DESIGN FRAMEWORK

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Theme:
GATEWAY

Downer Street Example:
350 - 450* DU

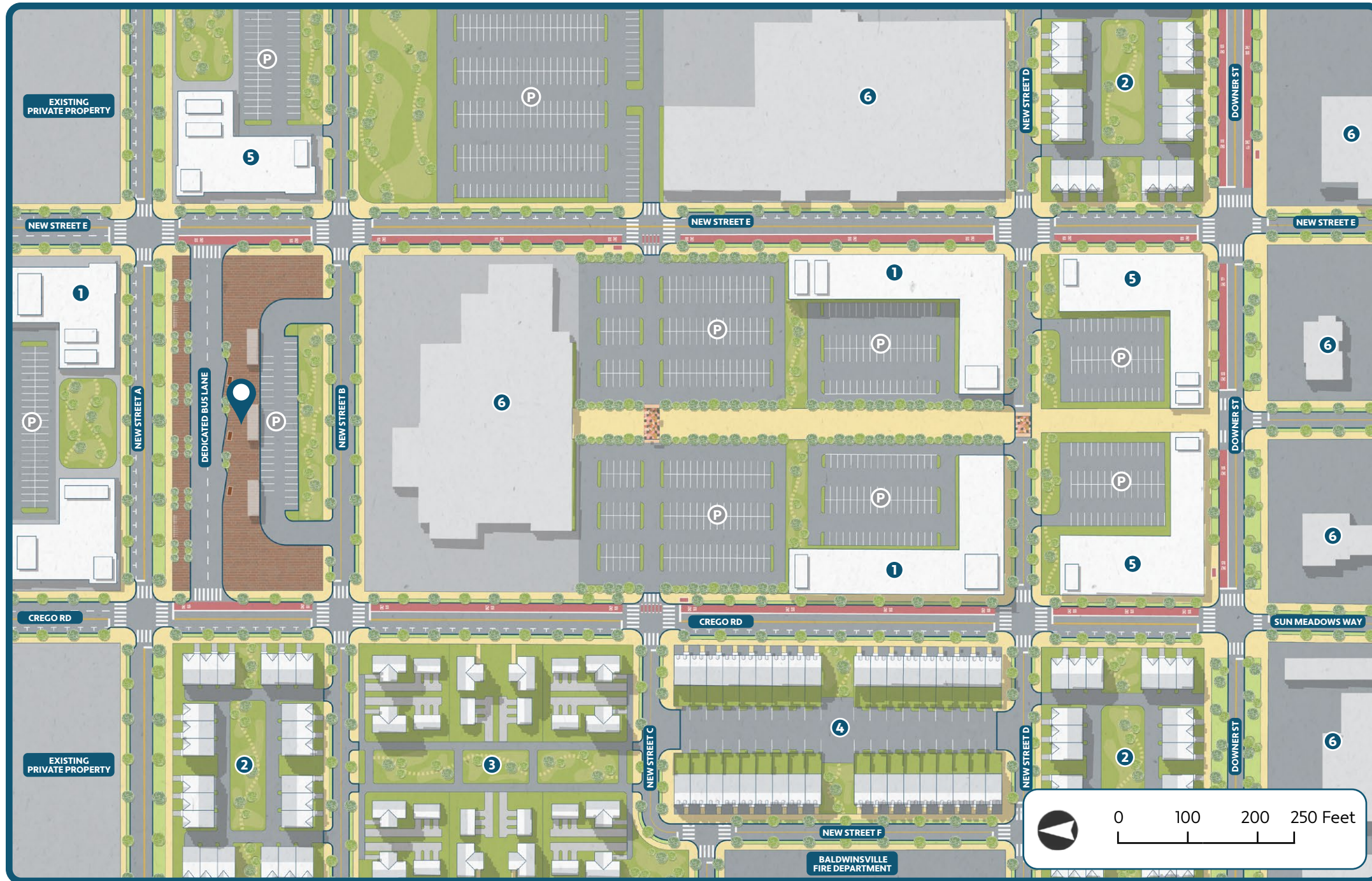
** approximate calculations based on the entire station area shown on the diagram to the left*

-  **Enhanced Bus Terminal**
-  **Enhanced Bus Route**
-  **Recreational & Special Use**
-  **Commercial**
-  **Civic & Institutional**
-  **Mixed Use**
-  **Residential**
-  **Buffer Zone**



POTENTIAL SITE PLAN

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Downer Street Site:
~300 - 350* DU

* approximate calculations based on current site plan extents



CURRENT SITE PLAN EXTENTS



Bus Terminal

Hub plaza includes bicycle and scooter parking, covered transit shelters, EV charging points, short term parking spots and off street pick-up/drop off area.



1 Low-Rise Mixed Use



2 Triplex Side-by-Side



3 Triplex Stacked



4 Townhomes



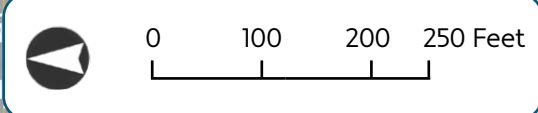
5 Proposed Retail



6 Existing Retail



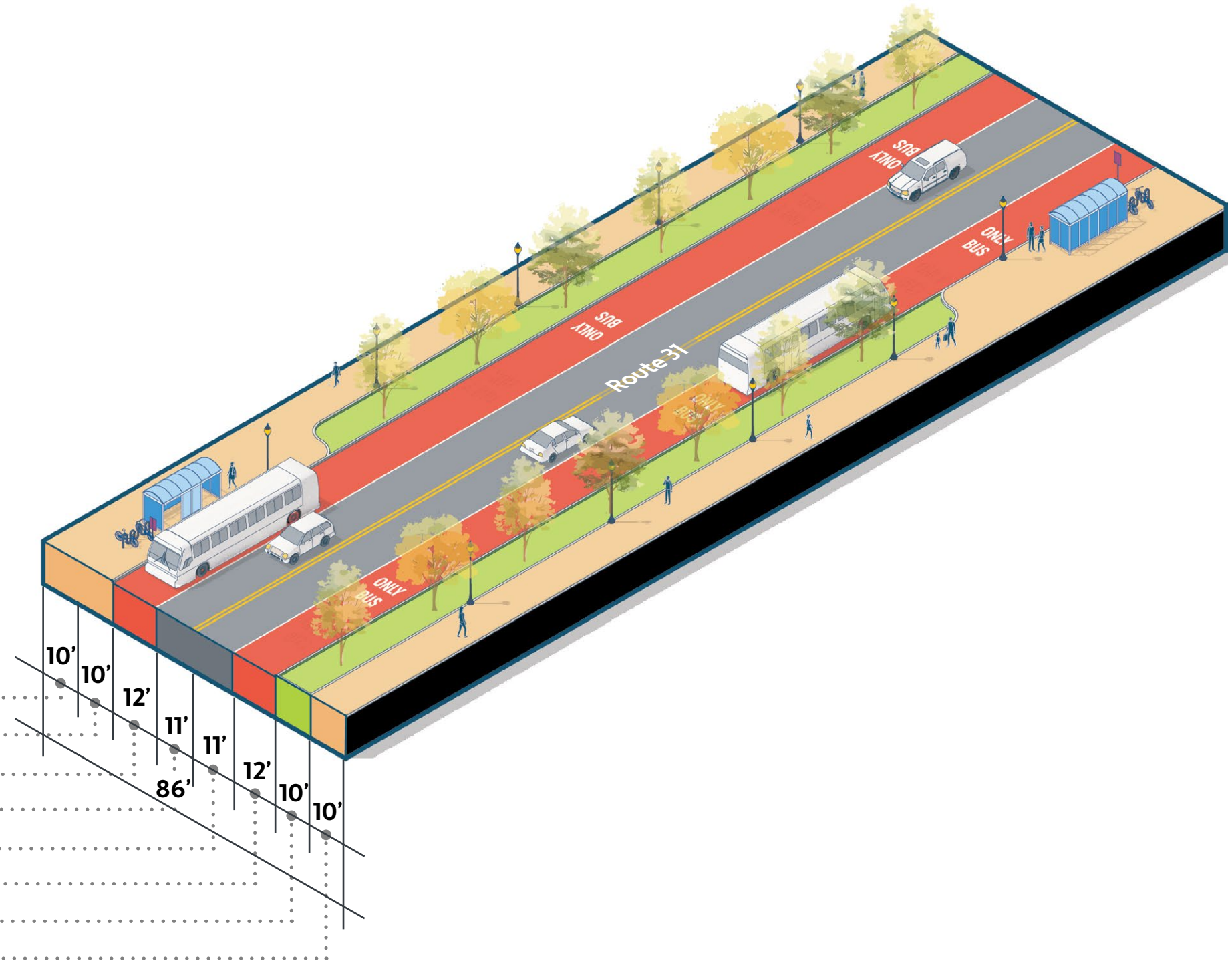
P Parking





ENHANCED BUS SERVICE CROSS SECTION

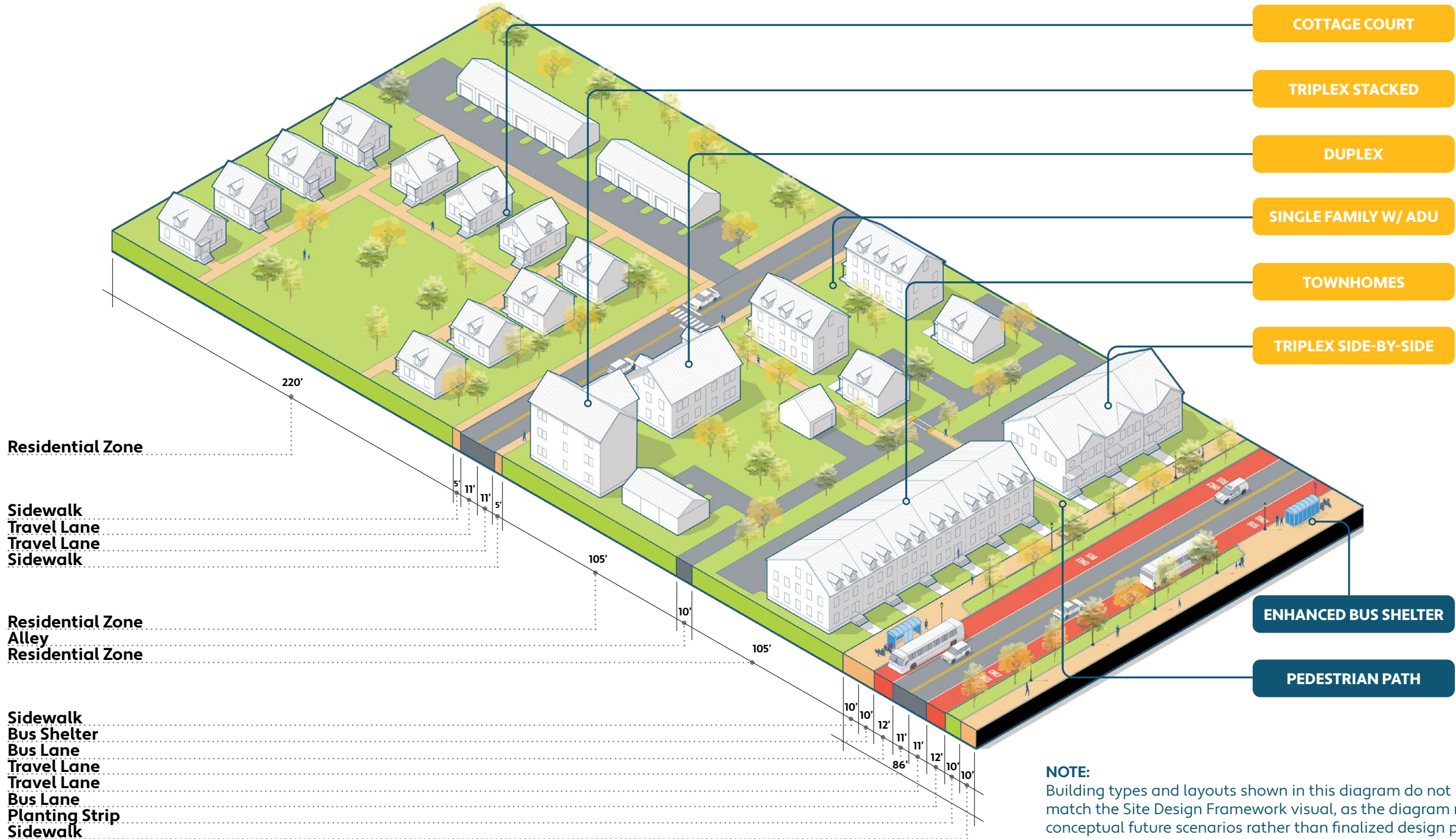
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ENHANCED BUS SERVICE TRANSECT DIAGRAM

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NOTE: Building types and layouts shown in this diagram do not precisely match the Site Design Framework visual, as the diagram represents conceptual future scenarios rather than finalized design plans.

STATION AREA (EXISTING)



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STATION AREA RENDERING (PROPOSED)



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STATION PLAZA (EXISTING)

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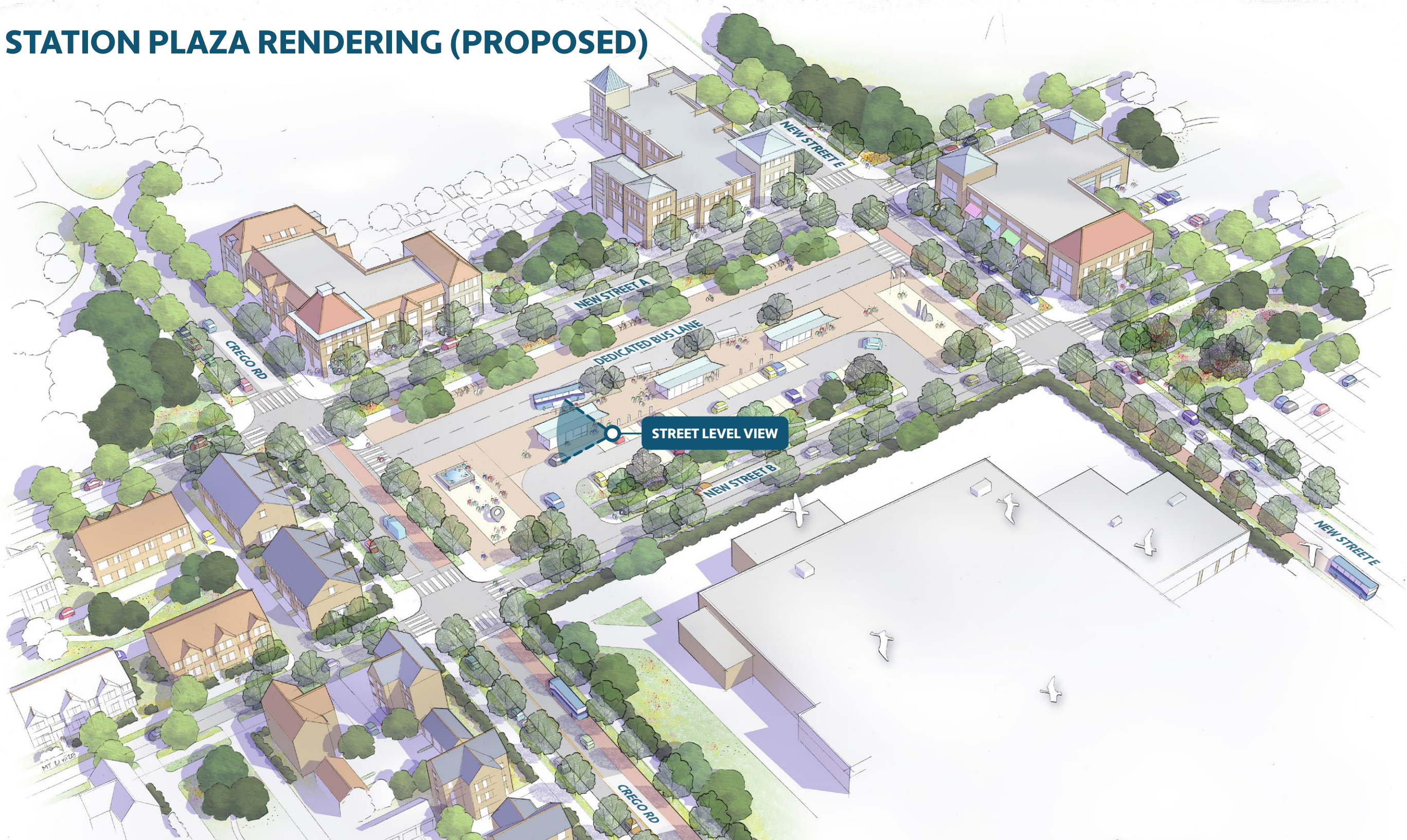
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STATION PLAZA RENDERING (PROPOSED)

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STREET LEVEL VIEW (EXISTING)

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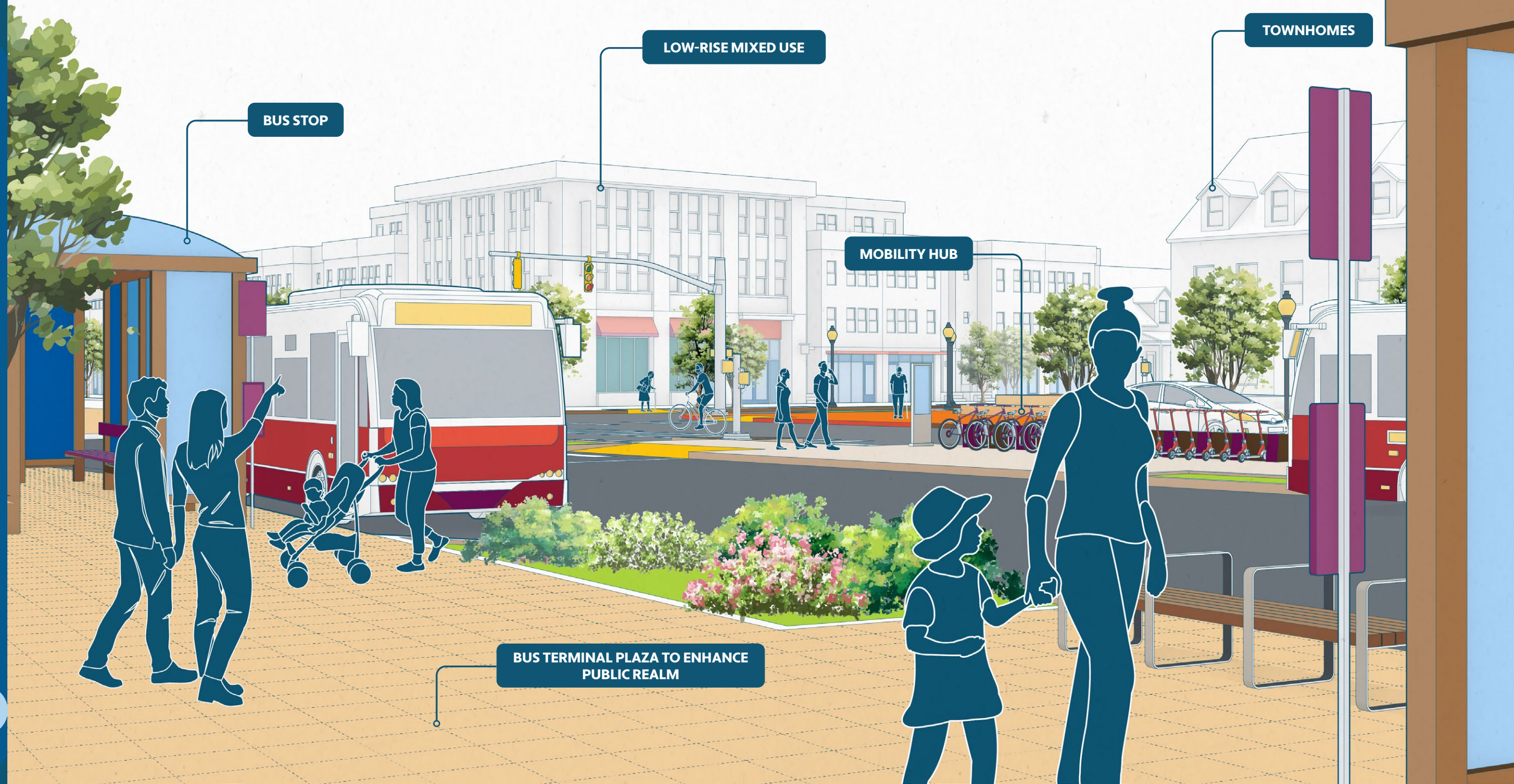
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STREET LEVEL RENDERING (PROPOSED)

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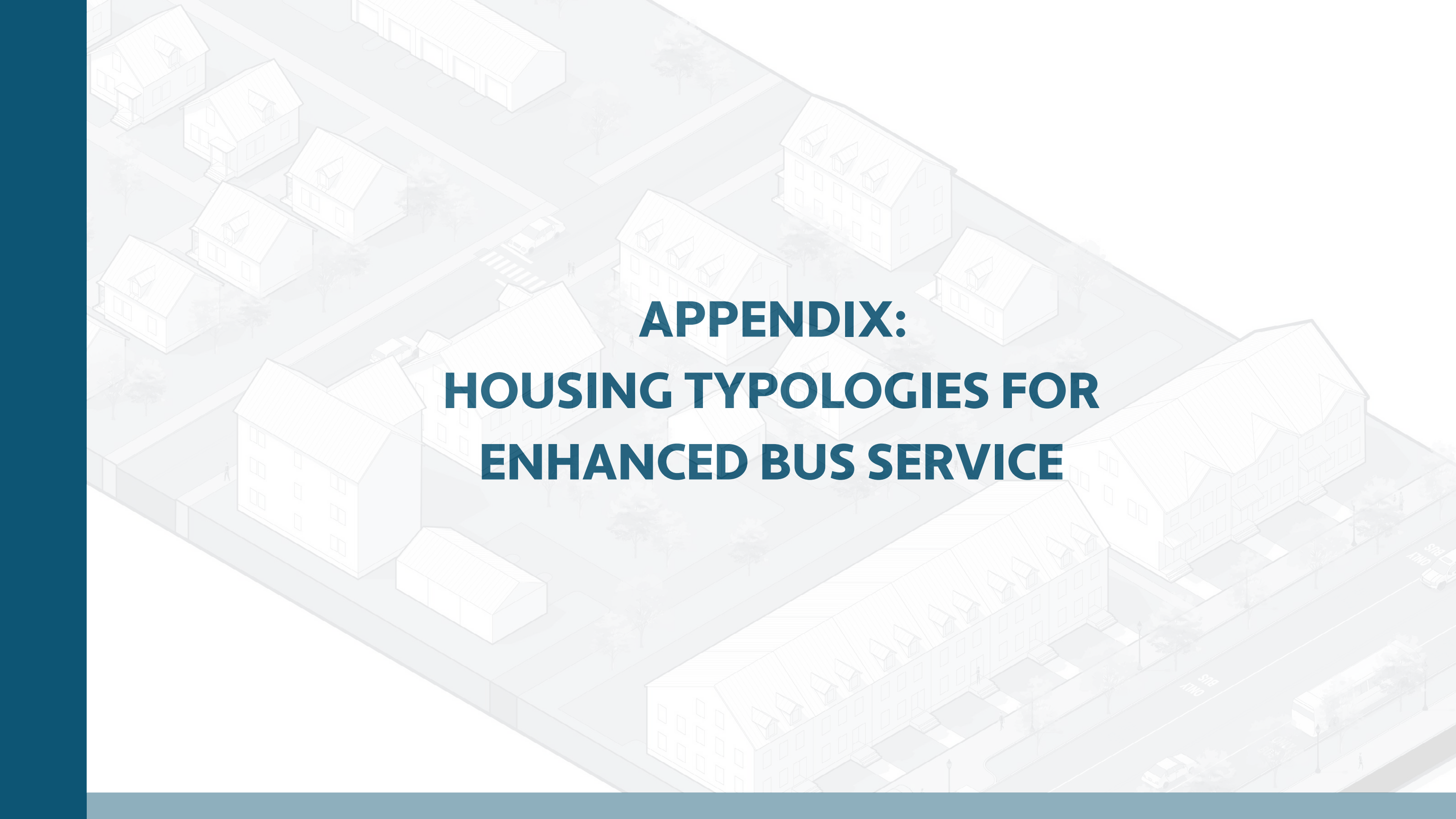
BUS STOP

LOW-RISE MIXED USE

MOBILITY HUB

TOWNHOMES

BUS TERMINAL PLAZA TO ENHANCE PUBLIC REALM

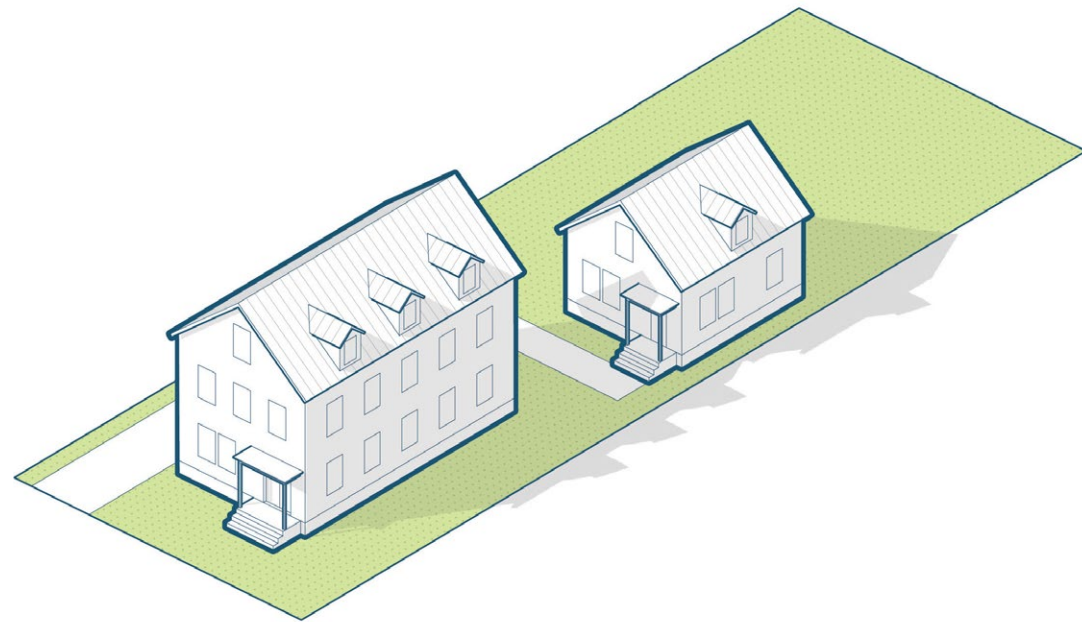


**APPENDIX:
HOUSING TYPOLOGIES FOR
ENHANCED BUS SERVICE**



SINGLE-FAMILY W/ ADU

A traditional single-family home with an accessory dwelling unit (ADU) on the same lot. These ADUs are small self-contained homes that can be attached, detached, carve-outs or garage conversions.



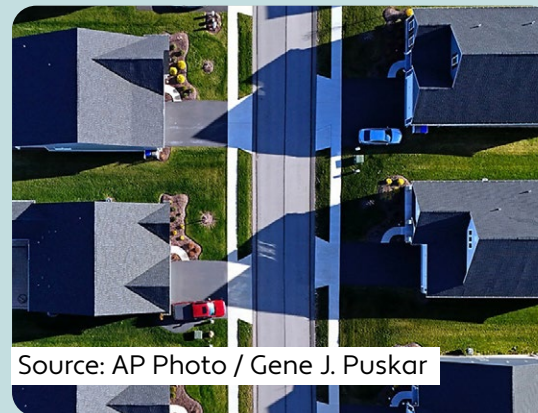
- ▶ ADUs are a versatile solution for infill, providing an affordable housing option that gradually builds density while maintaining neighborhood character. This housing type is sustainable, cost-effective, and promotes walkability through reduced parking requirements.



Source: Regional Planning Association



Source: New York State Official Website



Source: AP Photo / Gene J. Puskar

▶ TRANSIT COMPATIBILITY:

Enhanced Bus



▶ DENSITY:

6-12 dwelling units/acre

▶ HEIGHT:

1-2.5 stories



APPLICABILITY:

Ideal for infill within established single-family neighborhoods.



PARKING:

1 space per ADU (or less). Driveway is typically shared.



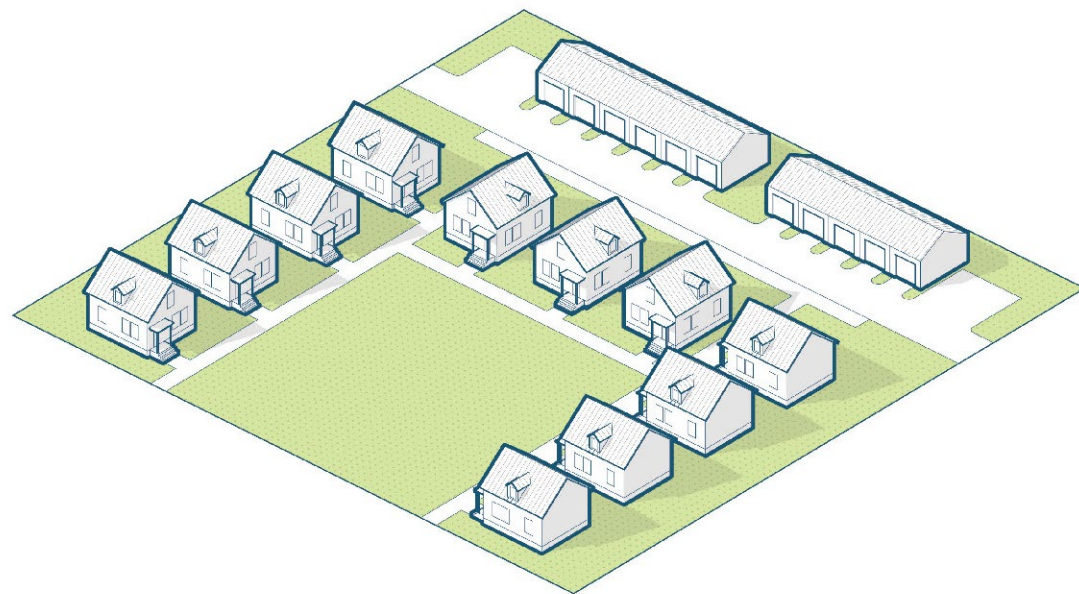
TRANSIT:

Provide a moderate increase in density that supports Enhanced Bus systems. Reduced parking requirements help promote walkability and transit use.



SINGLE-FAMILY CLUSTER HOUSING/COTTAGE COURT

A group of small, detached homes arranged around a shared courtyard or open space that is visible from the street.



- ▶ Cluster housing offers community-oriented living and more public open space, creating a sustainable and low-impact option that encourages pedestrian activity. This housing type is a cost-effective and compact alternative to traditional single-family housing that provides more density while maintaining neighborhood character.



Source: Michael Watkins Architect



Source: Wenzlau Architects



Source: Washington Coast Vacation Rentals

▶ TRANSIT COMPATIBILITY:

Enhanced Bus



▶ DENSITY:

10-12 dwelling units/acre

▶ HEIGHT:

1-1.5 stories



APPLICABILITY:

Ideal for infill within established single-family neighborhoods.



PARKING:

1 parking space per unit. Typically include a shared parking area and consolidated driveway.



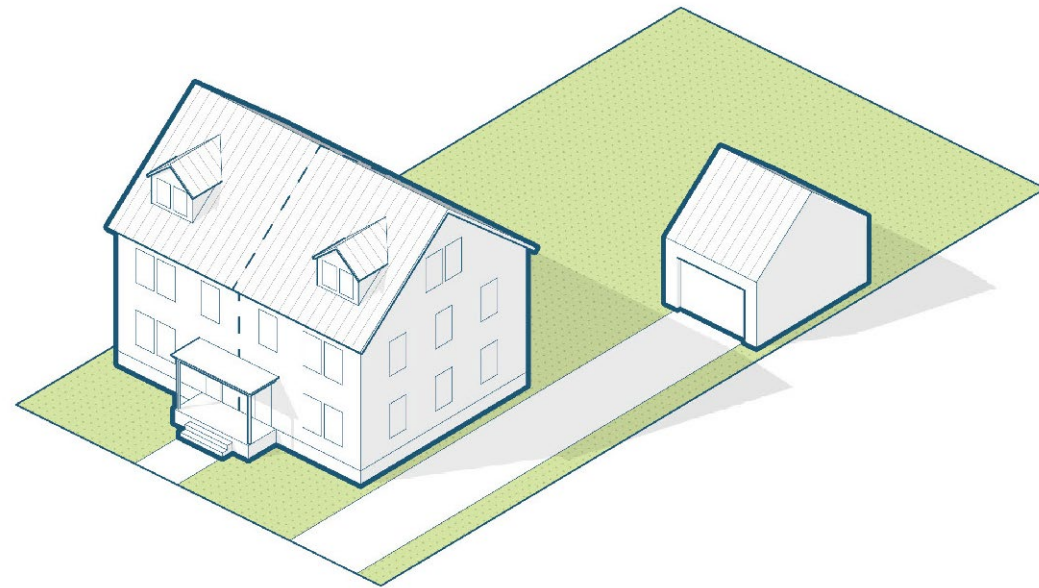
TRANSIT:

Provide a moderate increase in density that supports Enhanced Bus systems. A pedestrian-oriented design that generates walkable environment with shared green spaces.



DUPLEX SIDE-BY-SIDE/STACKED

One structure that contains two separate residential units arranged side-by-side or stacked vertically, each with an entrance from the street.



- ▶ Duplexes are an equitable and affordable housing option that provide increased density while retaining the appearance and scale of single-family neighborhoods. The moderate density and reduced parking requirements of housing type help to support higher transit use, making duplexes a viable option for BRT.



Source: The House Designers



Source: Richmond News



Source: New Western

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
10-15 dwelling units/acre

- ▶ **HEIGHT:**
1-2.5 stories



APPLICABILITY:

Great for neighborhood infill and transitional areas between single-family and moderate-density housing.



PARKING:

1 parking space per unit. Might include a shared driveway and garage.



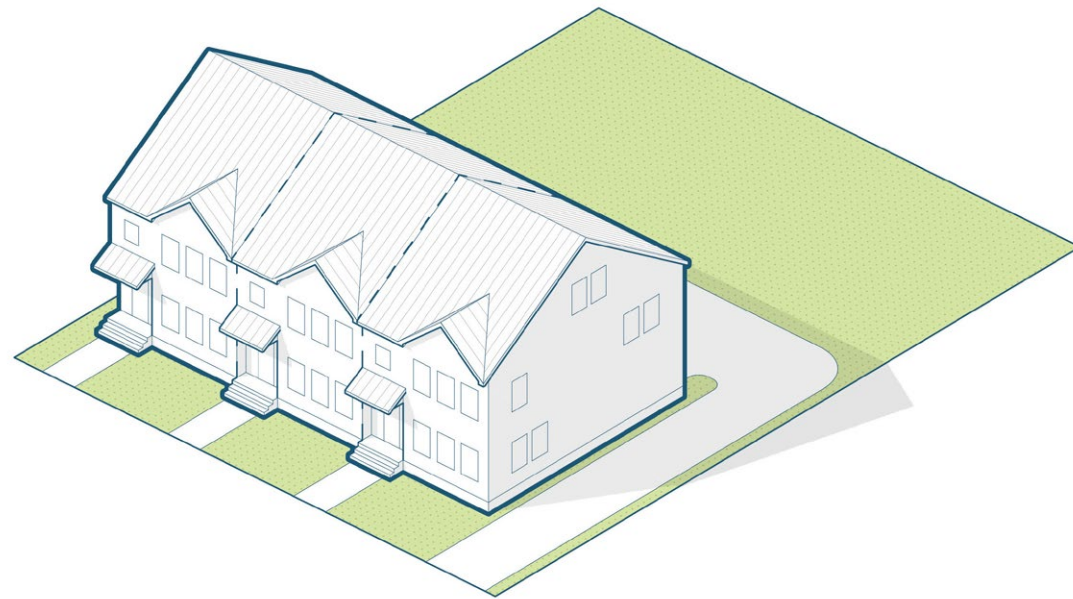
TRANSIT:

Introduces moderate densities needed to support more frequent transit service. Reduced parking requirements help promote walkability and encourage ridership.



TRIPLEX SIDE-BY-SIDE

One structure that contains three separate residential units arranged side-by-side, each having their own entrance from the street.



- ▶ Side-by-side triplexes increase housing density, but their layout resembles traditional townhomes, making them ideal for urban neighborhoods seeking modest density increases. This typology maximizes the use of land in transit-adjacent areas by housing multiple units on a relatively compact footprint.



Source: Google Street View (2024)



Source: PCRI



Source: Jill Rosell

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
12-20 dwelling units/acre

- ▶ **HEIGHT:**
2-2.5 stories



- ▶ **APPLICABILITY:**
Ideal for corner lots, new development, and infill projects.



- ▶ **PARKING:**
1 space per unit, with a shared driveway and parking areas.

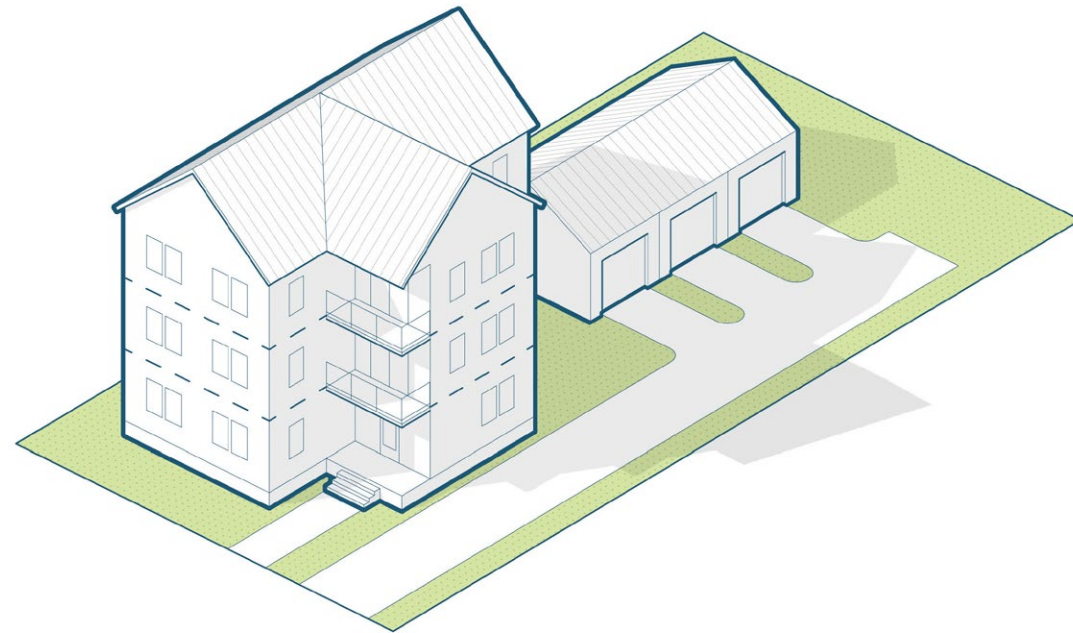


- ▶ **TRANSIT:**
Introduces moderate densities needed to support more frequent transit service. Reduced parking requirements and an active street edge promote walkability and encourage ridership.



TRIPLEX STACKED

Three residential units stacked vertically within a single structure that share an entrance from the street.



- ▶ Stacked triplexes are typically more affordable than single-family homes, providing a range of options for different household sizes and incomes. This typology is a versatile and sustainable housing solution that offers higher density within a compact footprint while retaining neighborhood compatibility.



Source: The Albertan News



Source: Missing Middle Housing



Source: Missing Middle Housing

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
12-20 dwelling units/acre

- ▶ **HEIGHT:**
3-3.5 stories



APPLICABILITY:

Suitable for compact urban areas or as infill in established suburban neighborhoods.



PARKING:

1 space per unit, with a shared driveway and parking area.



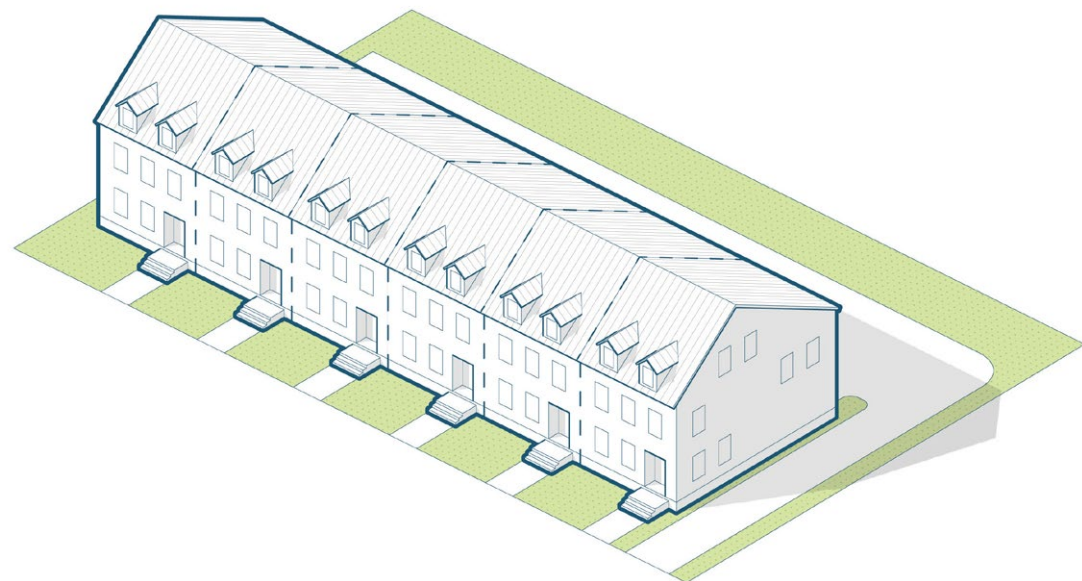
TRANSIT:

Provide moderate density housing that encourages public transit use and walkability through their compact form and reduced parking requirements.



TOWNHOMES/ROWHOUSES

Attached residential units with one or two shared walls between residences, each having their own entrance from the street. These housing types are typically narrow multi-floor homes with a small front lawn and backyard.



- ▶ Townhomes and rowhouses provide a flexible and higher-density housing option at a neighborhood scale. This housing type is a popular choice for creating active and walkable, transit-oriented development with densities needed to support higher transit use.



Source: NAHB



Source: Baharlou



Source: The Raleigh Architecture Company

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
12-20 dwelling units/acre

- ▶ **HEIGHT:**
2-3 stories



- APPLICABILITY:**
Ideal for new development and infill projects.



- PARKING:**
1 parking space per unit, with a shared driveway and parking area.



- TRANSIT:**
Introduces moderate densities needed to support more frequent transit service. Reduced parking requirements and an active street edge promote walkability and encourage ridership.



**New York State Route 31
Transit Corridor Assessment**

**CICERO TOWN CENTER
BUS RAPID TRANSIT**



Syracuse Metropolitan
Transportation Council



Stantec



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A	HOUSING TYPOLOGIES FOR BUS RAPID TRANSIT



Existing Aerial View of the Cicero Town Center Site

Source: Google Earth



CICERO TOWN CENTER SITE STUDY AREA

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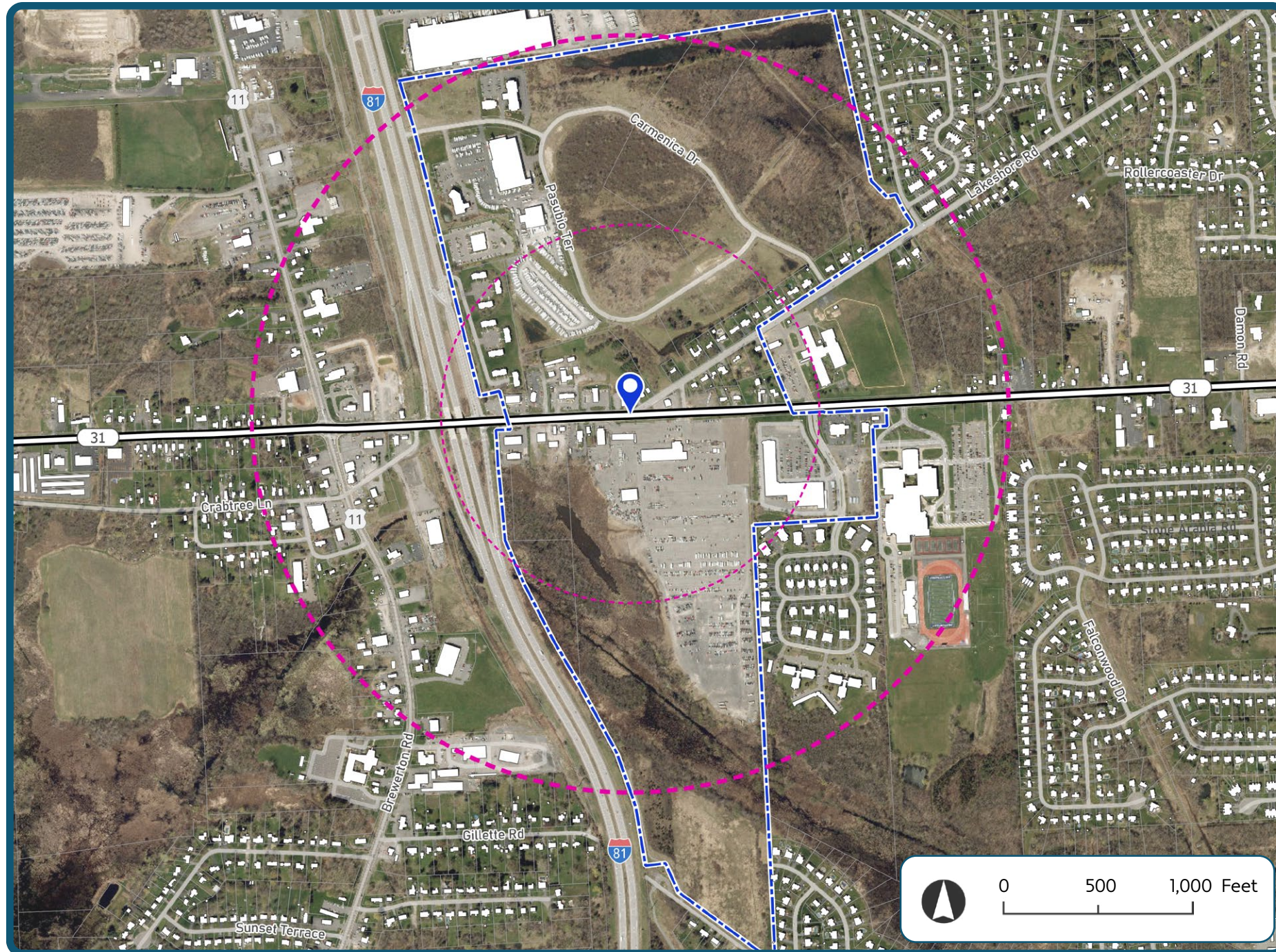
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Theme:
TRANSFORMATIVE



Station Area



Study Area



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



REDEVELOPMENT POTENTIAL ANALYSIS

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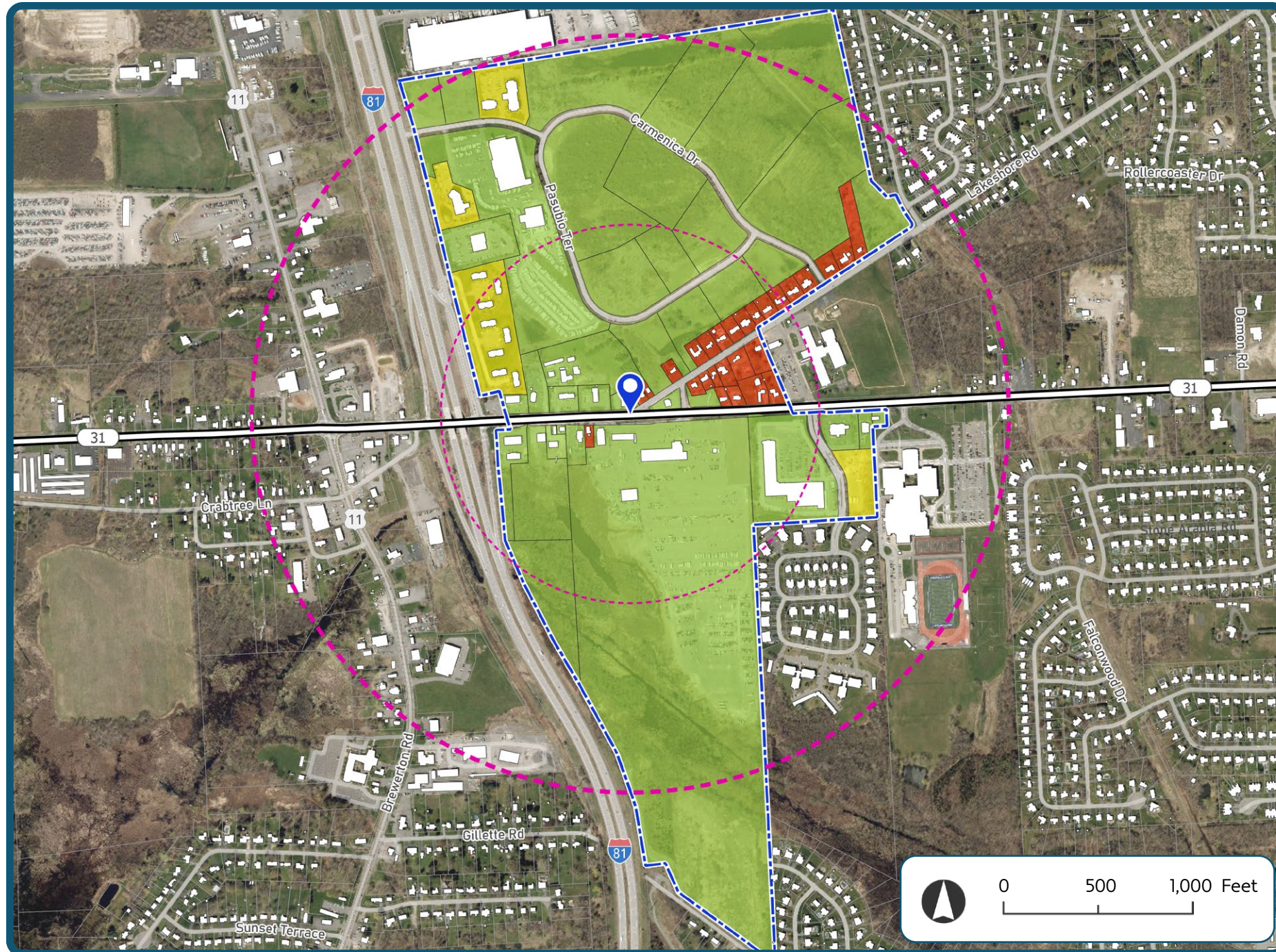
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Theme:
TRANSFORMATIVE



Station Area



Study Area



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



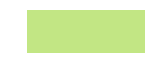
Stable

Total acres: **12 acres**
Parcel not likely to change.



Opportunity

Total acres: **15 acres**
Parcels or a portion of the parcel has the potential to change; this could mean new development or enhanced open space.



Prime

Total acres: **243 acres**
Parcels are most likely to change or be improved in some way, such as new development or enhanced open space.



CICERO TOWN CENTER THEME



Theme: TRANSFORMATIVE

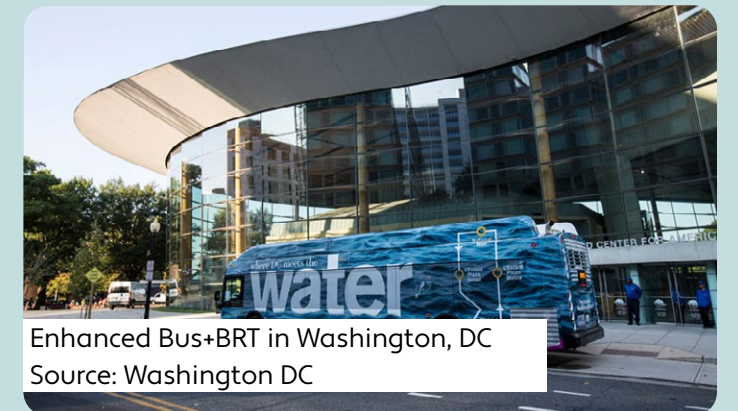
The Cicero Town Center station area, on the eastern end of the proposed Route 31 transit corridor, is envisioned as a “Transformative” hub. This area will redefine Cicero with a vibrant town center that serves as a major destination. The introduction of mixed-use development will create a dynamic environment, featuring active streets and sustainable design principles. By fostering a complete community, the Cicero Town Center will emerge as a model for future urban development, combining modernity with accessibility and inclusivity.

Key Elements:

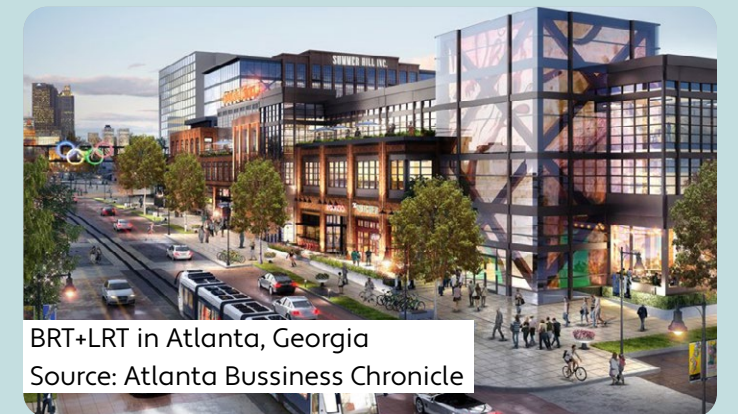
- **Vibrant Town Center:** Develop a lively and engaging central area that becomes the heart of the community.
- **New Development Type:** Mixed Use: Incorporate residential, commercial, and office spaces within cohesive structures.
- **Destination:** Establish the area as a key destination for shopping, dining, entertainment, and leisure.
- **Active Street:** Create bustling streetscapes with pedestrian-friendly features and vibrant storefronts.
- **Sustainable Design:** Implement eco-friendly building practices and green infrastructure to minimize environmental impact.
- **Complete Community:** Ensure a well-rounded community with accessible amenities, housing, and services for all.



Enhanced Bus+BRT in Washington, DC
Source: The Wharf



Enhanced Bus+BRT in Washington, DC
Source: Washington DC



BRT+LRT in Atlanta, Georgia
Source: Atlanta Business Chronicle

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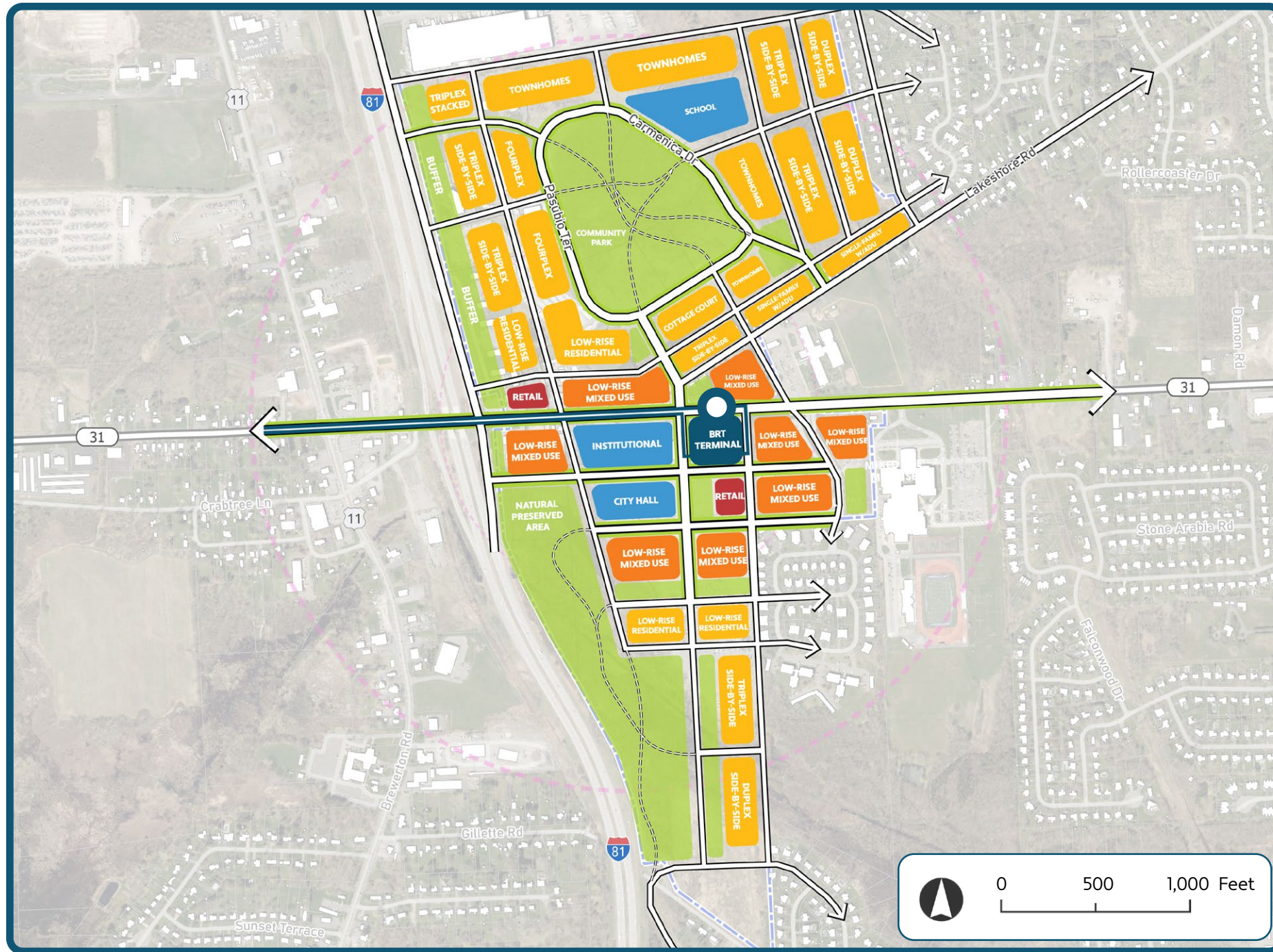
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SITE DESIGN FRAMEWORK








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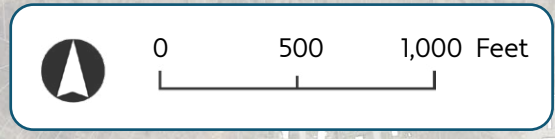


Theme:
TRANSFORMATIVE

Cicero Town Center Example:
3,000-4,000* DU

** approximate calculations based on the entire station area shown on the diagram to the left*

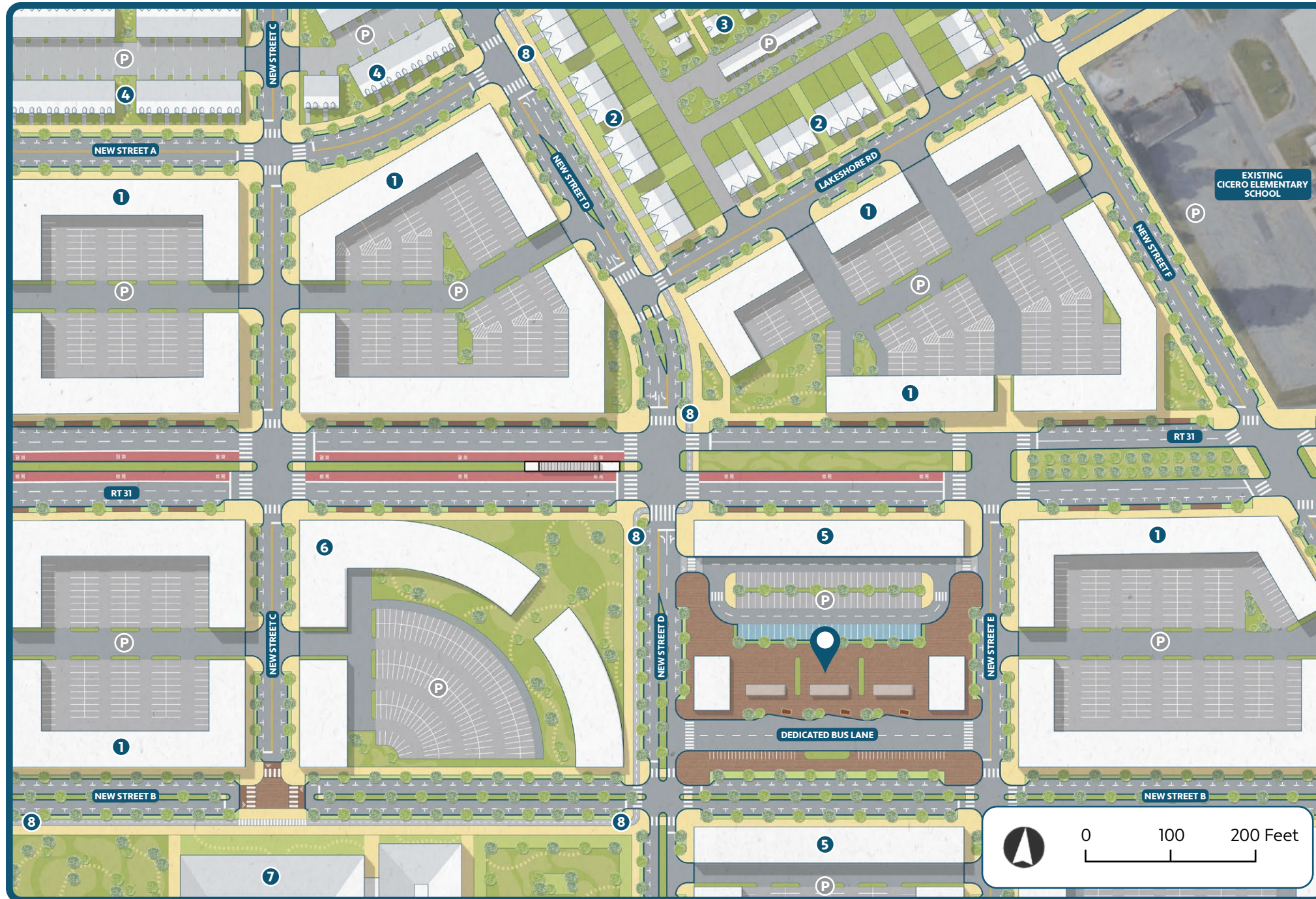
-  **BRT Terminal**
-  **BRT Route**
-  **Commercial**
-  **Civic & Institutional**
-  **Mixed Use**
-  **Residential**
-  **Buffer Zone**





POTENTIAL SITE PLAN

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Cicero Town Center Site:
~1,500- 2,500* DU

* approximate calculations based on current site plan extents



CURRENT SITE PLAN EXTENTS

- Bus Terminal**
Hub plaza includes bicycle and scooter parking, covered transit shelters, dedicated EV charging points, short term parking spots & off street pick-up/drop off area. The Hub plaza also has retail and restroom facilities.
- 1** **Low-Rise Mixed Use**
- 2** **Triplex Side-by-Side**
- 3** **Cottage Court**
- 4** **Townhouses**
- 5** **Proposed Retail**
- 6** **Civic/ Institutional**
- 7** **Proposed City Hall**
- 8** **Proposed Shared-Use Path**
Connecting the Community Park (North) to the Naturally Preserved Area (East)
- P** **Parking**



BUS RAPID TRANSIT CROSS SECTION

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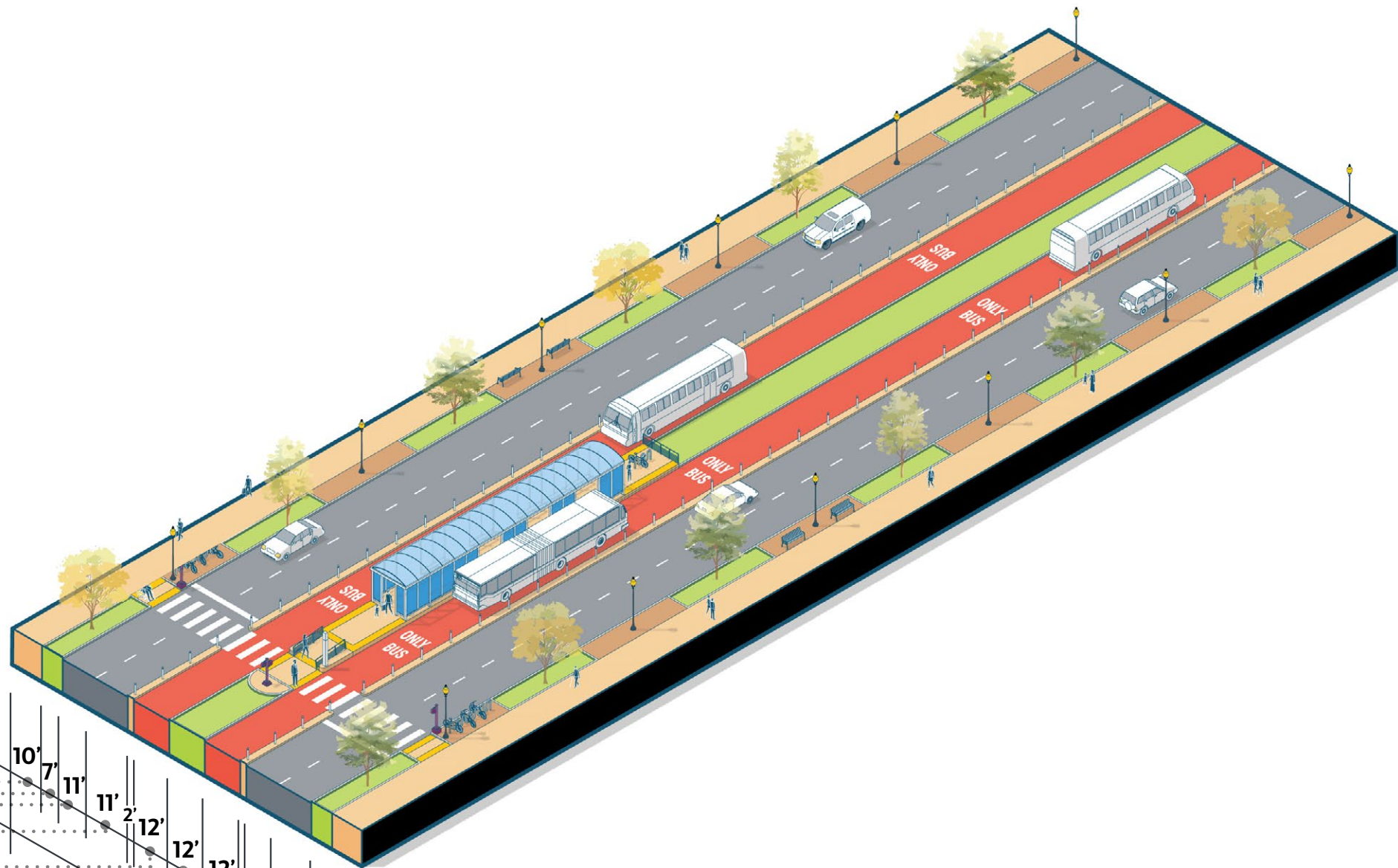
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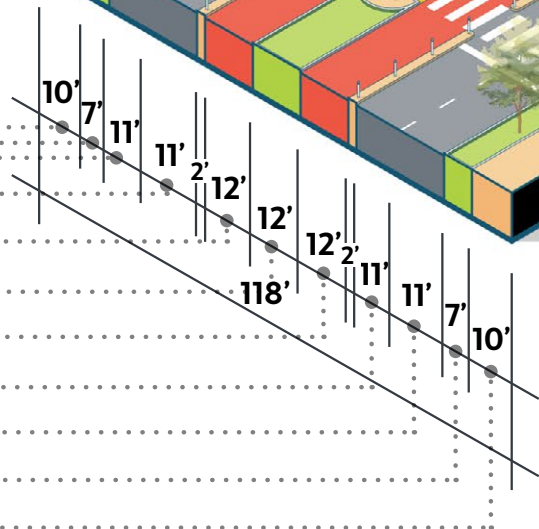
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- 01 Sidewalk
- 02 Planting Strip
- 03 Travel Lane
- 04 Travel Lane
- 05 Bus Lane
- 06 BRT Station Area
- 07 Bus Lane
- 08 Travel Lane
- 09 Travel Lane
- 10 Planting Strip
- 11 Sidewalk





BUS RAPID TRANSIT TRANSECT DIAGRAM

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DUPLEX

TRIPLEX SIDE-BY-SIDE

TRIPLEX STACKED

FOURPLEX

TOWNHOMES

LOW-RISE MIXED USE

PEDESTRIAN PATH

LOW-RISE RESIDENTIAL

BRT STATION

Residential Zone

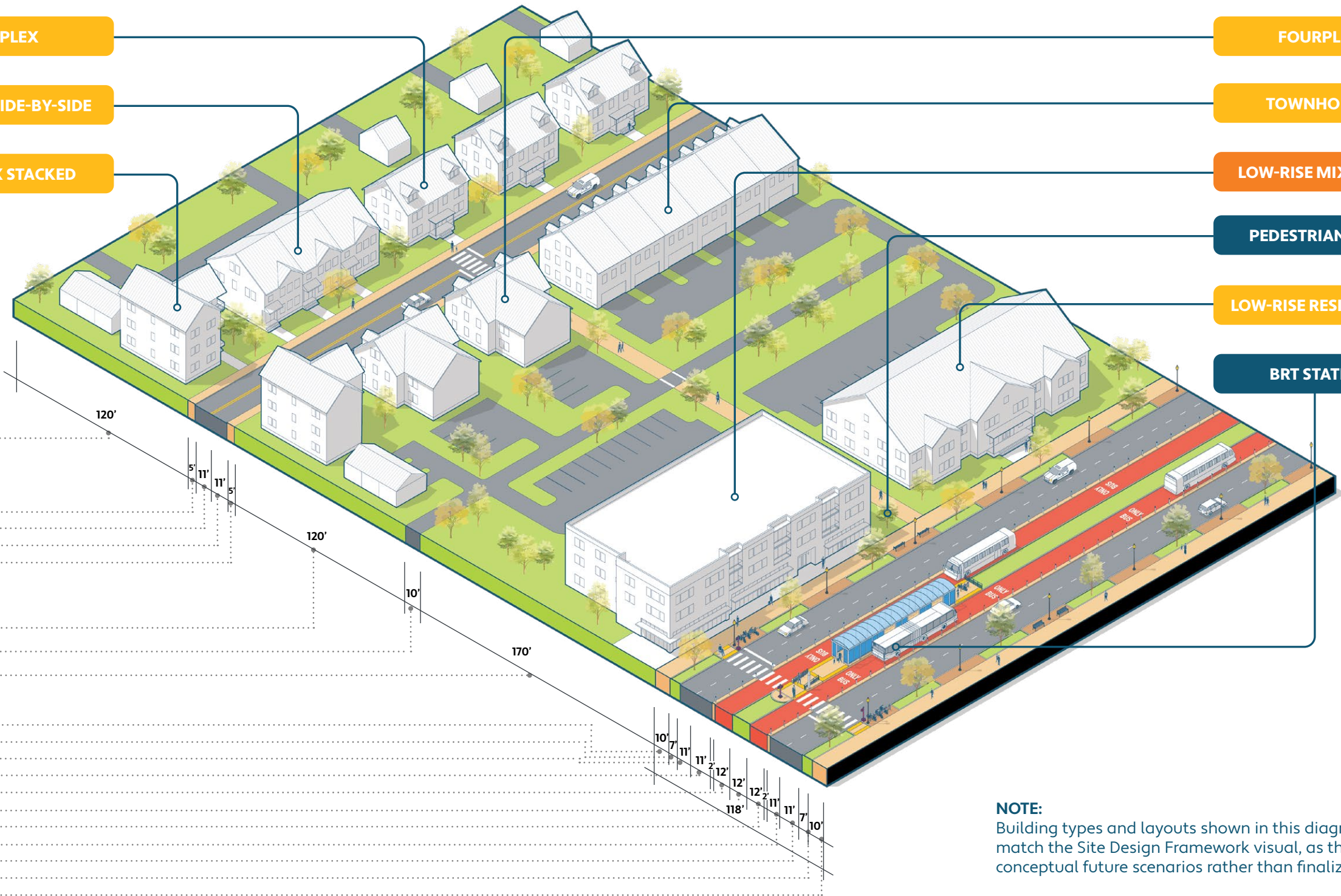
Sidewalk
Travel Lane
Travel Lane
Sidewalk

Residential Zone

Alley

Residential Zone

Sidewalk
Planting Strip
Travel Lane
Travel Lane
Bus Lane
BRT Station Area
Bus Lane
Travel Lane
Travel Lane
Planting Strip
Sidewalk



NOTE:
Building types and layouts shown in this diagram do not precisely match the Site Design Framework visual, as the diagram represents conceptual future scenarios rather than finalized design plans.



STATION AREA (EXISTING)

- 01
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STATION AREA RENDERING (PROPOSED)



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STATION PLAZA (EXISTING)

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STATION PLAZA RENDERING (PROPOSED)

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STREET LEVEL VIEW (EXISTING)

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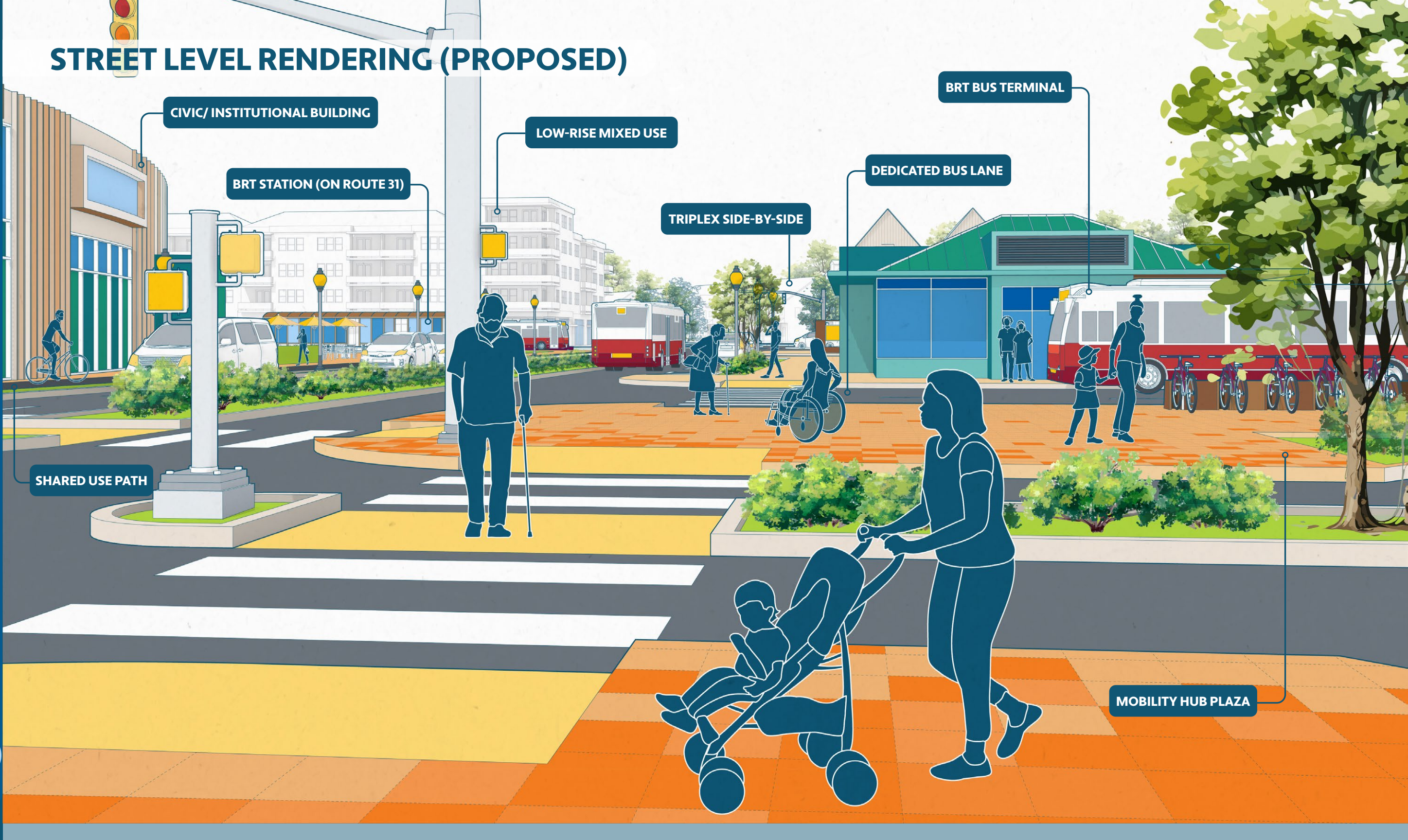
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STREET LEVEL RENDERING (PROPOSED)

01
02
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04
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CIVIC/ INSTITUTIONAL BUILDING

BRT STATION (ON ROUTE 31)

LOW-RISE MIXED USE

TRIPLEX SIDE-BY-SIDE

BRT BUS TERMINAL

DEDICATED BUS LANE

SHARED USE PATH

MOBILITY HUB PLAZA

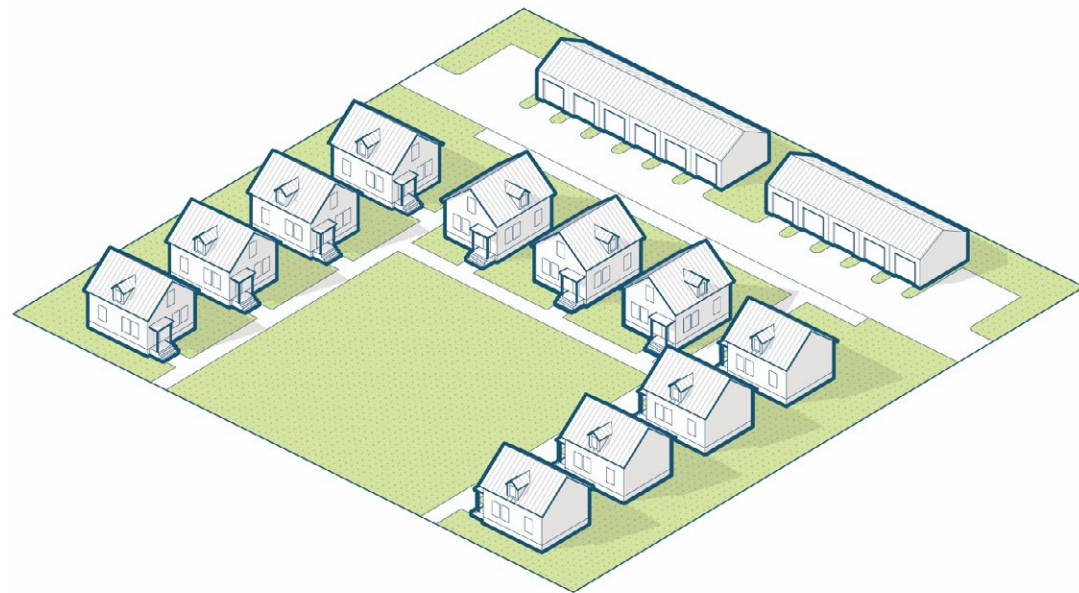


**APPENDIX:
HOUSING TYPOLOGIES FOR
BUS RAPID TRANSIT**



SINGLE-FAMILY CLUSTER HOUSING/COTTAGE COURT

A group of small, detached homes arranged around a shared courtyard or open space that is visible from the street.



- ▶ Cluster housing offers community-oriented living and more public open space, creating a sustainable and low-impact option that encourages pedestrian activity. This housing type is a cost-effective and compact alternative to traditional single-family housing that provides more density while maintaining neighborhood character.



Source: Michael Watkins Architect



Source: Wenzlau Architects



Source: Washington Coast Vacation Rentals

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
10-12 dwelling units/acre

- ▶ **HEIGHT:**
1-1.5 stories



- APPLICABILITY:**
Ideal for infill within established single-family neighborhoods.



- PARKING:**
1 parking space per unit. Typically include a shared parking area and consolidated driveway.

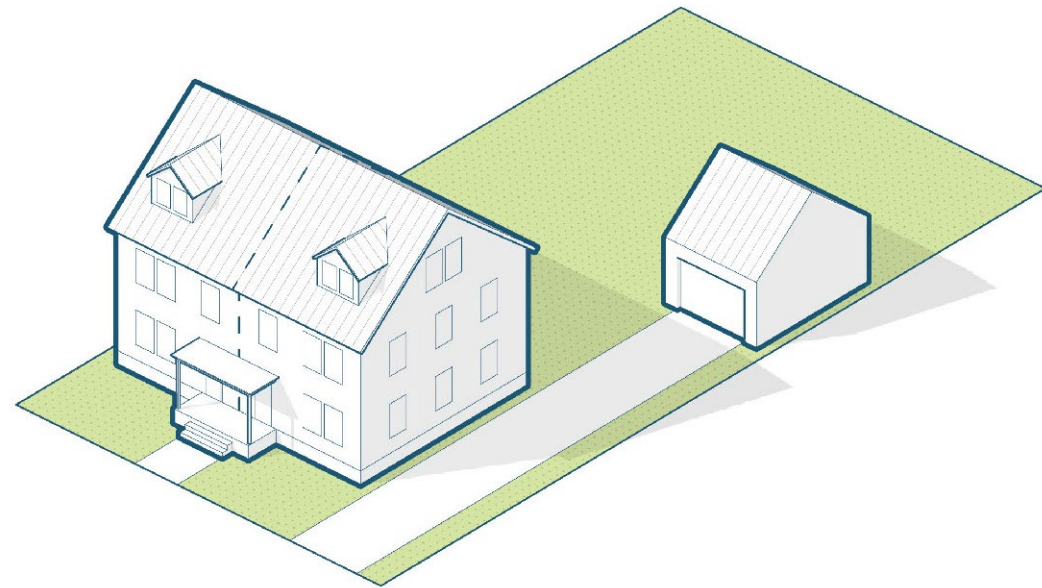


- TRANSIT:**
Provide a moderate increase in density that supports Enhanced Bus systems. A pedestrian-oriented design that generates walkable environment with shared green spaces.



DUPLEX SIDE-BY-SIDE/STACKED

One structure that contains two separate residential units arranged side-by-side or stacked vertically, each with an entrance from the street.



- ▶ Duplexes are an equitable and affordable housing option that provide increased density while retaining the appearance and scale of single-family neighborhoods. The moderate density and reduced parking requirements of housing type help to support higher transit use, making duplexes a viable option for BRT.



Source: Google Street View (2024)



Source: Prairie Pines Townhomes



Source: New Western

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
10-15 dwelling units/acre

- ▶ **HEIGHT:**
1-2.5 stories



APPLICABILITY:

Great for neighborhood infill and transitional areas between single-family and moderate-density housing.



PARKING:

1 parking space per unit. Might include a shared driveway and garage.



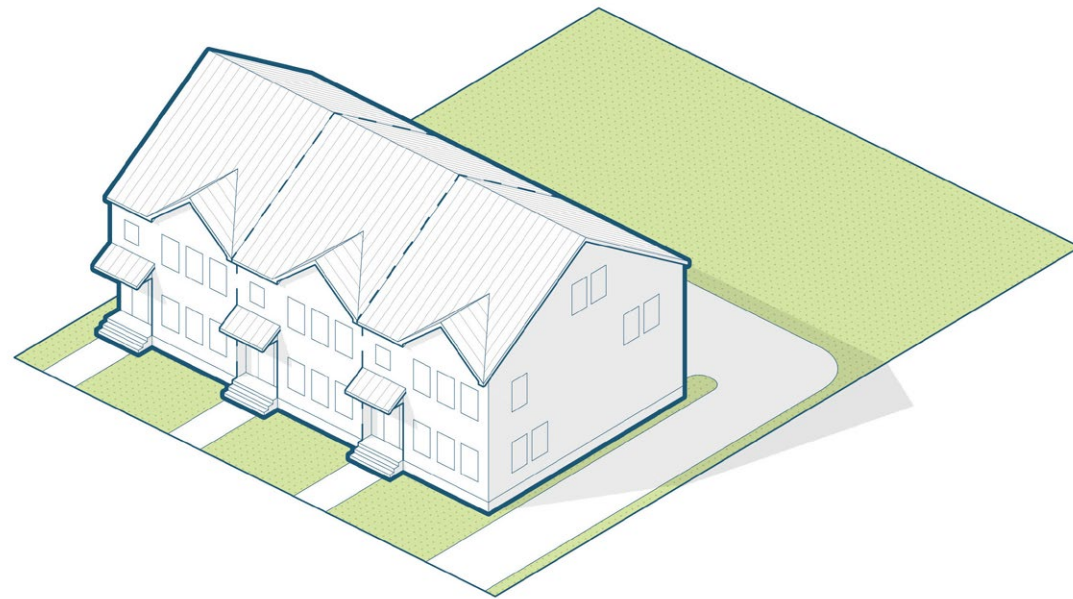
TRANSIT:

Introduces moderate densities needed to support more frequent transit service. Reduced parking requirements help promote walkability and encourage ridership.



TRIPLEX SIDE-BY-SIDE

One structure that contains three separate residential units arranged side-by-side, each having their own entrance from the street.



- ▶ Side-by-side triplexes increase housing density, but their layout resembles traditional townhomes, making them ideal for urban neighborhoods seeking modest density increases. This typology maximizes the use of land in transit-adjacent areas by housing multiple units on a relatively compact footprint.



Source: Google Street View (2024)



Source: PCRI



Source: Jill Rosell

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
12-20 dwelling units/acre

- ▶ **HEIGHT:**
2-2.5 stories



- ▶ **APPLICABILITY:**
Ideal for corner lots, new development, and infill projects.



- ▶ **PARKING:**
1 space per unit, with a shared driveway and parking areas.

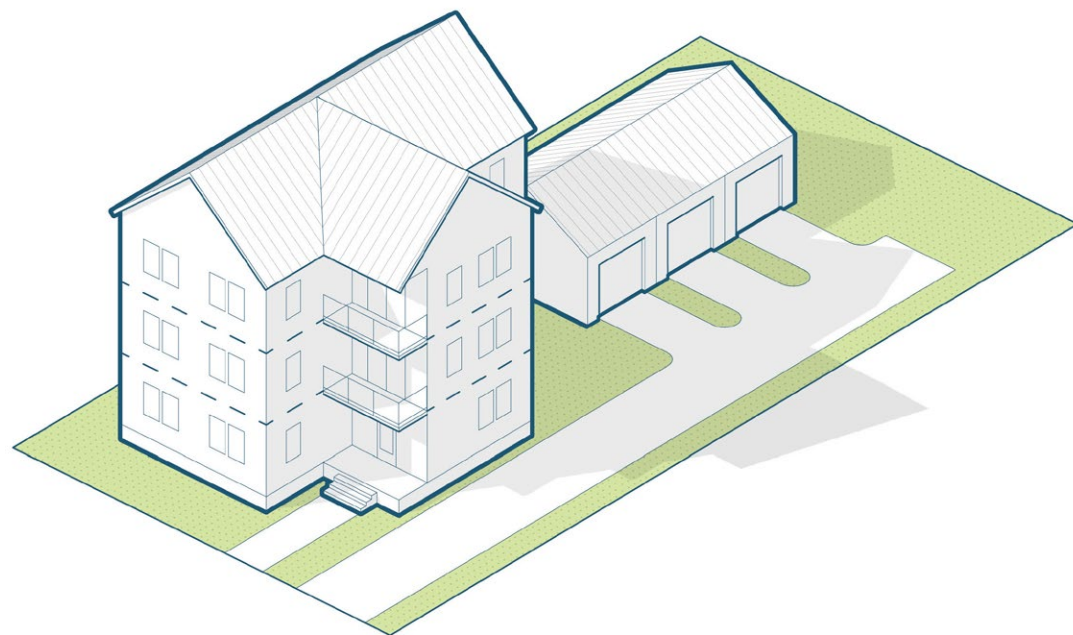


- ▶ **TRANSIT:**
Introduces moderate densities needed to support more frequent transit service. Reduced parking requirements and an active street edge promote walkability and encourage ridership.



TRIPLEX STACKED

Three residential units stacked vertically within a single structure that share an entrance from the street.



- ▶ Stacked triplexes are typically more affordable than single-family homes, providing a range of options for different household sizes and incomes. This typology is a versatile and sustainable housing solution that offers higher density within a compact footprint while retaining neighborhood compatibility.



Source: The Albertan News



Source: Missing Middle Housing



Source: Missing Middle Housing

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
12-20 dwelling units/acre

- ▶ **HEIGHT:**
3-3.5 stories



- ▶ **APPLICABILITY:**
Suitable for compact urban areas or as infill in established suburban neighborhoods.



- ▶ **PARKING:**
1 space per unit, with a shared driveway and parking area.

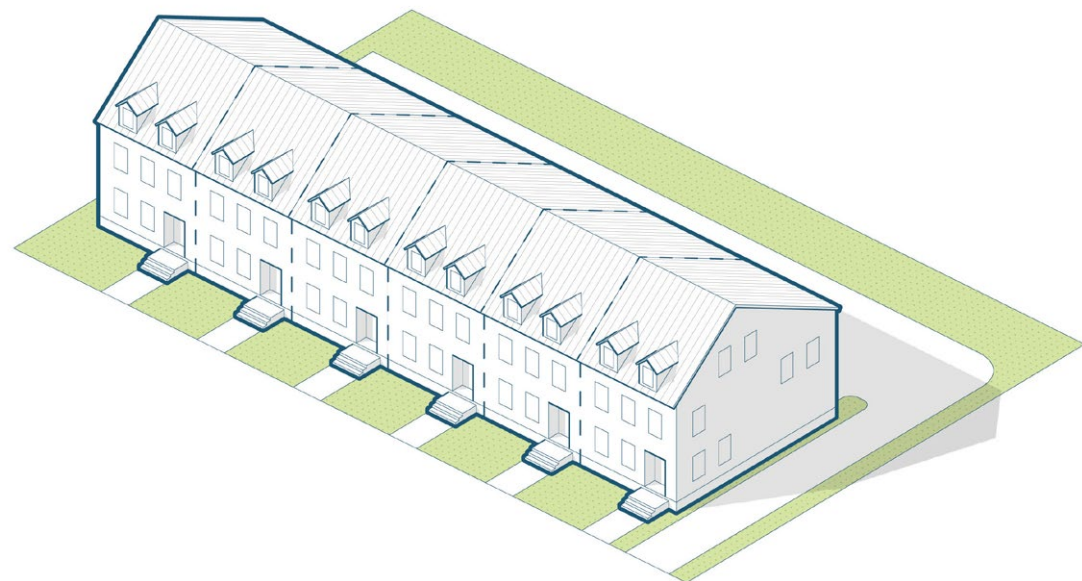


- ▶ **TRANSIT:**
Provide moderate density housing that encourages public transit use and walkability through their compact form and reduced parking requirements.



TOWNHOMES/ROWHOUSES

Attached residential units with one or two shared walls between residences, each having their own entrance from the street. These housing types are typically narrow multi-floor homes with a small front lawn and backyard.



- ▶ Townhomes and rowhouses provide a flexible and higher-density housing option at a neighborhood scale. This housing type is a popular choice for creating active and walkable, transit-oriented development with densities needed to support higher transit use.



Source: NAHB



Source: Baharlou



Source: The Raleigh Architecture Company

- ▶ **TRANSIT COMPATIBILITY:**
Enhanced Bus, Bus Rapid Transit (BRT)



- ▶ **DENSITY:**
12-20 dwelling units/acre

- ▶ **HEIGHT:**
2-3 stories



- ▶ **APPLICABILITY:**
Ideal for new development and infill projects.



- ▶ **PARKING:**
1 parking space per unit, with a shared driveway and parking area.

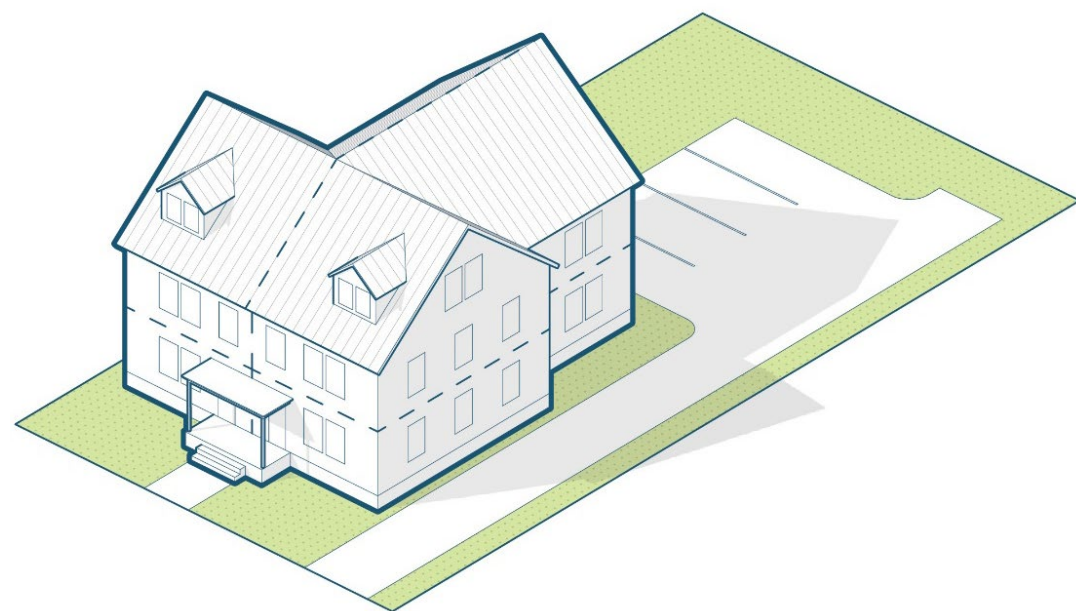


- ▶ **TRANSIT:**
Introduces moderate densities needed to support more frequent transit service. Reduced parking requirements and an active street edge promote walkability and encourage ridership.



FOURPLEX/QUADPLEX

A multi-family building with four residential units (either side-by-side or stacked) that share an entrance from the street.



- ▶ Fourplexes and quadplexes strike a balance between density, affordability, and neighborhood compatibility, making it a valuable housing solution in urban areas. This housing type is a popular choice for creating active and walkable, transit-oriented development with densities needed to support higher transit use.



Source: Google Street View (2024)



Source: Chad McDermott



Source: Vincent Brière

▶ TRANSIT COMPATIBILITY:

Bus Rapid Transit (BRT)



▶ DENSITY:

15-25 dwelling units/acre

▶ HEIGHT:

2-2.5 stories



APPLICABILITY:

Great for corner lots or as infill in moderate-density neighborhoods.



PARKING:

1 space per unit, with a shared driveway and parking area.



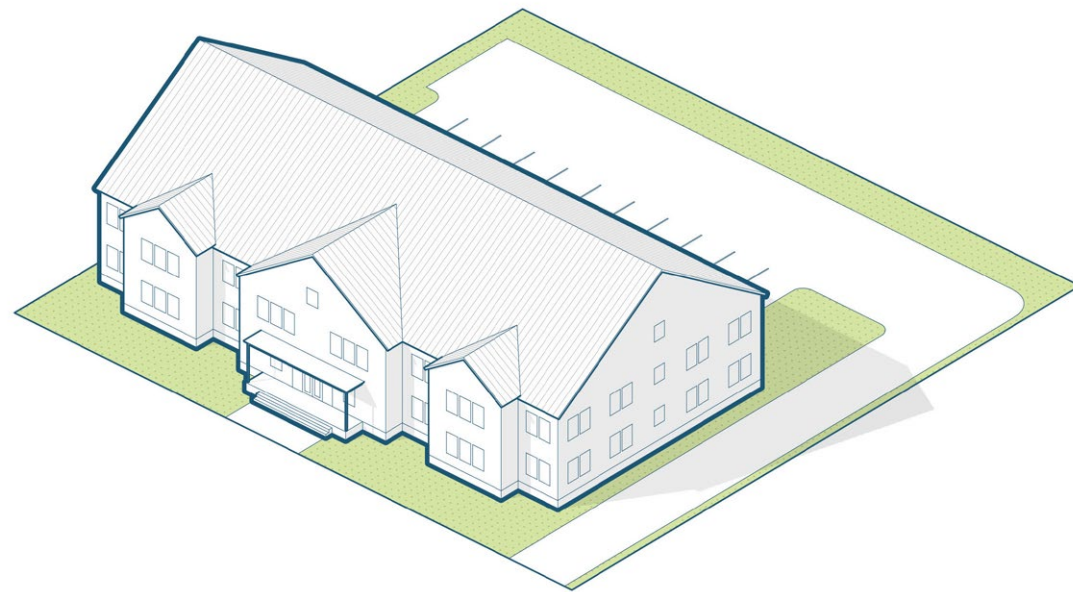
TRANSIT:

Provide moderate density housing that encourages public transit use and walkability through their compact form and reduced parking requirements.



LOW-RISE RESIDENTIAL

A multifamily building typically housing between four to twenty residential units that share an entrance from the street.



- ▶ Low-rise residential housing is designed for efficient urban living while offering shared amenities and close-knit community spaces. This typology supports sustainable, affordable, and livable urban environments near transit with a scale that compliments walkable neighborhoods.



- ▶ **TRANSIT COMPATIBILITY:**
Bus Rapid Transit (BRT), Light Rail Transit (LRT)
- ▶ **DENSITY:**
18-30 dwelling units/acre
- ▶ **HEIGHT:**
2-4 stories

APPLICABILITY:
Great for infill or new development in moderate-density neighborhoods.

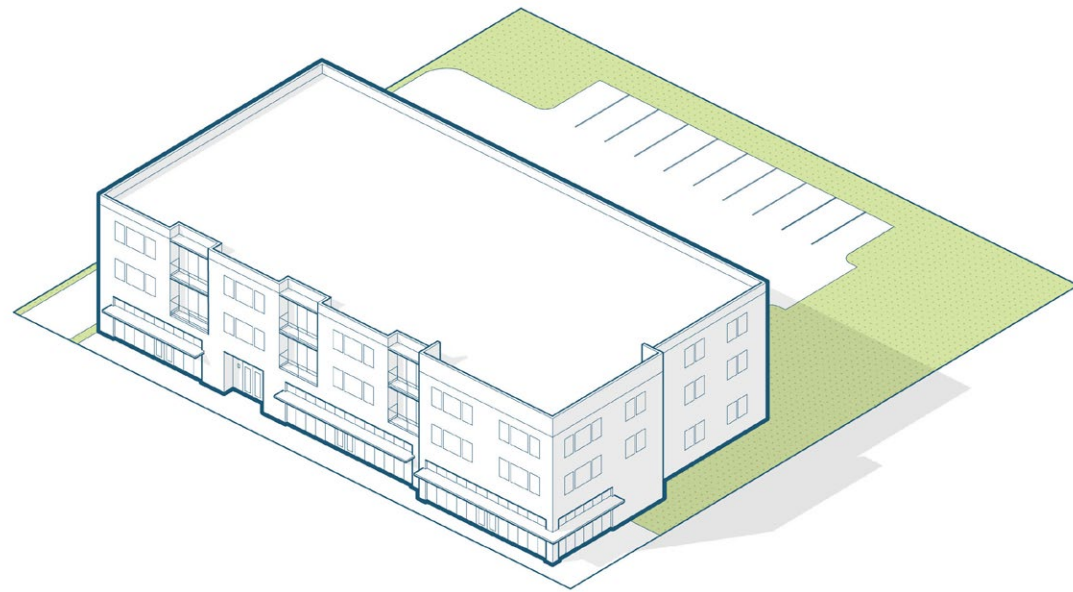
PARKING:
1 space per unit, typically in surface lots.

TRANSIT:
Introduces moderate to higher densities needed to support more frequent transit service while retaining a compact form for transitional areas.



LOW-RISE MIXED-USE

A mixed-use building that combines residential units with ground-floor commercial or retail uses, such as shops or offices.



- ▶ The mix of residential and commercial spaces in this typology fosters active neighborhoods with local businesses and community spaces. Low-rise mixed-use buildings reduce dependence on cars and promote a walkable environment where essential services and amenities are easily accessible, allowing residents to live, shop, and work within a short distance.



Source: Google Streetview (2024)



Source: Google Streetview (2024)



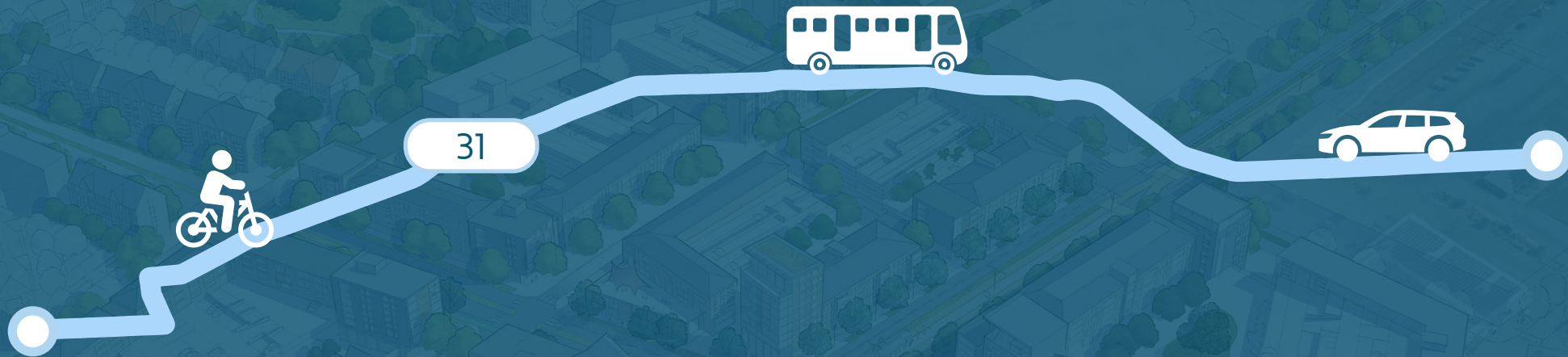
Source: Bay Meadows

- ▶ **TRANSIT COMPATIBILITY:**
Bus Rapid Transit (BRT), Light Rail Transit (LRT)
- ▶ **DENSITY:**
15-30 dwelling units/acre
- ▶ **HEIGHT:**
2-4 stories

APPLICABILITY:
Suitable for urban neighborhoods, areas with transit-oriented development, suburban transition areas, and mixed-use districts.

PARKING:
1 space per residential unit with additional parking for commercial uses.

TRANSIT:
BRT and LRT corridors benefit from mixed-use developments that provide density and require frequency of service.



**New York State Route 31
Transit Corridor Assessment**

**OSWEGO ROAD
LIGHT RAIL TRANSIT**



Syracuse Metropolitan
Transportation Council



Stantec



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Existing Aerial View of the Oswego Road Site

Source: Google Earth



OSWEGO ROAD SITE STUDY AREA

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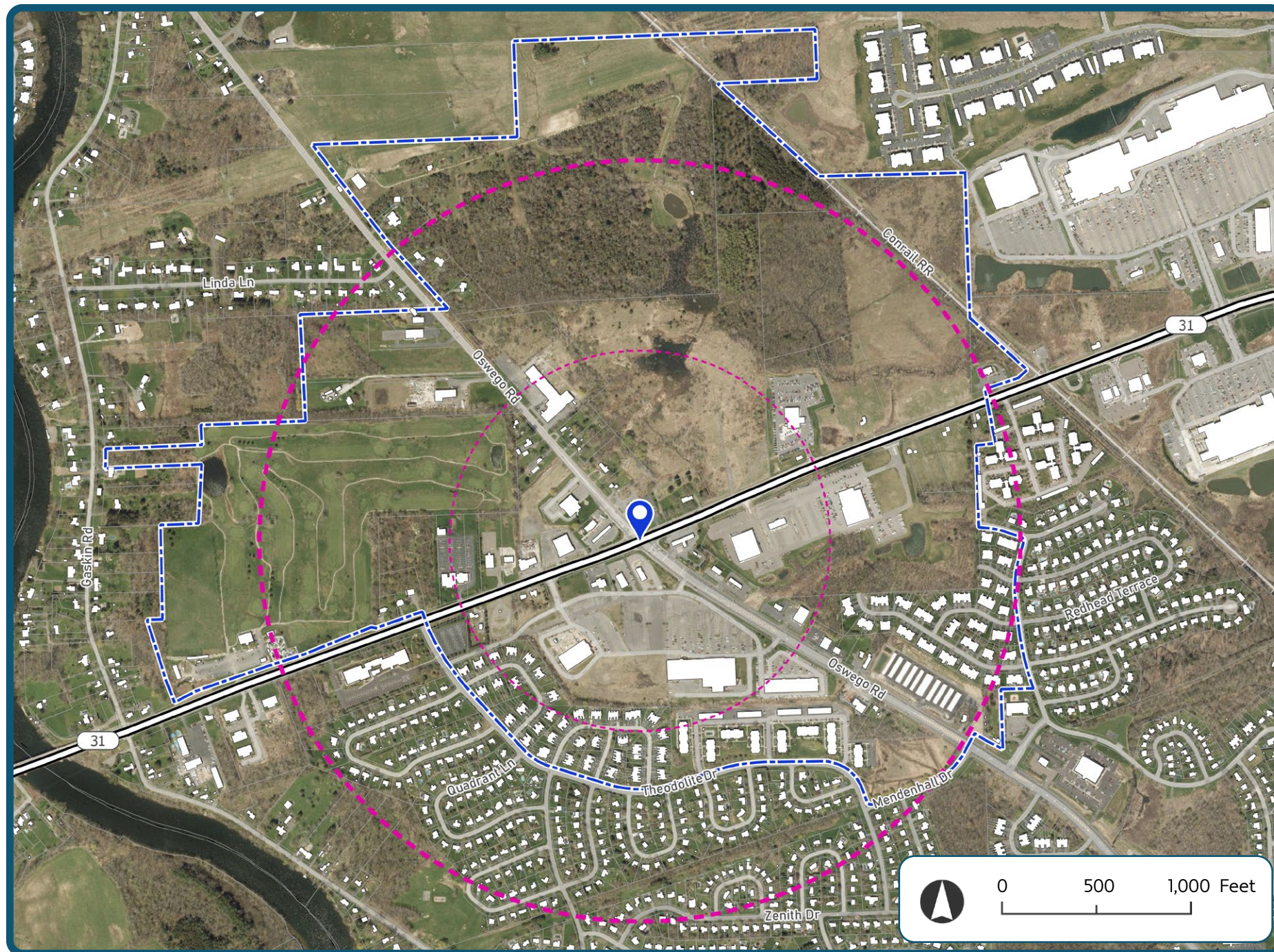
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Theme:
HUB



Station Area



Study Area



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



REDEVELOPMENT POTENTIAL ANALYSIS

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Theme:
HUB



Station Area



Study Area



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



Stable

Total acres: **52 acres**
Parcel not likely to change.



Opportunity

Total acres: **113 acres**
Parcels or a portion of the parcel has the potential to change; this could mean new development or enhanced open space.



Prime

Total acres: **259 acres**
Parcels are most likely to change or be improved in some way, such as new development or enhanced open space.



Already Proposed Developments



OSWEGO ROAD THEME



Theme:
HUB

The proposed station area at the intersection of Route 31 and Oswego Road, envisioned as a “Hub,” will serve as a focal point for the surrounding neighborhoods. This site will capitalize on the proposed adjacent Complete Streets project, creating a vibrant, mixed-use environment that harmonizes with the area’s suburban character. The development will feature a range of housing typologies, transitioning from higher densities along the corridor to lower densities near existing single-family neighborhoods. The inclusion of open spaces and park features like multi-use paths and pedestrian trails will enhance connectivity and community engagement. The “Hub” will blend new developments with established surroundings, offering a dynamic and inclusive neighborhood center.

Key Elements:

- **Mixed-Use Development:** Introduce a diverse range of residential, commercial, and recreational spaces.
- **Open Space and Park Features:** Design public spaces for relaxation, recreation, and community events.
- **Complete Streets:** Implement Complete Streets on Oswego Road, prioritizing all modes of transportation.
- **Gradual Housing Integration:** Transition from higher-density housing near the transit corridor to lower-density options closer to existing neighborhoods.
- **Natural Features:** Incorporate multi-use paths, pedestrian trails, and shade trees to enhance natural beauty.
- **Neighborhood Hub:** Activate all corners of the station area, fostering a vibrant and connected community space.



Enhanced Bus in Hartford, CT
Source: AP Photo/Hartford Courant, Patrick Raycraft



BRT in Cleveland, Ohio
Source: Cleveland RTA



LRT in Hillsboro, Oregon
Source: Homes

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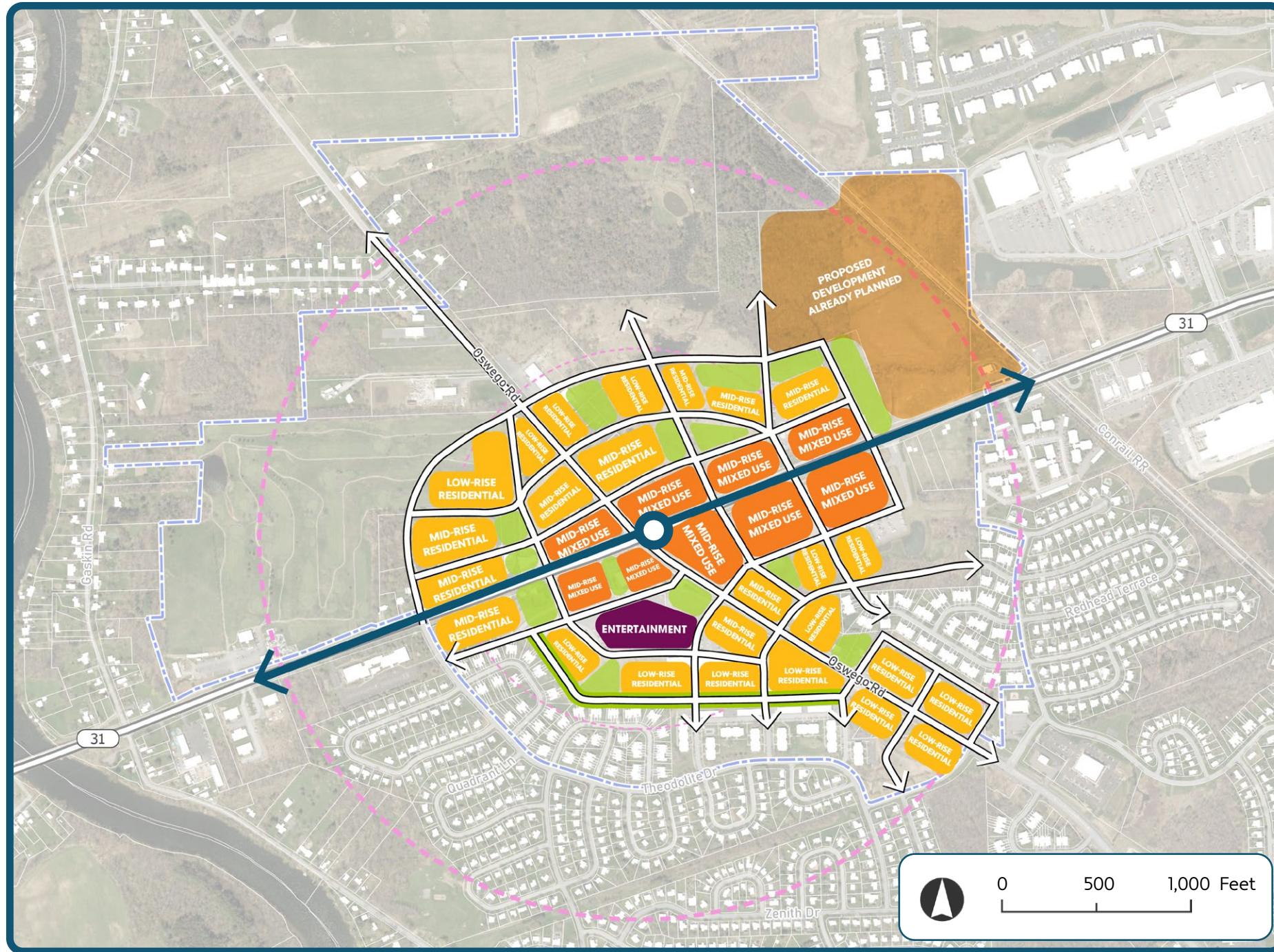
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SITE DESIGN FRAMEWORK

- 01
- 02
- 03
- 04
- 05
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- 10
- 11
- 12
- 13



Theme:
HUB

Oswego Rd Example:
6,000 - 8,000* DU

** approximate calculations based on the entire station area shown on the diagram to the left*



LRT Station Area



LRT Line



Recreational & Special Use



Mixed Use



Residential

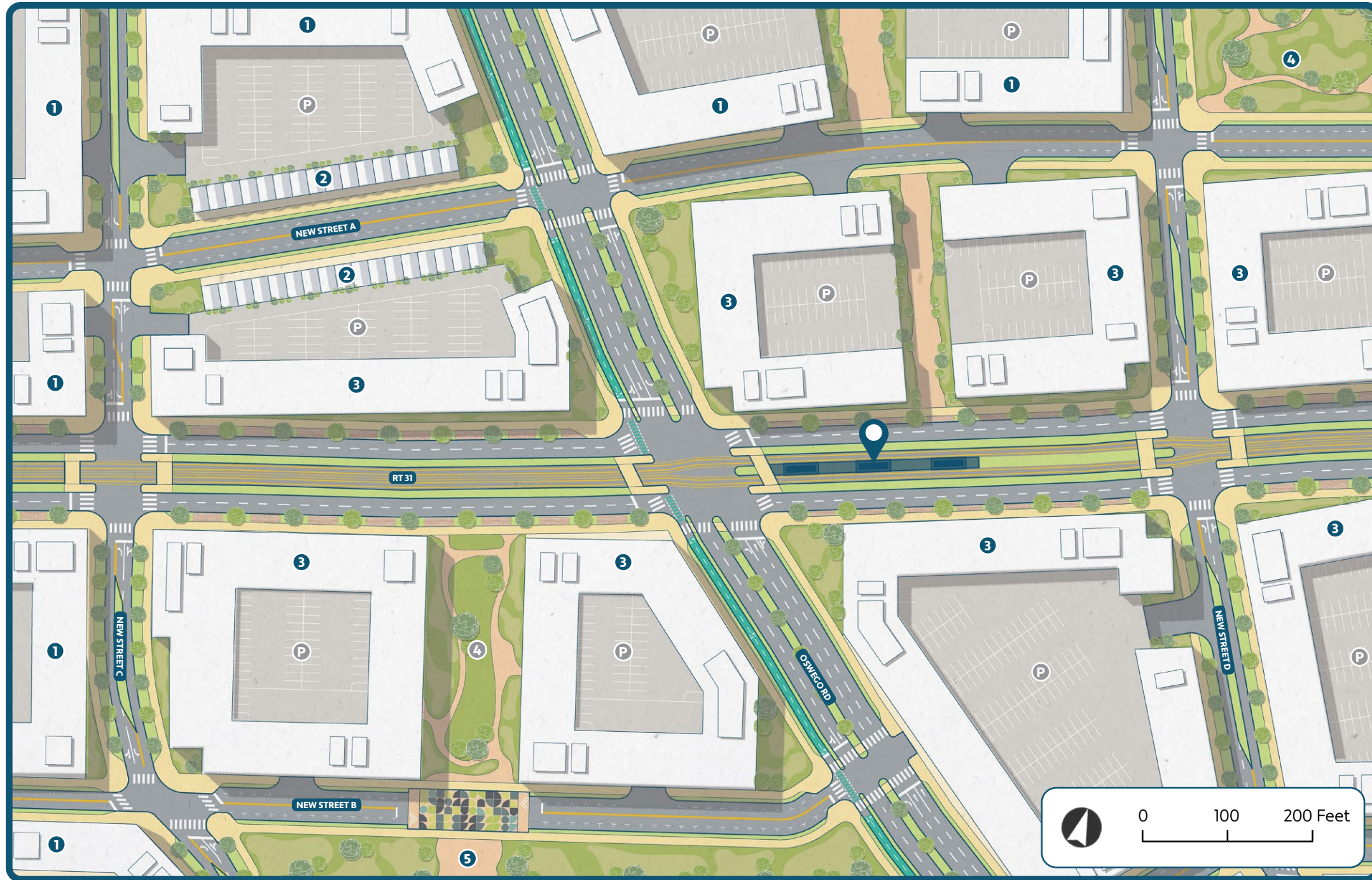


Buffer Zone



POTENTIAL SITE PLAN

- 01
- 02
- 03
- 04
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- 08
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- 11
- 12
- 13



Oswego Rd Site:
~2,700 - 3,000* DU

* approximate calculations based on current site plan extents



CURRENT SITE PLAN EXTENTS



LRT Station



Mid-Rise Residential



Townhouses



Mid-Rise Mixed Use



Open Space



Entertainment



Parking



0 100 200 Feet



LIGHT RAIL TRANSIT (LRT) CROSS SECTION

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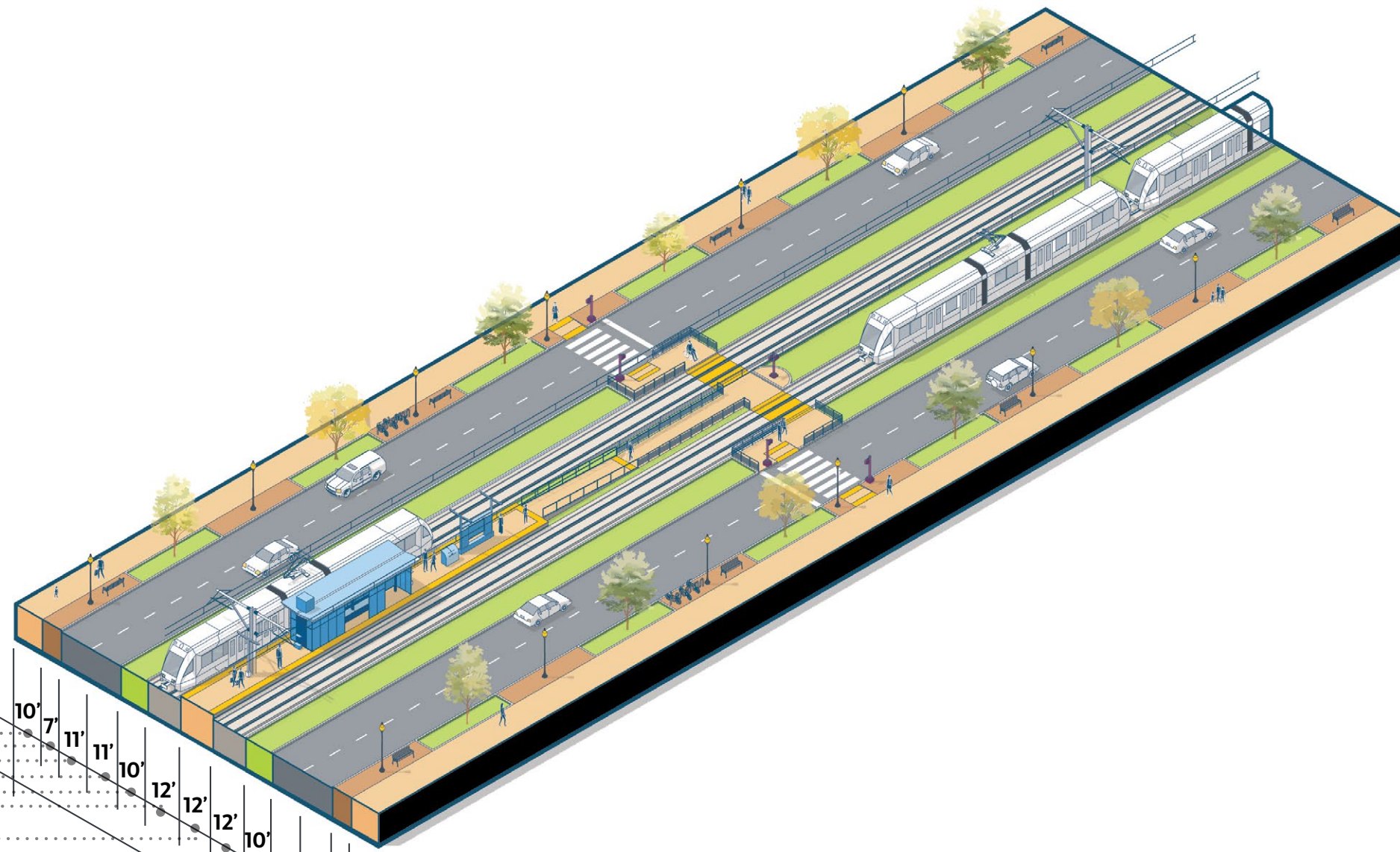
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Sidewalk

Planting Strip

Travel Lane

Travel Lane

Planting Strip

LRT Track

LRT Station Area

LRT Track

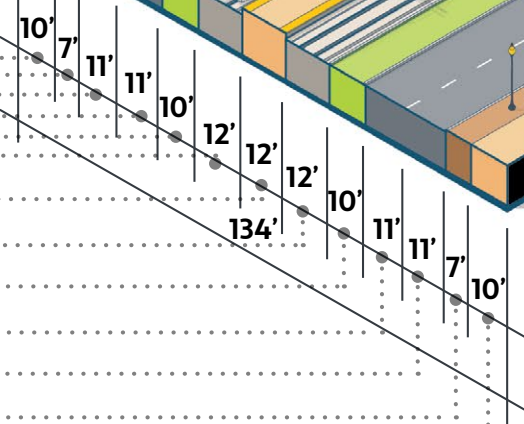
Planting Strip

Travel Lane

Travel Lane

Planting Strip

Sidewalk





LIGHT RAIL TRANSIT (LRT) TRANSECT DIAGRAM

LOW-RISE RESIDENTIAL

LOW-RISE MIXED USE

MID-RISE RESIDENTIAL

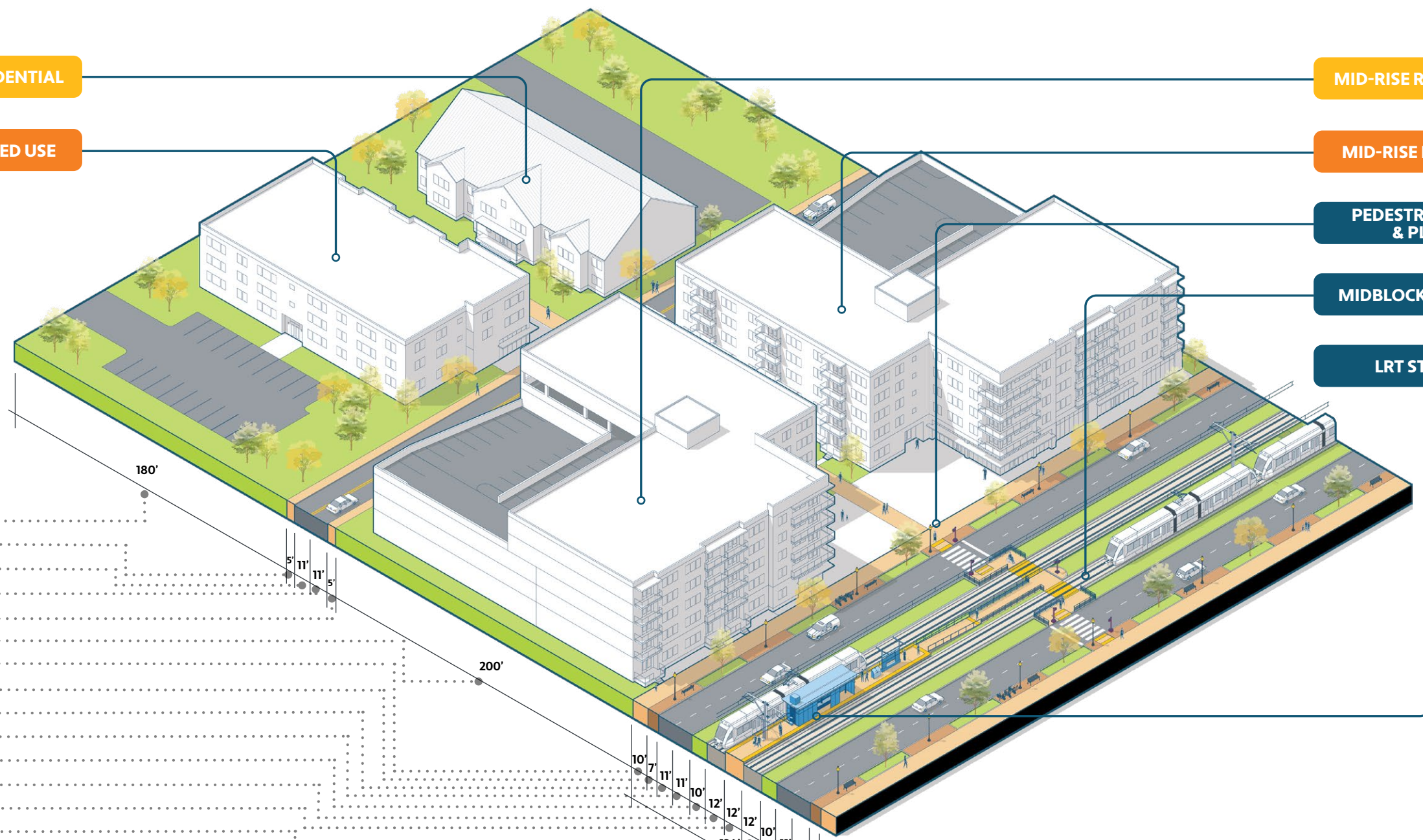
MID-RISE MIXED USE

PEDESTRIAN PATH & PLAZA

MIDBLOCK CROSSING

LRT STATION

- 01
- 02
- 03
- 04
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- 08
- 09
- 10
- 11
- 12
- 13



- Residential Zone
- Sidewalk
- Travel Lane
- Travel Lane
- Sidewalk
- Residential Zone
- Sidewalk
- Planting Strip
- Travel Lane
- Travel Lane
- Planting Strip
- LRT Track
- LRT Station Area
- LRT Track
- Planting Strip
- Travel Lane
- Travel Lane
- Planting Strip
- Sidewalk

NOTE:
 Building types and layouts shown in this diagram do not precisely match the Site Design Framework visual, as the diagram represents conceptual future scenarios rather than finalized design plans.



STATION AREA (EXISTING)

- 01
- 02
- 03
- 04
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- 08**
- 09
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- 11
- 12
- 13



STATION AREA RENDERING (PROPOSED)



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STATION PLAZA (EXISTING)

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- 09
- 10**
- 11
- 12
- 13



STATION PLAZA RENDERING (PROPOSED)



- 01
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- 12
- 13



STREET LEVEL VIEW



STREET LEVEL VIEW (EXISTING)

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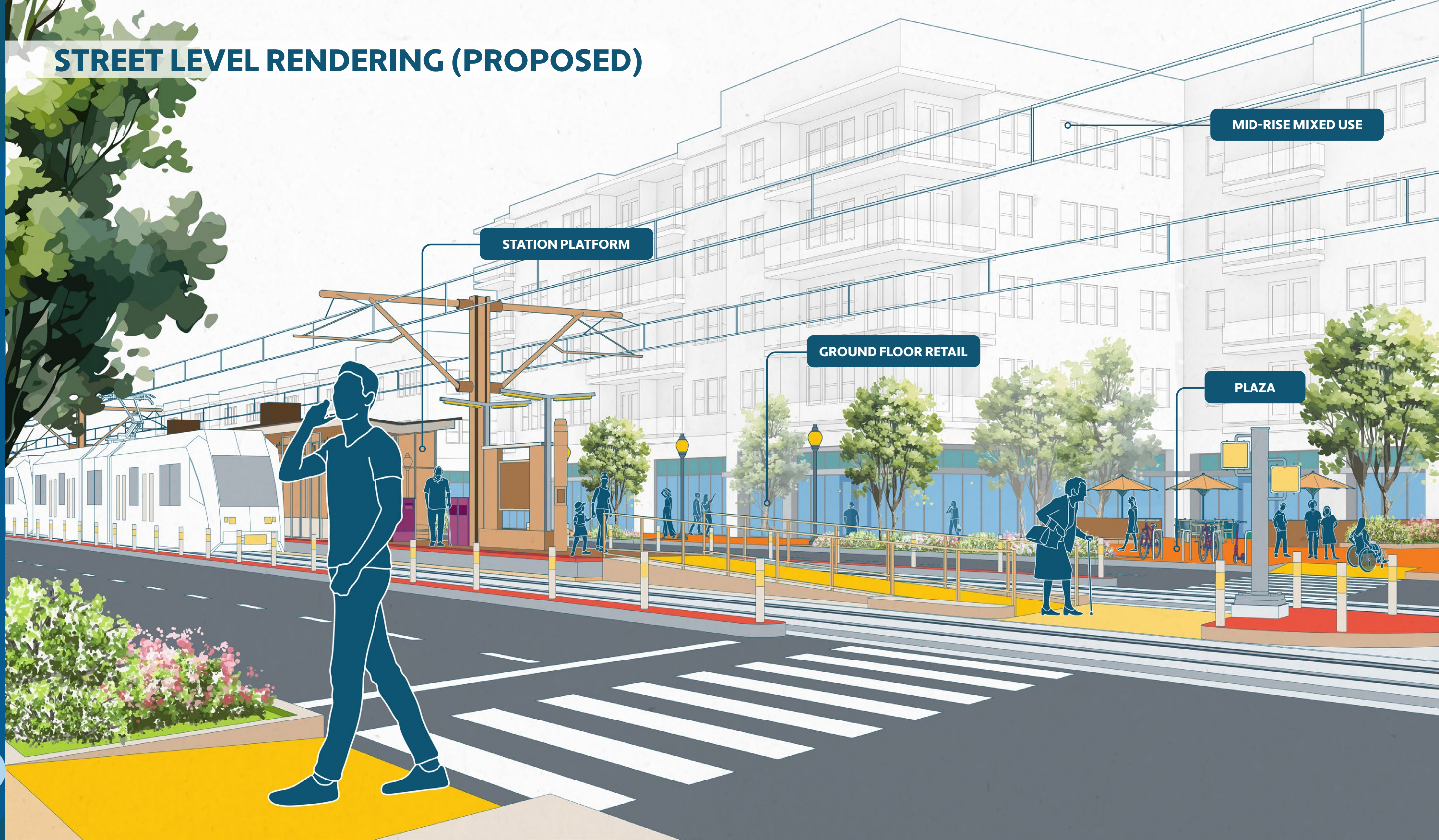
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STREET LEVEL RENDERING (PROPOSED)

- 01
- 02
- 03
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- 12
- 13



STATION PLATFORM

GROUND FLOOR RETAIL

MID-RISE MIXED USE

PLAZA

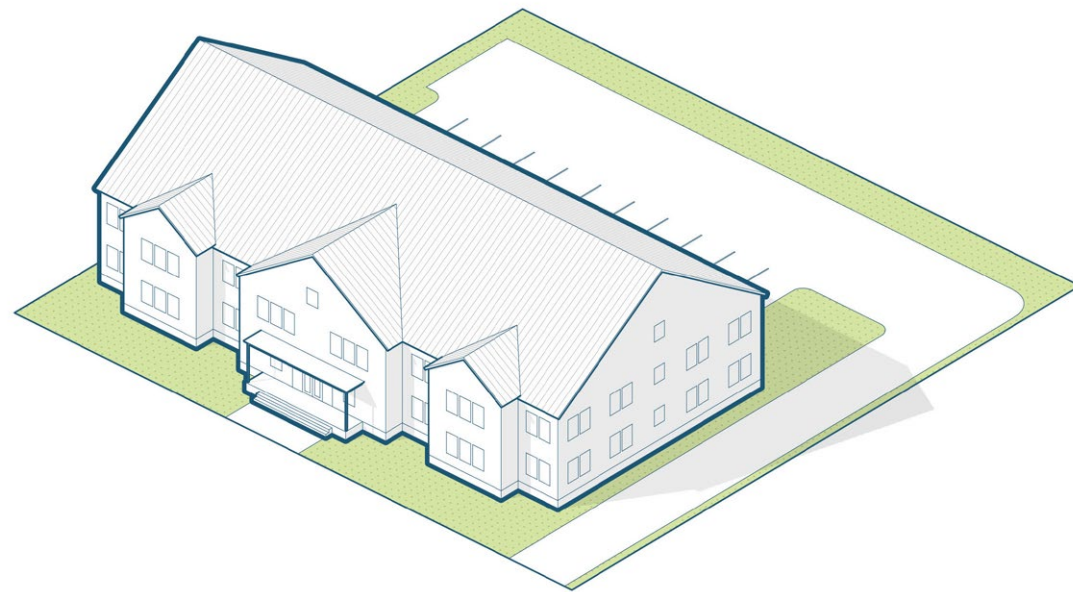
An isometric architectural rendering of various housing typologies for light rail transit. The scene shows a mix of building styles: a large multi-story building with a gabled roof and dormer windows, a modern multi-story building with a flat roof and a central courtyard, and several other multi-story buildings with different window patterns and balconies. There are parking lots with cars, trees, and a street with a crosswalk and a light rail track in the foreground. The overall style is clean and technical, typical of architectural visualization.

**APPENDIX:
HOUSING TYPOLOGIES FOR
LIGHT RAIL TRANSIT**



LOW-RISE RESIDENTIAL

A multifamily building typically housing between four to twenty residential units that share an entrance from the street.



- ▶ Low-rise residential housing is designed for efficient urban living while offering shared amenities and close-knit community spaces. This typology supports sustainable, affordable, and livable urban environments near transit with a scale that compliments walkable neighborhoods.



Source: Google Streetview (2024)



Source: Google Streetview (2024)



Source: Long & Froster

▶ **TRANSIT COMPATIBILITY:**
Bus Rapid Transit (BRT), Light Rail Transit (LRT)



▶ **DENSITY:**
18-30 dwelling units/acre

▶ **HEIGHT:**
2-4 stories



APPLICABILITY:
Great for infill or new development in moderate-density neighborhoods.



PARKING:
1 space per unit, typically in surface lots.

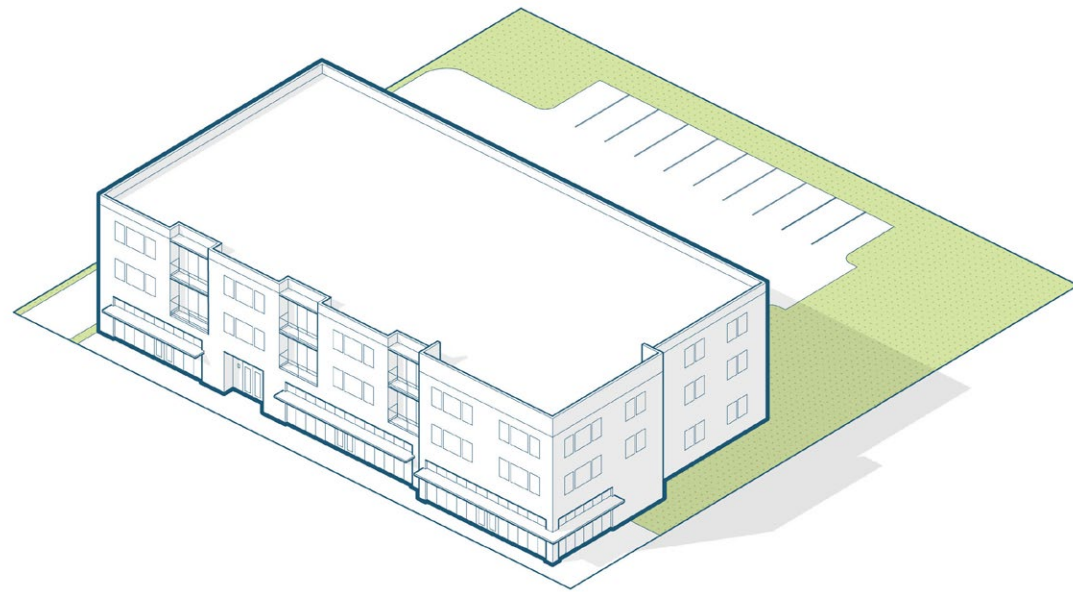


TRANSIT:
Introduces moderate to higher densities needed to support more frequent transit service while retaining a compact form for transitional areas.



LOW-RISE MIXED-USE

A mixed-use building that combines residential units with ground-floor commercial or retail uses, such as shops or offices.



- ▶ The mix of residential and commercial spaces in this typology fosters active neighborhoods with local businesses and community spaces. Low-rise mixed-use buildings reduce dependence on cars and promote a walkable environment where essential services and amenities are easily accessible, allowing residents to live, shop, and work within a short distance.



Source: Google Streetview (2024)



Source: Google Streetview (2024)



Source: Bay Meadows

- ▶ **TRANSIT COMPATIBILITY:**
Bus Rapid Transit (BRT), Light Rail Transit (LRT)
- ▶ **DENSITY:**
15-30 dwelling units/acre
- ▶ **HEIGHT:**
2-4 stories

APPLICABILITY:
Suitable for urban neighborhoods, areas with transit-oriented development, suburban transition areas, and mixed-use districts.

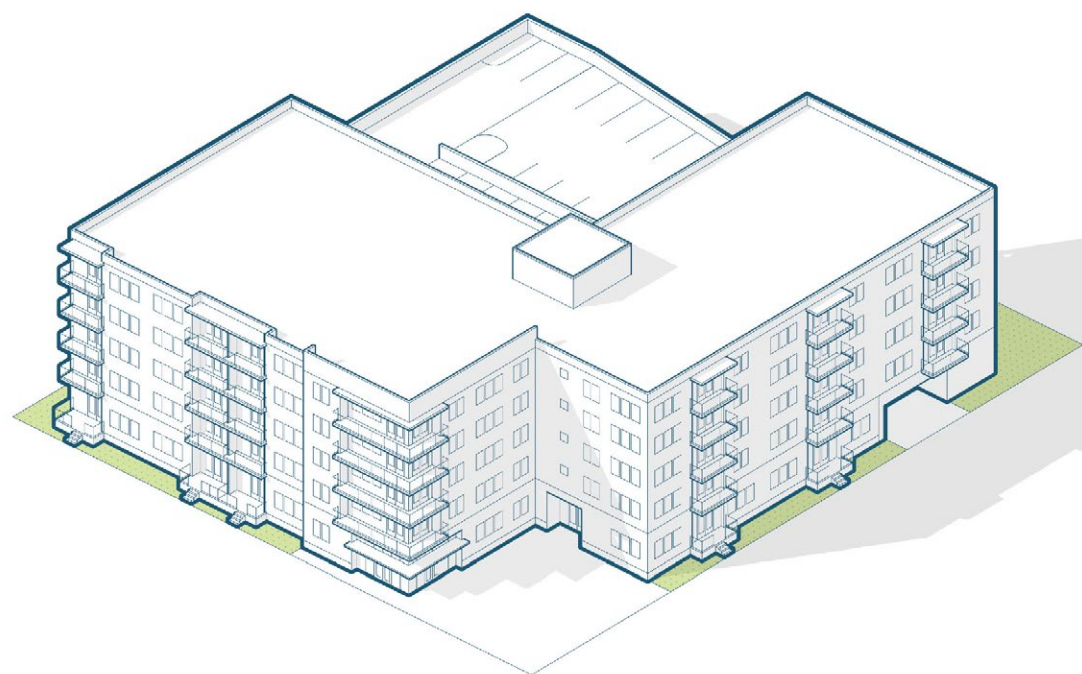
PARKING:
1 space per residential unit with additional parking for commercial uses.

TRANSIT:
BRT and LRT corridors benefit from mixed-use developments that provide density and require frequency of service.



MID-RISE RESIDENTIAL

A multifamily building designed to accommodate a higher density of residential units within a compact footprint. The ground floor units typically have their own entrance to the street.



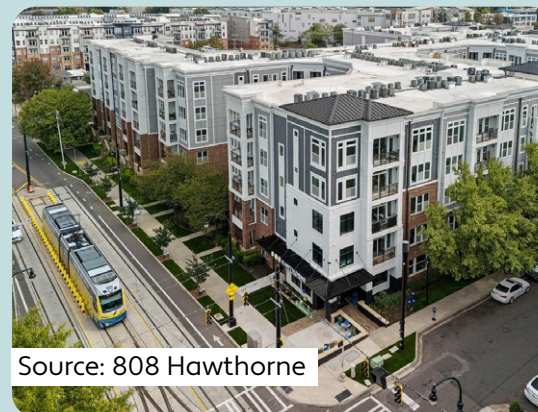
► This typology contributes to walkable neighborhoods by integrating higher-density residential spaces with nearby amenities, making daily tasks and services more accessible. They promote active frontages through a pedestrian-oriented ground floor and are an efficient use of land.



Source: Google Streetview (2024)



Source: Google Streetview (2024)



Source: 808 Hawthorne

► TRANSIT COMPATIBILITY:

Light Rail Transit (LRT)



► DENSITY:

20-40 dwelling units/acre

► HEIGHT:

5-12 stories



APPLICABILITY:

Suitable for urban centers, areas with transit-oriented development, suburban transition areas, and along major streets.



PARKING:

1 space per unit, with shared and/or structured parking.



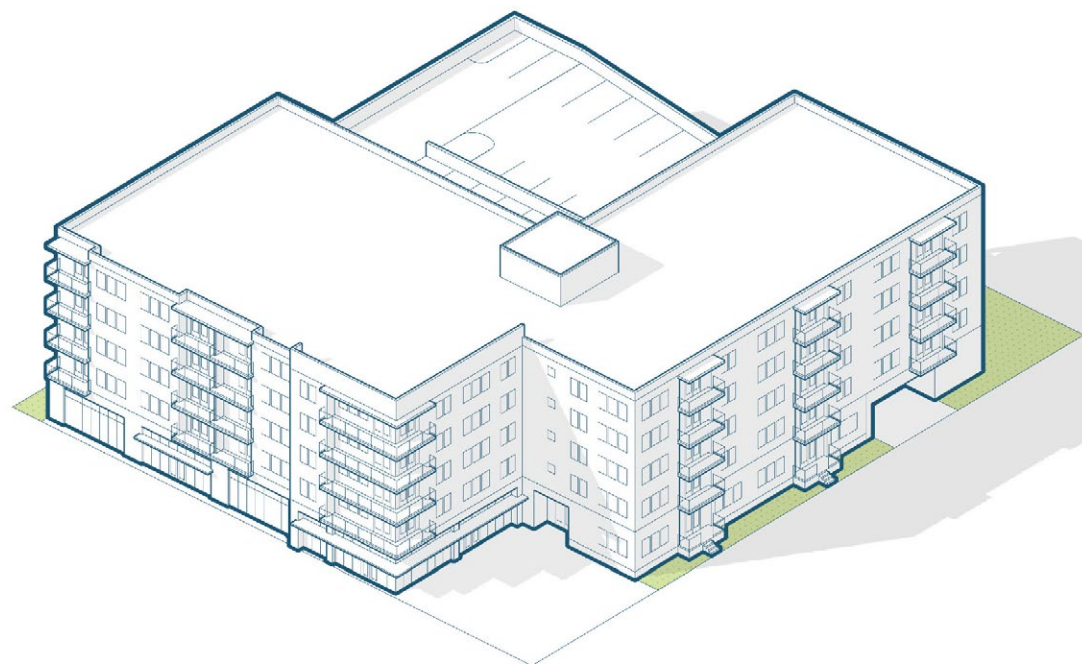
TRANSIT:

Higher densities and limited parking reduce the reliance on personal vehicles and encourage the use of public transit options.

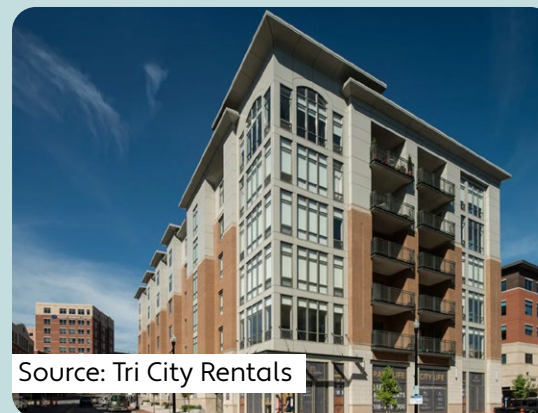


MID-RISE MIXED-USE

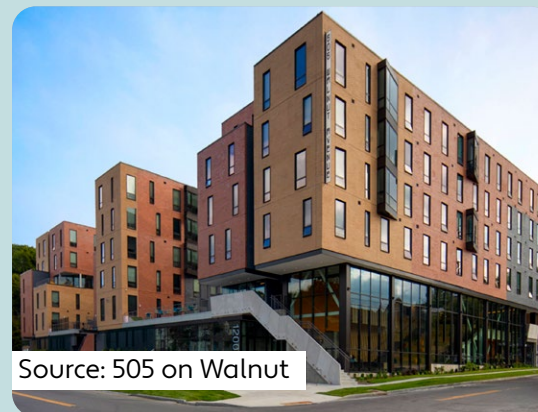
A mixed-use building designed to accommodate a higher density of residential units within a compact footprint. It combines housing with ground-floor commercial or retail uses, such as shops or offices.



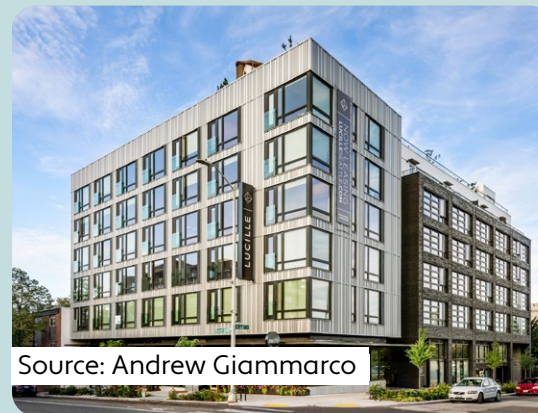
- ▶ This housing typology promotes sustainable commuting options, convenience, and active community life while maximizing land use. Mid-rise mixed-use buildings are integral for creating the densities and activity needed to support higher public transit ridership.



Source: Tri City Rentals



Source: 505 on Walnut



Source: Andrew Giammarco

▶ TRANSIT COMPATIBILITY:

Light Rail Transit (LRT)



▶ DENSITY:

20-40 dwelling units/acre

▶ HEIGHT:

5-12 stories



APPLICABILITY:

Suitable for urban centers, areas with transit-oriented development, suburban transition areas, mixed-use districts, and along major streets.



PARKING:

1 space per residential unit, with shared and/or structured parking; commercial parking requirements may be reduced due to high transit accessibility.



TRANSIT:

Promotes the integration of work, retail, and leisure activities within a compact, walkable area.



**New York State Route 31
Transit Corridor Assessment**

**HISTORIC CLAY CENTER
LIGHT RAIL TRANSIT**



Syracuse Metropolitan
Transportation Council



Stantec



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- 05** POTENTIAL SITE PLAN
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- 11** STATION PLAZA RENDERING (PROPOSED)
- 12** STREET LEVEL RENDERING (PROPOSED)
- A** HOUSING TYPOLOGIES FOR LIGHT RAIL TRANSIT



Existing Aerial View of the Historic Clay Center Site

Source: Google Earth



HISTORIC CLAY CENTER SITE STUDY AREA

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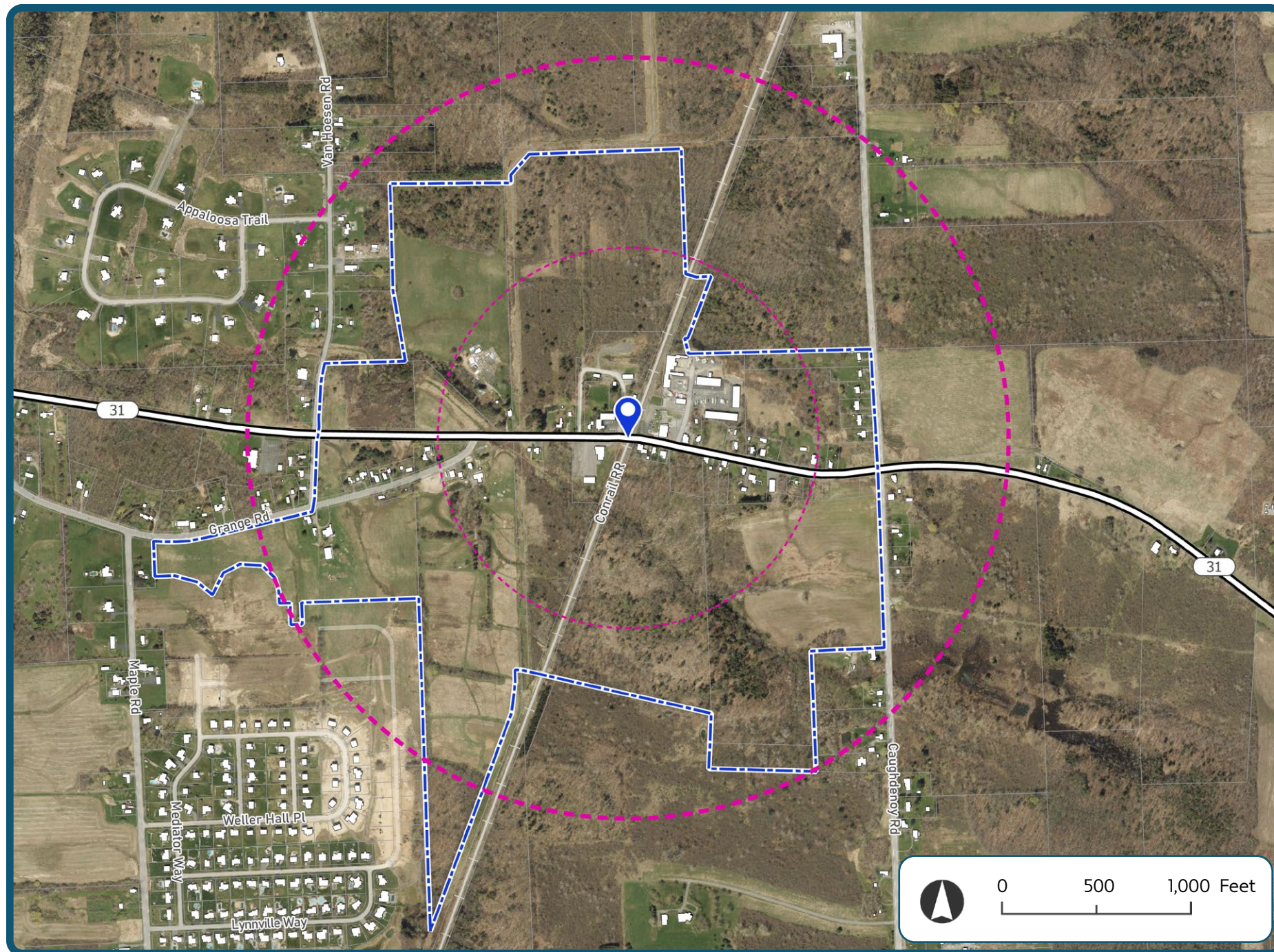
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Theme:
INTEGRATIVE



Station Area



Study Area



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



REDEVELOPMENT POTENTIAL ANALYSIS

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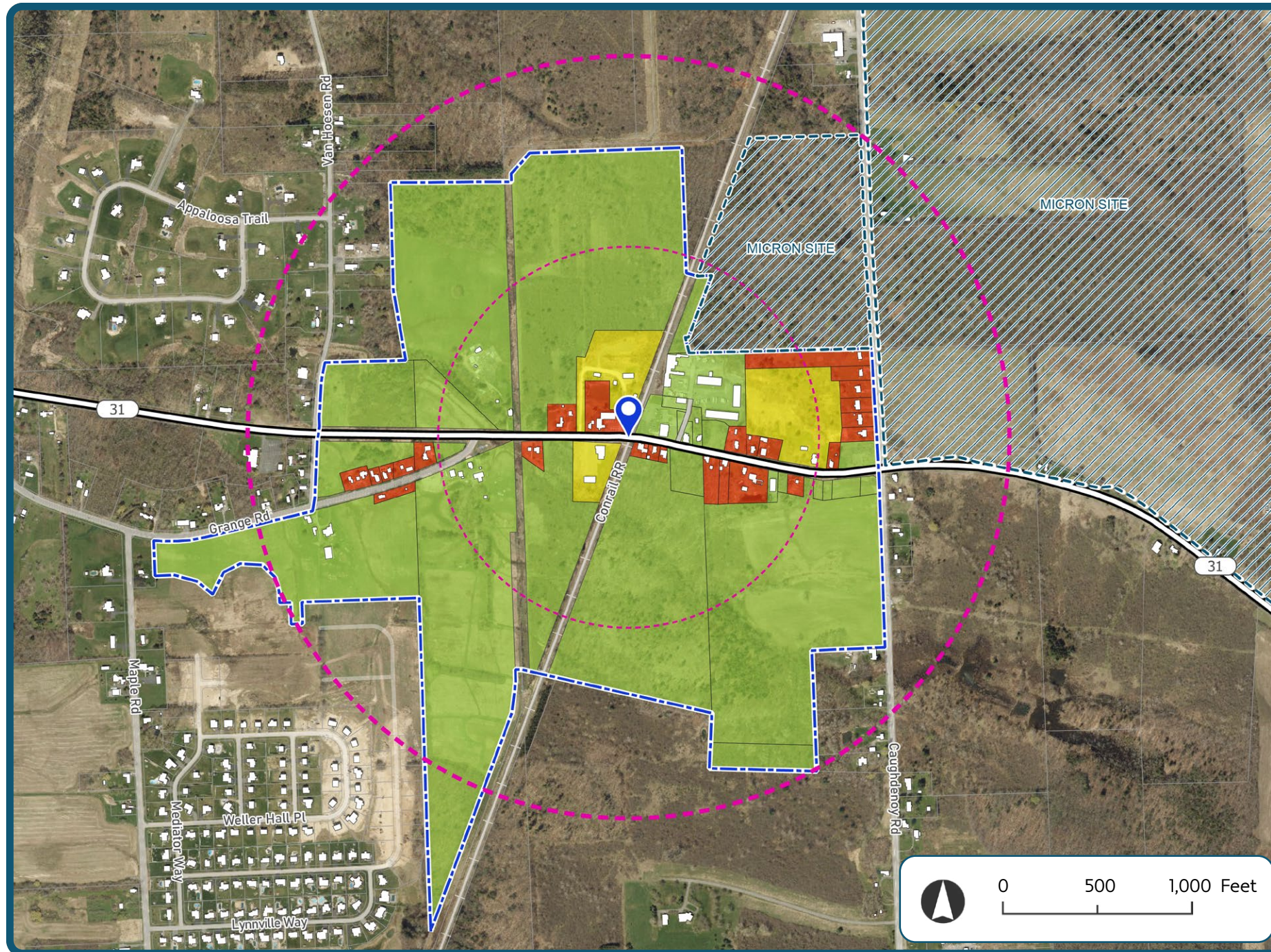
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Theme:
INTEGRATIVE



Station Area



Study Area



Micron Site



1/2 Mile Buffer (10-min Walk)



1/4 Mile Buffer (5-min Walk)



Stable

Total acres: **17 acres**
Parcel not likely to change.



Opportunity

Total acres: **17 acres**
Parcels or a portion of the parcel has the potential to change; this could mean new development or enhanced open space.



Prime

Total acres: **235 acres**
Parcels are most likely to change or be improved in some way, such as new development or enhanced open space.

Note: Stable and Opportunity parcels are to be evaluated for historic preservation purposes.



HISTORIC CLAY CENTER THEME

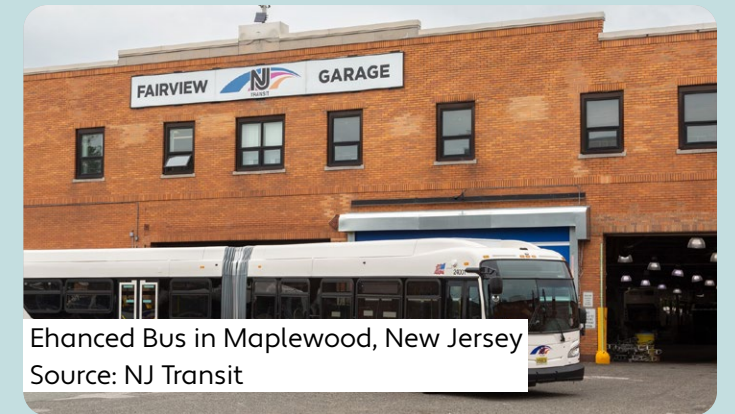


Theme: INTEGRATIVE

The Historic Clay Center station area, centered around the future Micron site, will embody an “Integrative” theme, seamlessly blending new development with the town’s cherished historic character. This area will serve as a vibrant village node, preserving the intimate scale and traditional charm of historic Clay while introducing new connections and opportunities. The integration of heritage with contemporary industry aims to create a balanced community that respects its past and embraces its future.

Key Elements:

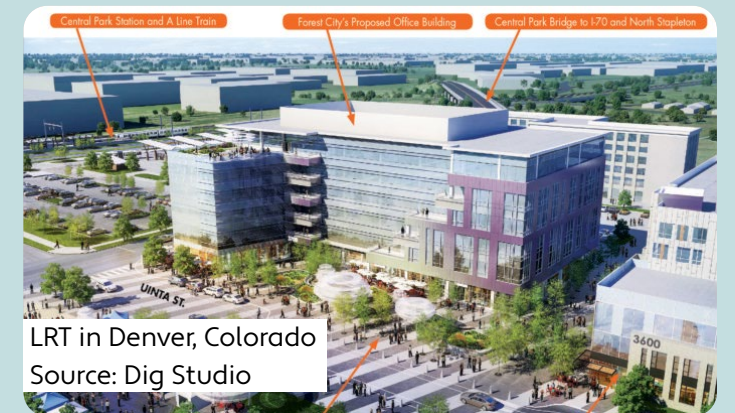
- **Integration of Heritage:** Preserve and celebrate the town’s historical buildings and cultural legacy.
- **Village Node:** Develop a central hub that serves as a focal point for community life and activity.
- **Main Street:** Maintain the charm and scale of a traditional Main Street with small-scale retail.
- **New Connections:** Establish new transportation and pedestrian connections to enhance accessibility.
- **Small Retail (1-2 blocks):** Promote small, locally-owned businesses to maintain a village feel.
- **Industry Town:** Harmonize industrial growth with the center’s historic and aesthetic qualities.



Enhanced Bus in Maplewood, New Jersey
Source: NJ Transit



Enhanced Bus+BRT in Alexandria, Virginia
Source: WMATA



LRT in Denver, Colorado
Source: Dig Studio

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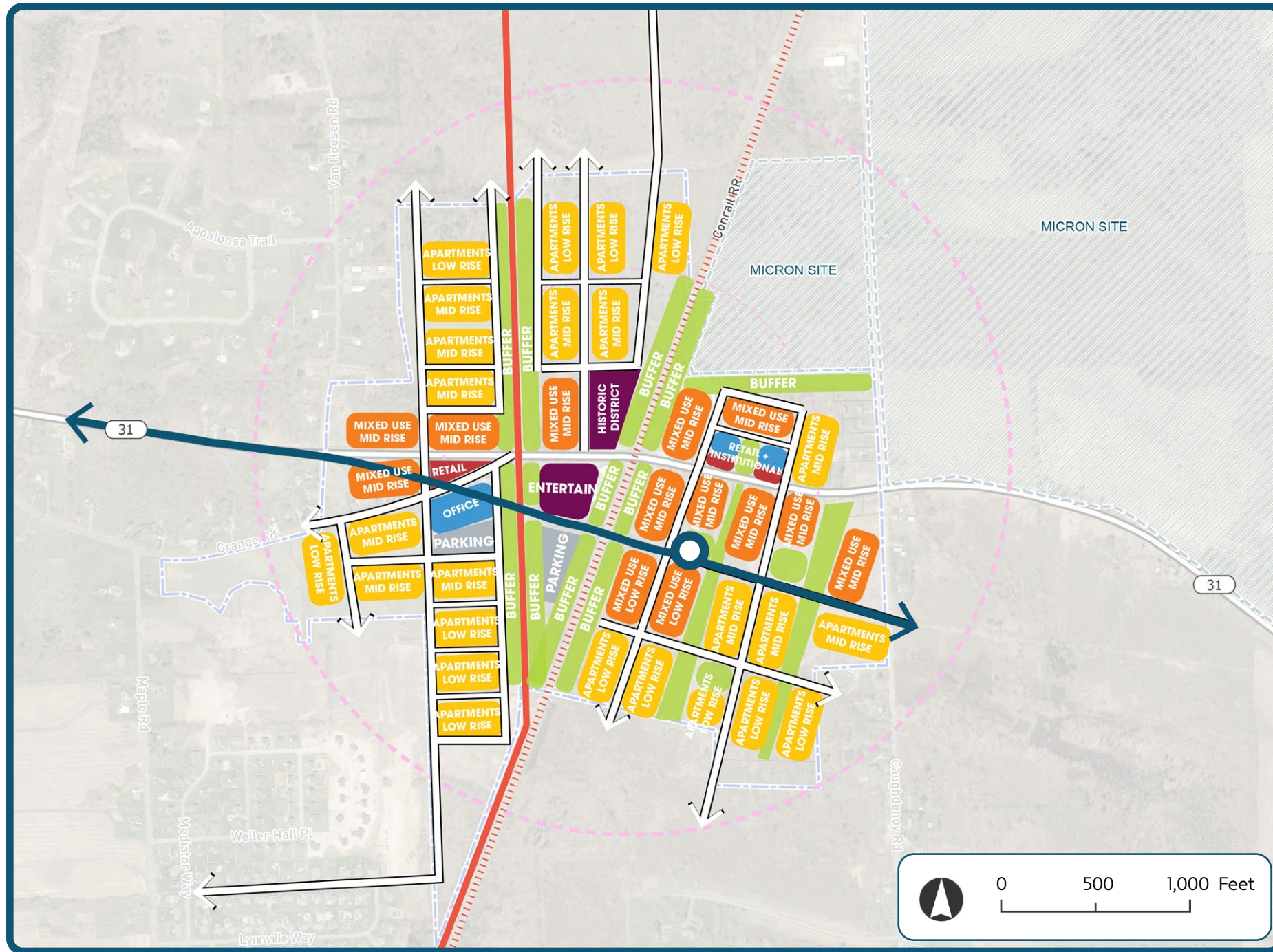
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SITE DESIGN FRAMEWORK

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- 02
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Theme:
INTEGRATIVE

Historic Clay Center Example:
6,000-8,000* DU

** approximate calculations based on the entire station area shown on the diagram to the left*



LRT Terminal



LRT Route

LRT route segment shown elevated through historic sites and existing rail crossing; remainder of corridor at-grade. Alignment is diagrammatic and subject to further study.



Utility Corridor



Existing Freight Rail



Commercial



Civic & Institutional



Mixed Use



Residential



Recreational & Special Use



Buffer Zone



POTENTIAL SITE PLAN

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 Historic Clay Center Site:
~1,700- 2,300* DU

* approximate calculations based on current site plan extents



CURRENT SITE PLAN EXTENTS

-  **LRT Station**
-  **LRT Hub Plaza**
Hub plaza includes bicycle and scooter parking, covered transit shelters, dedicated EV charging points, short term parking spots & off street pick-up/drop off area. The Hub plaza also has retail and restroom facilities.
-  **Mid-Rise Mixed Use**
-  **Mid-Rise Residential**
-  **Townhouses**
-  **Proposed Retail**
-  **Office/Institutional + Ground Floor Retail**
-  **Open Space**
-  **Parking**



LIGHT RAIL TRANSIT (LRT) CROSS SECTION

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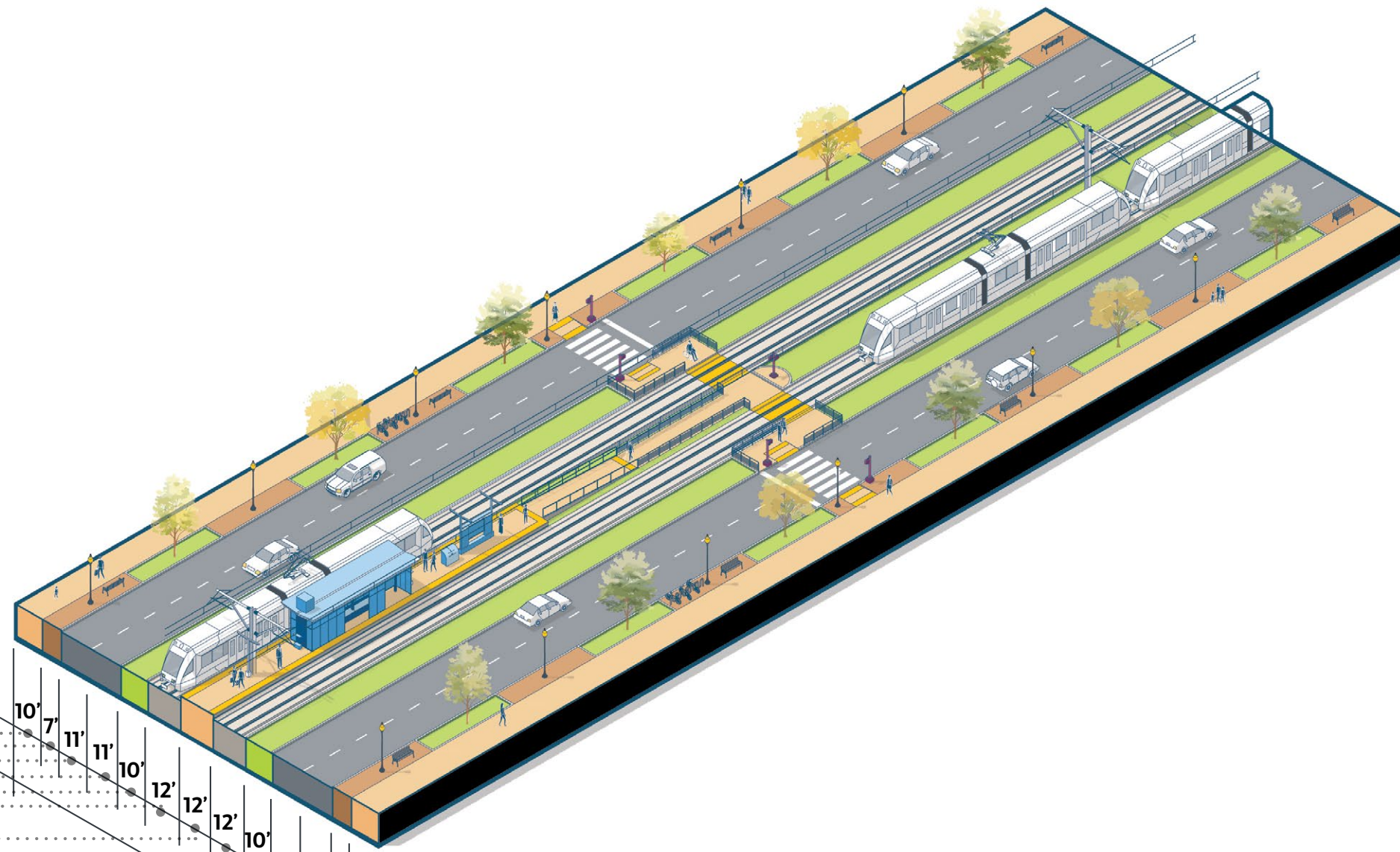
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Sidewalk

Planting Strip

Travel Lane

Travel Lane

Planting Strip

LRT Track

LRT Station Area

LRT Track

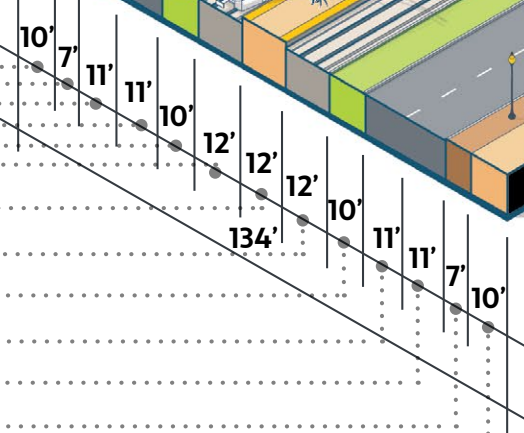
Planting Strip

Travel Lane

Travel Lane

Planting Strip

Sidewalk



NOTE:

Typical at-grade condition shown in this diagram. In the Historic Clay Center, this segment would likely be elevated due to historic properties and the existing rail crossing. Alignment and elevation are schematic and subject to further study.



LIGHT RAIL TRANSIT (LRT) TRANSECT DIAGRAM

LOW-RISE RESIDENTIAL

LOW-RISE MIXED USE

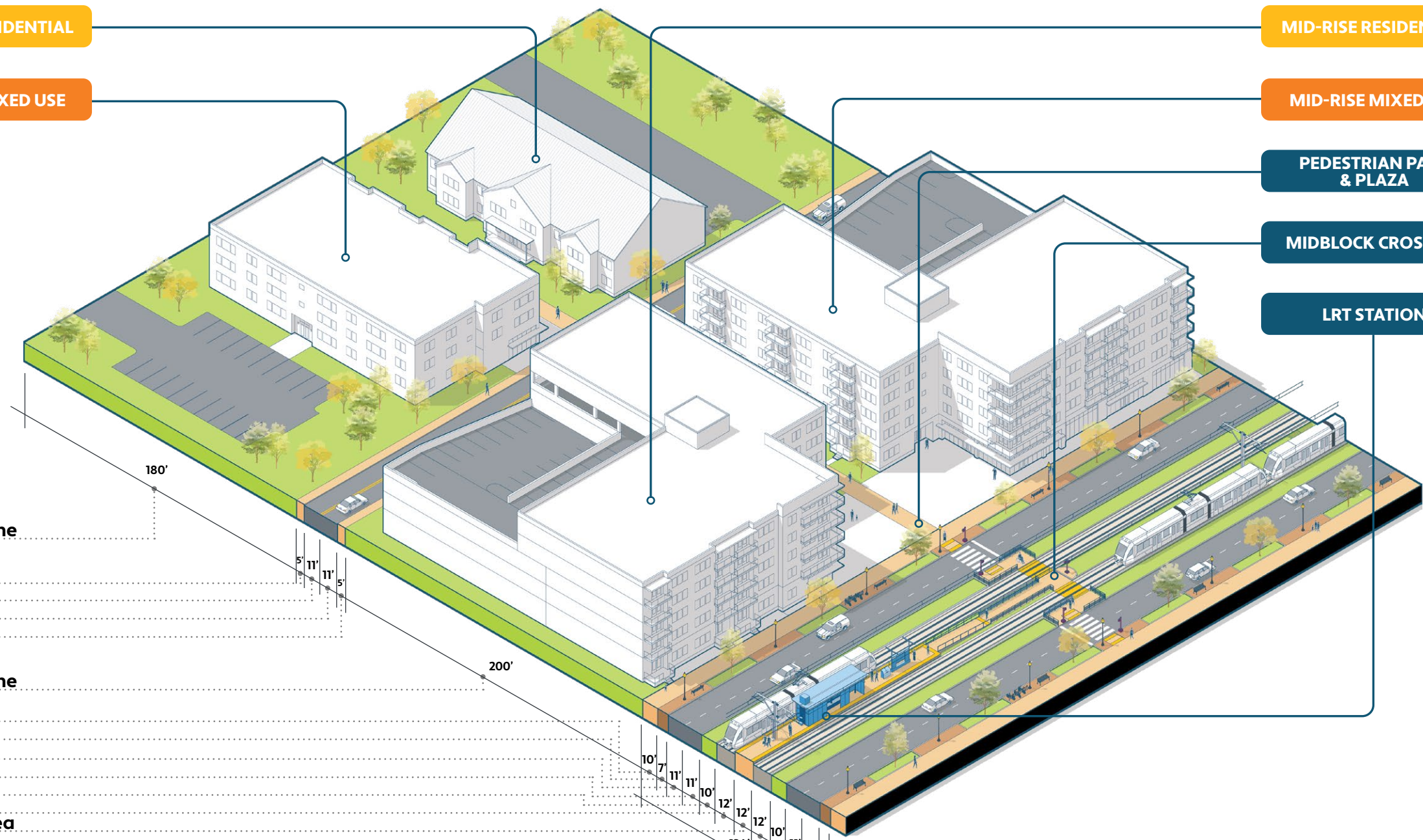
MID-RISE RESIDENTIAL

MID-RISE MIXED USE

PEDESTRIAN PATH & PLAZA

MIDBLOCK CROSSING

LRT STATION



Residential Zone

Sidewalk
Travel Lane
Travel Lane
Sidewalk

Residential Zone

Sidewalk
Planting Strip
Travel Lane
Travel Lane
Planting Strip
LRT Track
LRT Station Area
LRT Track
Planting Strip
Travel Lane
Travel Lane
Planting Strip
Sidewalk

180'

200'

10' 7' 11' 10' 12' 12' 10' 134' 11' 7' 10'

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NOTE:
Building types and layouts shown in this diagram do not precisely match the Site Design Framework visual, as the diagram represents conceptual future scenarios rather than finalized design plans.



STATION AREA (EXISTING)

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STATION AREA RENDERING (PROPOSED)



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STATION PLAZA (EXISTING)

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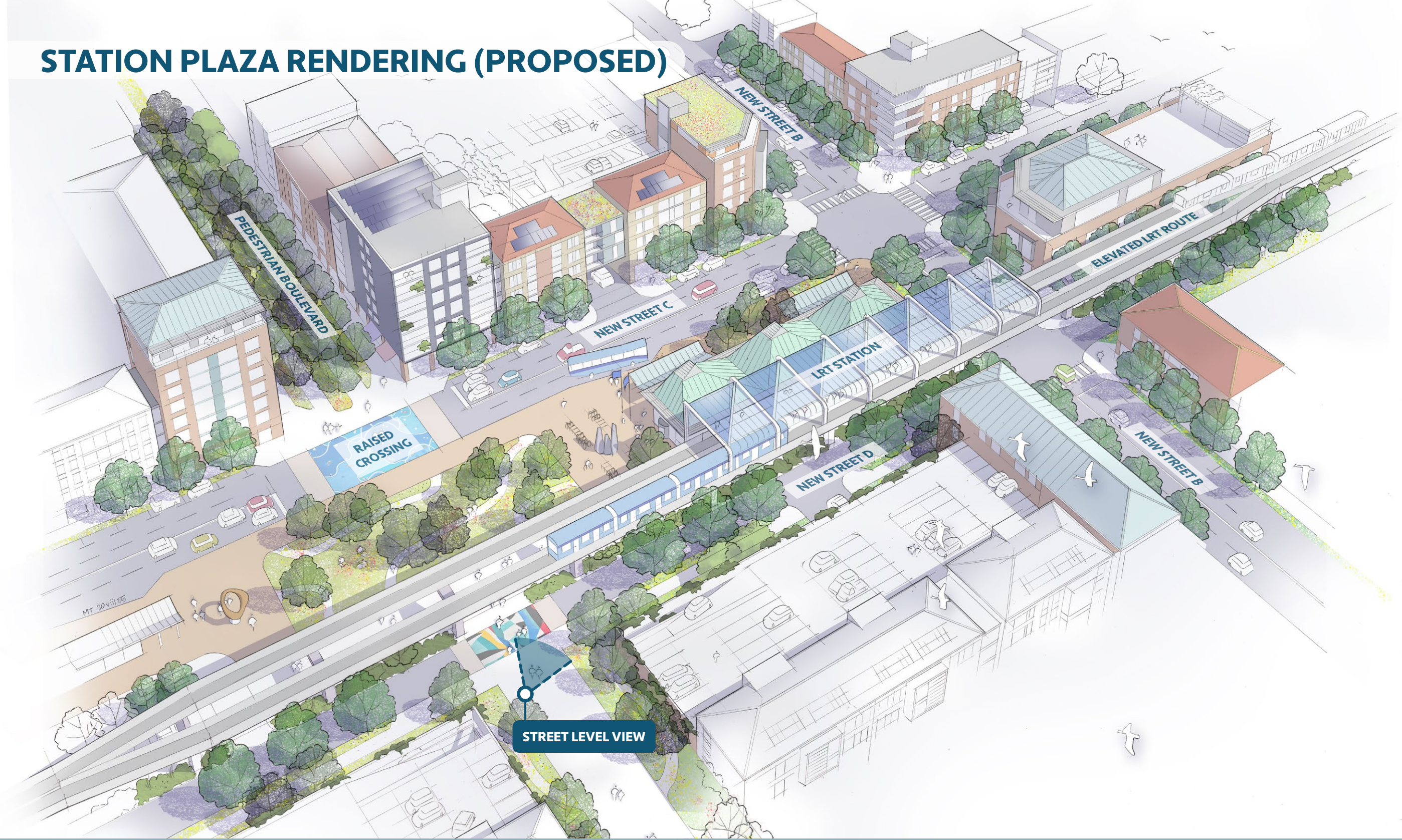
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STATION PLAZA RENDERING (PROPOSED)

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STREET LEVEL VIEW



STREET LEVEL RENDERING (PROPOSED)

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ELEVATED LRT STATION

ELEVATED LRT ROUTE

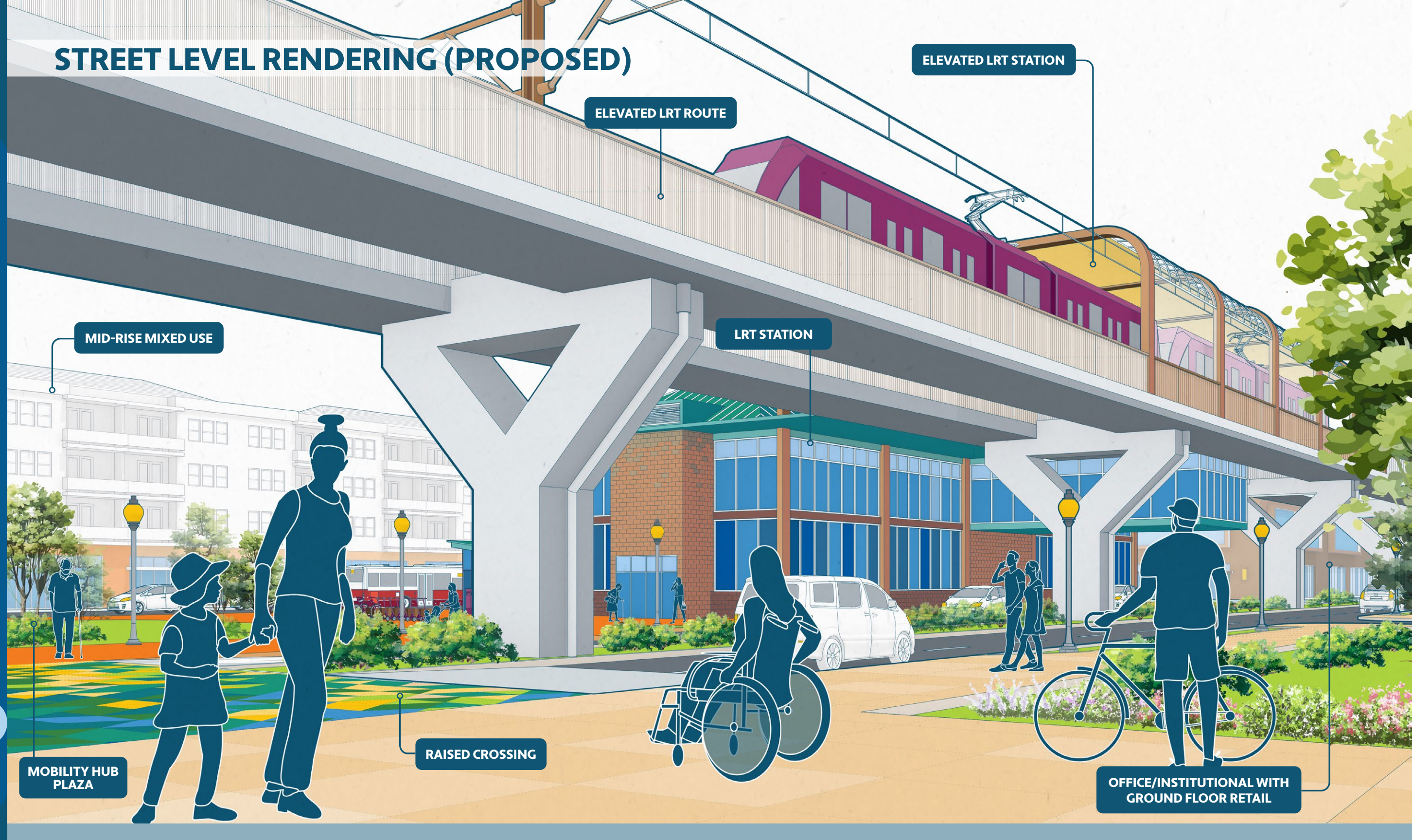
MID-RISE MIXED USE

LRT STATION

MOBILITY HUB PLAZA

RAISED CROSSING

OFFICE/INSTITUTIONAL WITH GROUND FLOOR RETAIL



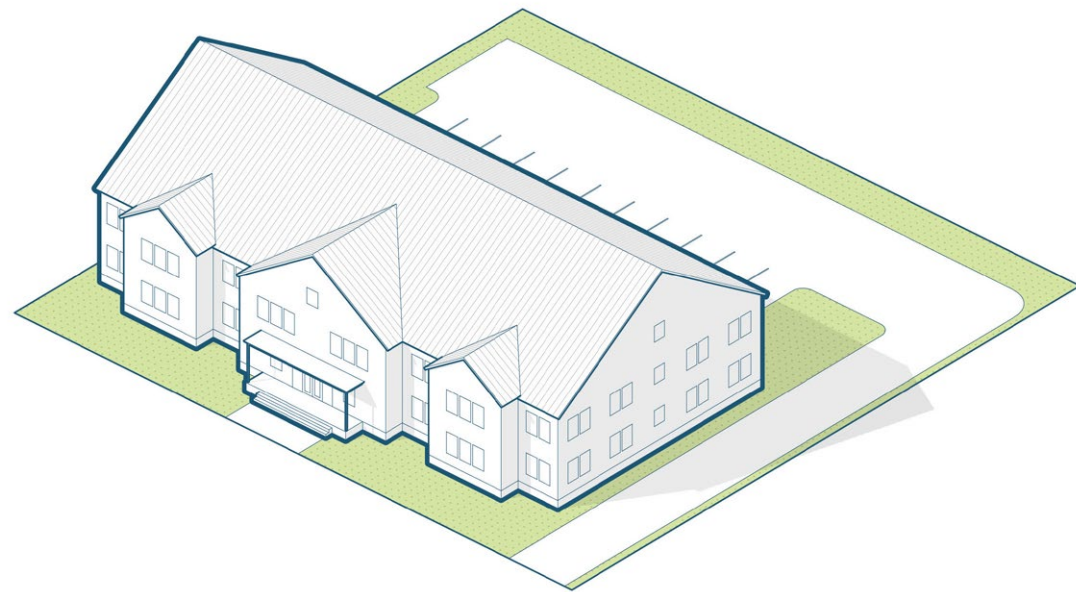
An isometric architectural rendering of various housing typologies for light rail transit. The scene shows a mix of building styles: a large multi-story building with a gabled roof and dormer windows, a modern multi-story building with a flat roof and a central courtyard, and several other multi-story buildings with different window patterns and balconies. There are parking lots with cars, trees, and a street with a crosswalk and a light rail track in the foreground. The overall style is clean and technical, typical of architectural visualization.

**APPENDIX:
HOUSING TYPOLOGIES FOR
LIGHT RAIL TRANSIT**



LOW-RISE RESIDENTIAL

A multifamily building typically housing between four to twenty residential units that share an entrance from the street.



- ▶ Low-rise residential housing is designed for efficient urban living while offering shared amenities and close-knit community spaces. This typology supports sustainable, affordable, and livable urban environments near transit with a scale that compliments walkable neighborhoods.



Source: Google Streetview (2024)



Source: Google Streetview (2024)



Source: Long & Froster

- ▶ **TRANSIT COMPATIBILITY:**
Bus Rapid Transit (BRT), Light Rail Transit (LRT)
- ▶ **DENSITY:**
18-30 dwelling units/acre
- ▶ **HEIGHT:**
2-4 stories

- APPLICABILITY:**
Great for infill or new development in moderate-density neighborhoods.

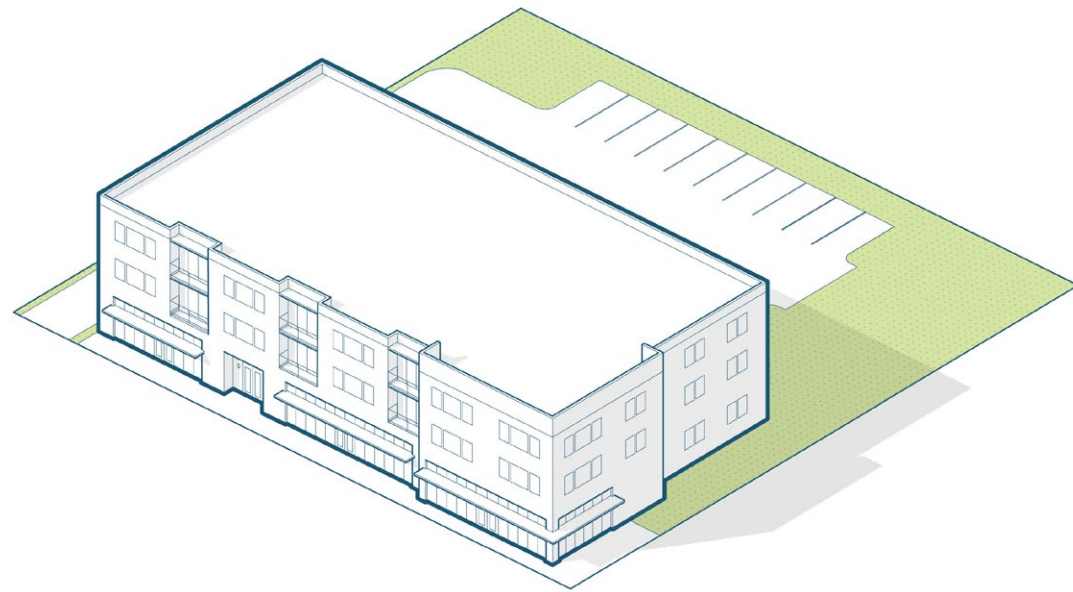
- PARKING:**
1 space per unit, typically in surface lots.

- TRANSIT:**
Introduces moderate to higher densities needed to support more frequent transit service while retaining a compact form for transitional areas.



LOW-RISE MIXED-USE

A mixed-use building that combines residential units with ground-floor commercial or retail uses, such as shops or offices.



- ▶ The mix of residential and commercial spaces in this typology fosters active neighborhoods with local businesses and community spaces. Low-rise mixed-use buildings reduce dependence on cars and promote a walkable environment where essential services and amenities are easily accessible, allowing residents to live, shop, and work within a short distance.



Source: Google Streetview (2024)



Source: Google Streetview (2024)



Source: Bay Meadows

- ▶ **TRANSIT COMPATIBILITY:**
Bus Rapid Transit (BRT), Light Rail Transit (LRT)
- ▶ **DENSITY:**
15-30 dwelling units/acre
- ▶ **HEIGHT:**
2-4 stories

APPLICABILITY:
Suitable for urban neighborhoods, areas with transit-oriented development, suburban transition areas, and mixed-use districts.

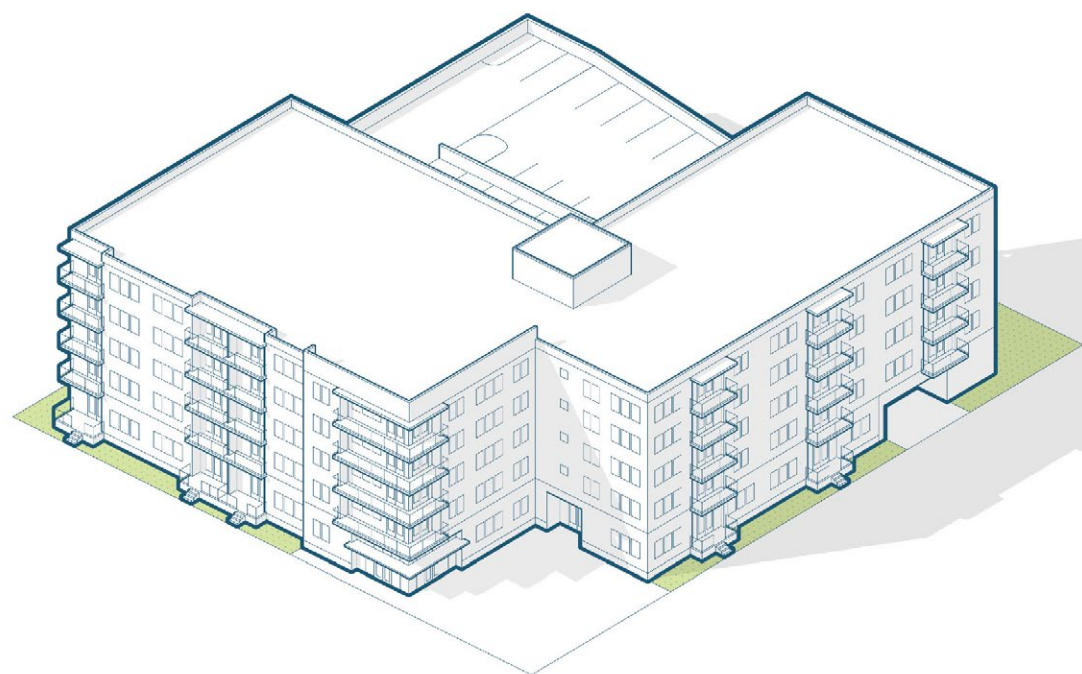
PARKING:
1 space per residential unit with additional parking for commercial uses.

TRANSIT:
BRT and LRT corridors benefit from mixed-use developments that provide density and require frequency of service.



MID-RISE RESIDENTIAL

A multifamily building designed to accommodate a higher density of residential units within a compact footprint. The ground floor units typically have their own entrance to the street.



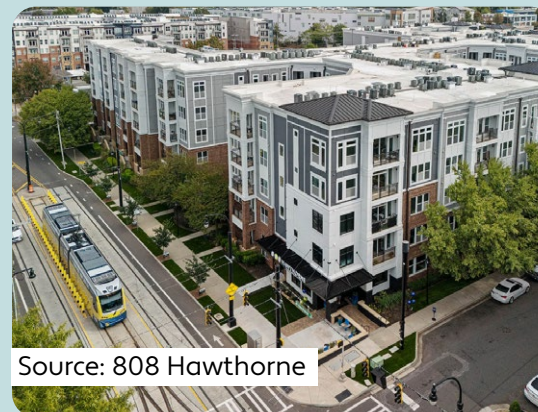
► This typology contributes to walkable neighborhoods by integrating higher-density residential spaces with nearby amenities, making daily tasks and services more accessible. They promote active frontages through a pedestrian-oriented ground floor and are an efficient use of land.



Source: Google Streetview (2024)



Source: Google Streetview (2024)



Source: 808 Hawthorne

► TRANSIT COMPATIBILITY:

Light Rail Transit (LRT)



► DENSITY:

20-40 dwelling units/acre

► HEIGHT:

5-12 stories



APPLICABILITY:

Suitable for urban centers, areas with transit-oriented development, suburban transition areas, and along major streets.



PARKING:

1 space per unit, with shared and/or structured parking.



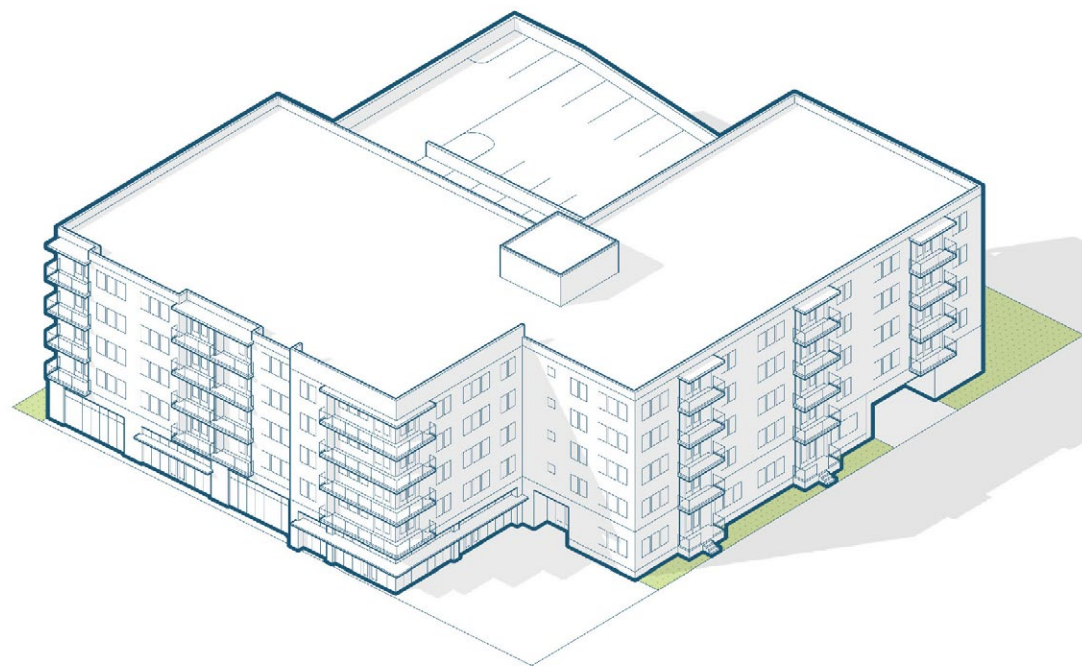
TRANSIT:

Higher densities and limited parking reduce the reliance on personal vehicles and encourage the use of public transit options.

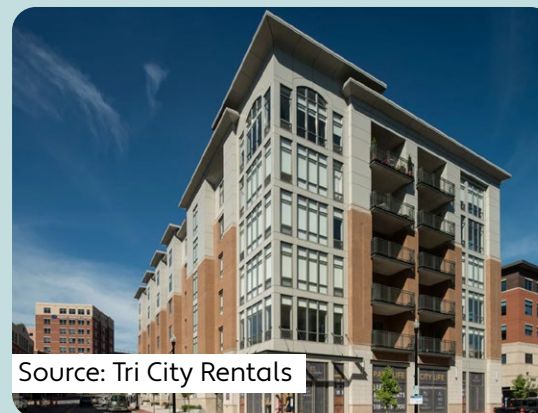


MID-RISE MIXED-USE

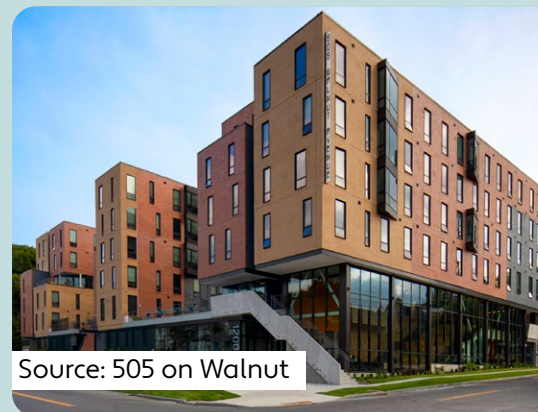
A mixed-use building designed to accommodate a higher density of residential units within a compact footprint. It combines housing with ground-floor commercial or retail uses, such as shops or offices.



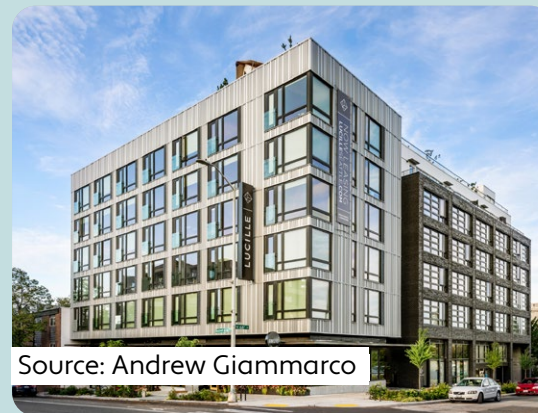
- ▶ This housing typology promotes sustainable commuting options, convenience, and active community life while maximizing land use. Mid-rise mixed-use buildings are integral for creating the densities and activity needed to support higher public transit ridership.



Source: Tri City Rentals



Source: 505 on Walnut



Source: Andrew Giammarco

▶ TRANSIT COMPATIBILITY:

Light Rail Transit (LRT)



▶ DENSITY:

20-40 dwelling units/acre

▶ HEIGHT:

5-12 stories



APPLICABILITY:

Suitable for urban centers, areas with transit-oriented development, suburban transition areas, mixed-use districts, and along major streets.



PARKING:

1 space per residential unit, with shared and/or structured parking; commercial parking requirements may be reduced due to high transit accessibility.



TRANSIT:

Promotes the integration of work, retail, and leisure activities within a compact, walkable area.