

Town of Geddes & Village of Solvay Comprehensive Plan




Recommendation		Select Top 3 Recommendations to prioritize
Mixed-Use Development		
Prioritize infill development	Prioritize the development of multi-story, mixed-use projects within available infill sites to conserve remaining open space, utilize existing utility infrastructure, and prevent sprawl (Economic Vitality #1).	
Update Town and Village zoning codes to allow mixed-use development	Review and revise the Town and Village's zoning code to permit high density multi-story, mixed-use infill development that reflects a traditional "village" atmosphere along primary transportation corridors (Economic Vitality #3).	
Encourage redevelopment of underutilized commercial, office, and industrial spaces	Encourage and facilitate the redevelopment and infill of underutilized commercial, office, and industrial areas as well as the mixing of uses to reduce future vacant properties and protect valuable open space from new development (Environmental #18).	
Encourage transit oriented development	Encourage the location of higher density, multi-family, mixed use housing developments within a five-minute walking and biking radius of public transportation, and where necessary, require developers of such projects to guarantee ongoing transit access (Sense of Community #4).	
Streetscape Improvements		
Retrofit streetscapes where pedestrians and bicyclists are desired	Consider the implementation of urban streetscape retrofit projects in areas where increased pedestrian and bicyclist accommodations are desired to enhance connectivity and place-making (Economic Vitality #11).	
Require street trees in new developments	Reduce the heat island effect... All new site plan applications along State Fair Blvd, W Genesee St, and Milton Ave should require the inclusion of trees on site and along the roadway (Environmental #3).	
Space for All Transportation Options		
Identify needed bicycle links from neighborhoods to employment centers	Continue to work with area bicyclists, bicycling organizations, and neighborhood associations to determine most needed linkages from existing neighborhoods to employment and commercial centers (Economic Vitality #10).	
Connect existing trail network to local parks and businesses	Pursue additional non-vehicular connectivity opportunities between W Genesee St, the Erie Canal, the Fair Grounds, public parks, Solvay business areas, and Onondaga Lake to further strengthen the importance of community cohesion and connectivity (Economic Vitality #14).	
Encourage large scale developments to integrate transit, pedestrian, and bicycle access	Collaborate with Centro, local and regional employers, and developers for any new large-scale developments, to provide integrated public transit and pedestrian/bicycle access to encourage and increase walking, biking, and public transit use in lieu of single occupancy vehicle use throughout Geddes (Sense of Community #12).	
Incorporate complete street elements where appropriate	Incorporate Complete Street elements and provisions where appropriate for all modes of transportation, including bikes, pedestrians, and public transportation when roadway maintenance or re-striping plans are made. Include amenities for transit users, such as shelters, lighting, signage, etc. Particularly along W Genesee St and State Fair Blvd (Public Health and Safety #7).	
Create inviting spaces for people outside of vehicles	Allocate space on our street network to create inviting spaces for bicyclists and pedestrians within the right of way (Public Health and Safety #8).	
Implement a "road diet" on W Genesee St and State Fair Blvd	Work with the NYSDOT to implement a "road diet," ... along W Genesee St and State Fair Blvd for improved bicycle and pedestrian facilities (Public Health and Safety #9).	


BICYCLING PREFERENCES

TYPES OF CYCLISTS


Interested but Concerned
Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided. May not bike at all if bicycle facilities do not meet needs for perceived comfort.











Somewhat Confident
Generally prefer more separate facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.



Highly Confident
Comfortable riding with traffic; will use roads without bike lanes.



Facility Type	Facility Description	Preference
	Shared-Use Path <ul style="list-style-type: none">▪ 8' - 10' wide asphalt▪ Two-way traffic for bicycles and pedestrians▪ Parallels road or follows own course	
	Conventional Bike Lane <ul style="list-style-type: none">▪ 4' - 6' wide lane painted onto street▪ One-way traffic for bicycles▪ Not protected from vehicles	
	Wide Shoulder <ul style="list-style-type: none">▪ At least 4' wide▪ Open to bicycles and pedestrians, but mainly for emergency use▪ Sometimes interrupted by driveways / turning lanes	
	Cycle Track (Painted Green) <ul style="list-style-type: none">▪ At least 8' wide▪ Two-way bicycle traffic▪ Separated by curb, sidewalk, or planting strip	
	Shared Lane Marking (Sharrow) <ul style="list-style-type: none">▪ Symbol painted onto roadway▪ Indicates that cars and bikes should share the road as equals▪ Typically found on low-volume, low-speed streets	
	Cycle Track (with Bollards) <ul style="list-style-type: none">▪ At least 8' wide▪ Two-way bicycle traffic▪ Re-inforced with bollards to prevent crashes	
	Enhanced Bike Lane <ul style="list-style-type: none">▪ 4' - 6' wide lane painted onto street▪ One-way traffic for bicycles▪ Painted green for more visibility from roadway	
	Buffered Bike Lane <ul style="list-style-type: none">▪ 4' - 6' wide lane painted onto street▪ One-way traffic for bicycles▪ Separated from roadway by additional striping or curb	

WALKING PREFERENCES

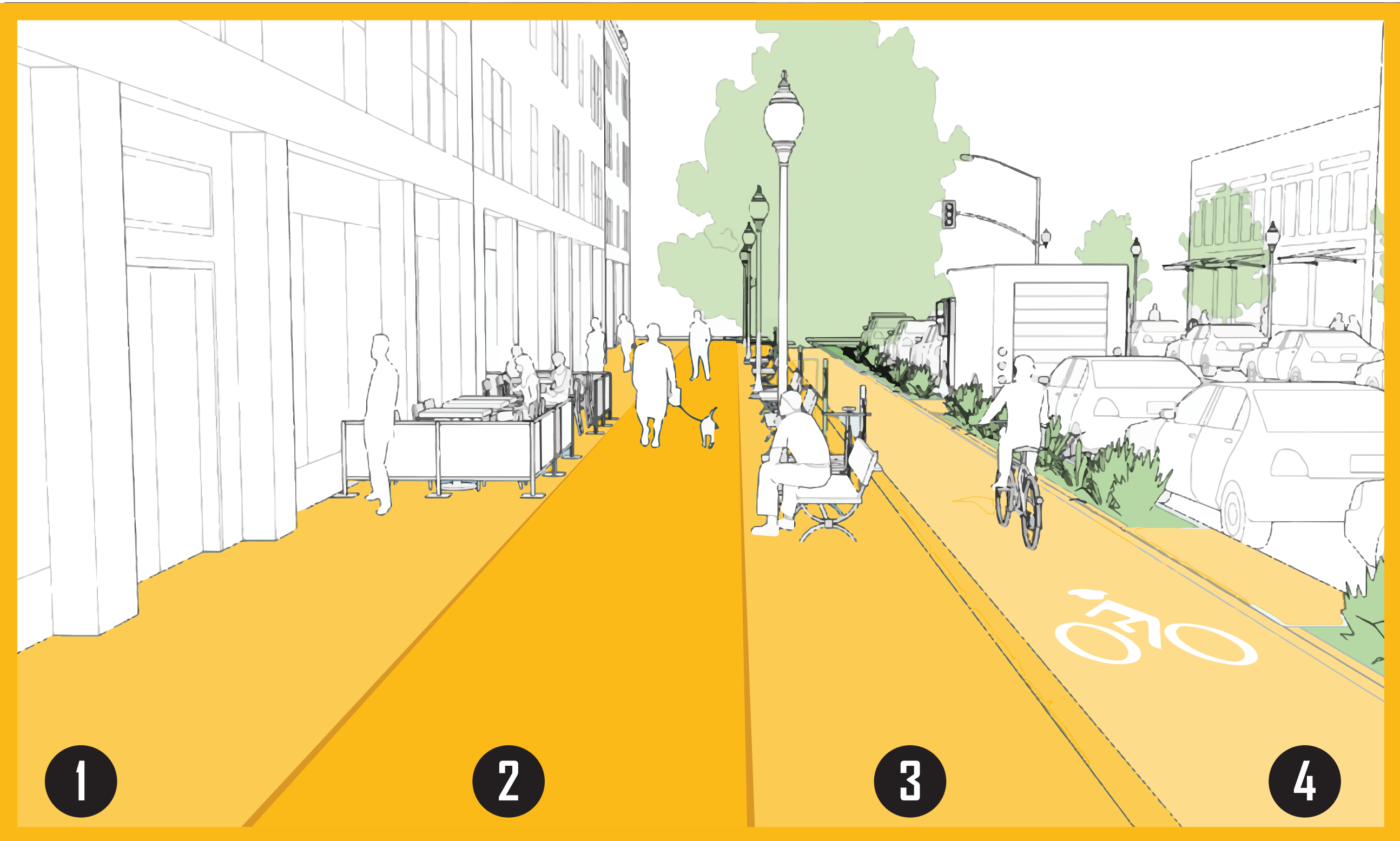
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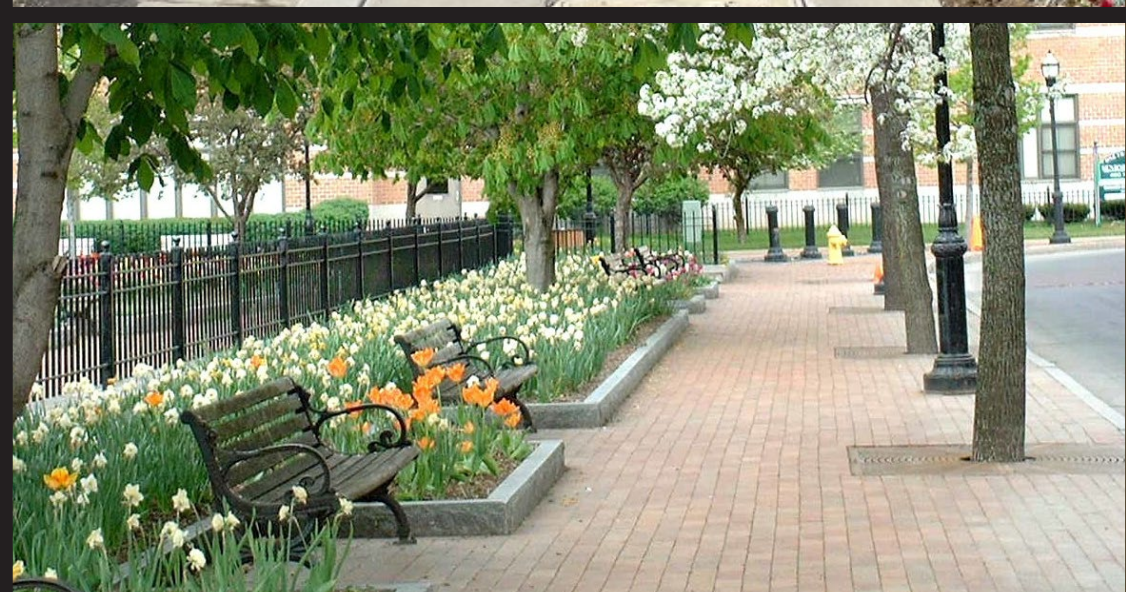
Frontage Zone
 - Functions as extension of building
 - Includes entryways and sidewalk cafes
- 2

Clear Path
 - Primary, dedicated, accessible area to pedestrians
 - Free from obstructions
- 3

Street Furniture Zone
 - Between clear path and curb
 - Designated for lighting, benches, trees, etc
- 4

Buffer Zone
 - Space immediately next to sidewalk
 - Curb extensions, on-street parking, bicycle facilities



Facility Type	Facility Description	Preference
	Buffered Sidewalk <ul style="list-style-type: none">▪ 5' wide concrete slabs▪ Separated from roadway by paving bricks▪ Additional space for street furniture, utility poles, trees, etc	
	Shared-Use Path <ul style="list-style-type: none">▪ 8' - 10' wide asphalt▪ Two-way traffic for bicycles and pedestrians▪ Parallels road or follows own course	
	Asphalt Path <ul style="list-style-type: none">▪ Varies in width▪ Adjacent to roadway▪ Sometimes curbed	
	'Main Street' Sidewalk <ul style="list-style-type: none">▪ Minimum 8' concrete slabs▪ Enables high pedestrian activity, vibrant street life▪ Sometimes buffered from street with pavers or other materials	
	Ribbon Sidewalk <ul style="list-style-type: none">▪ Minimum 5' concrete slabs▪ Separated from roadway by grass 'snow storage'▪ Space for street trees, common on residential streets	
	Standard Sidewalk <ul style="list-style-type: none">▪ Minimum 5' concrete slabs▪ Adjacent to roadway, curbed▪ Sometimes continues through driveways	
	Decorative Sidewalk <ul style="list-style-type: none">▪ Minimum 8' wide, often using alternative materials (i.e. brick)▪ Space for street trees and furniture▪ Invites user to sit and enjoy surroundings	

LA PLACITA CINCO

SANTA ANA, CALIFORNIA



- \$31.4 million project
- 2.25 acre site, former strip plaza
- Replaces gas station and portion of parking lot
- 3-4 stories of 51 apartments (two-, three-, and four-bedroom units)
- Ground floor community space

- Facade improvements to retail space
- Most businesses were able to stay open
- Public art installations
- Surface parking repurposed for open-air market and outdoor seating
- Integrates affordable housing



MASHPEE COMMONS

MASHPEE, MASSACHUSETTS

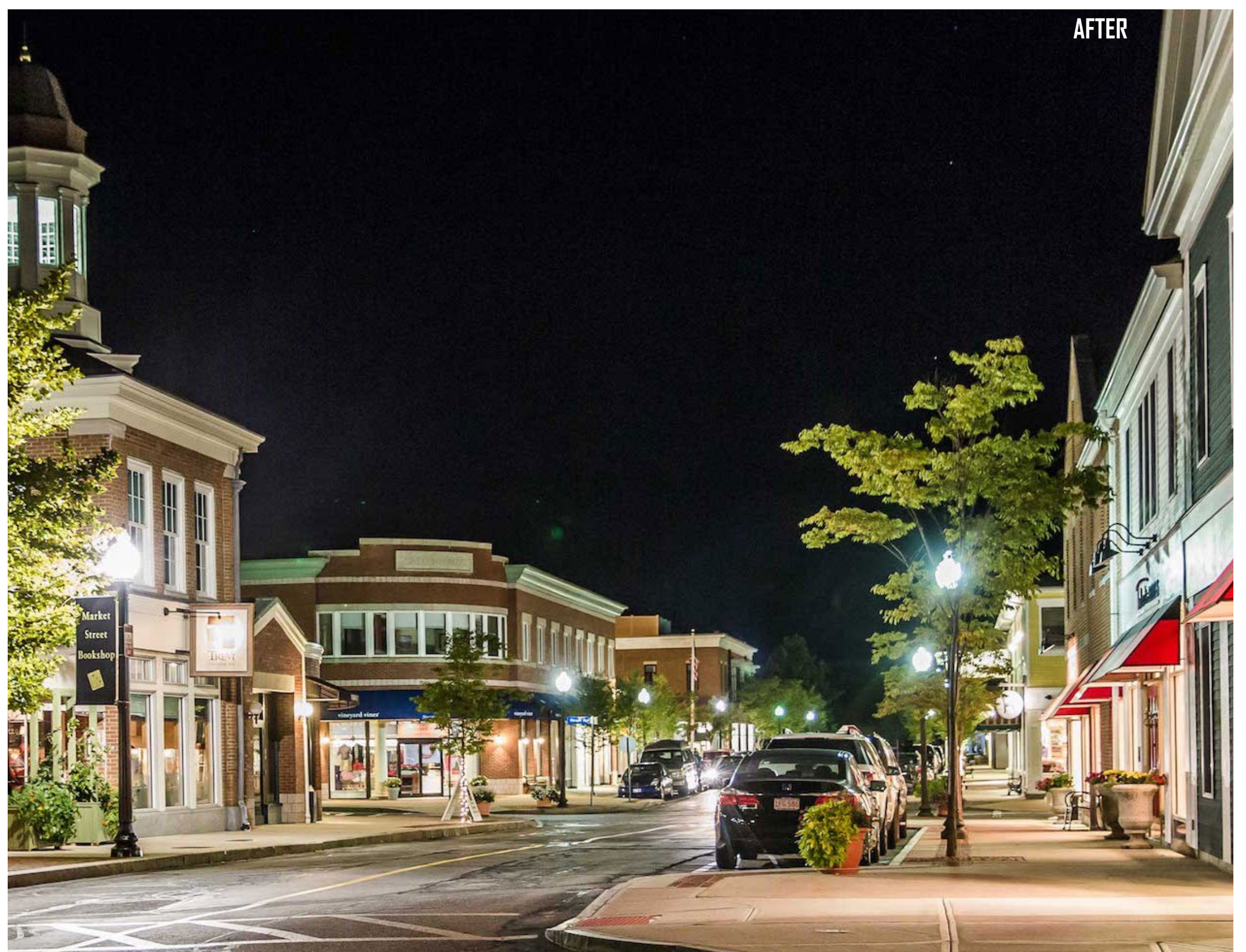
BEFORE



- 1960s strip mall - food market, bank, pharmacy, home garden shop, and cinema
- Redevelopment began in 1986
- Mixed-use commercial and residential community

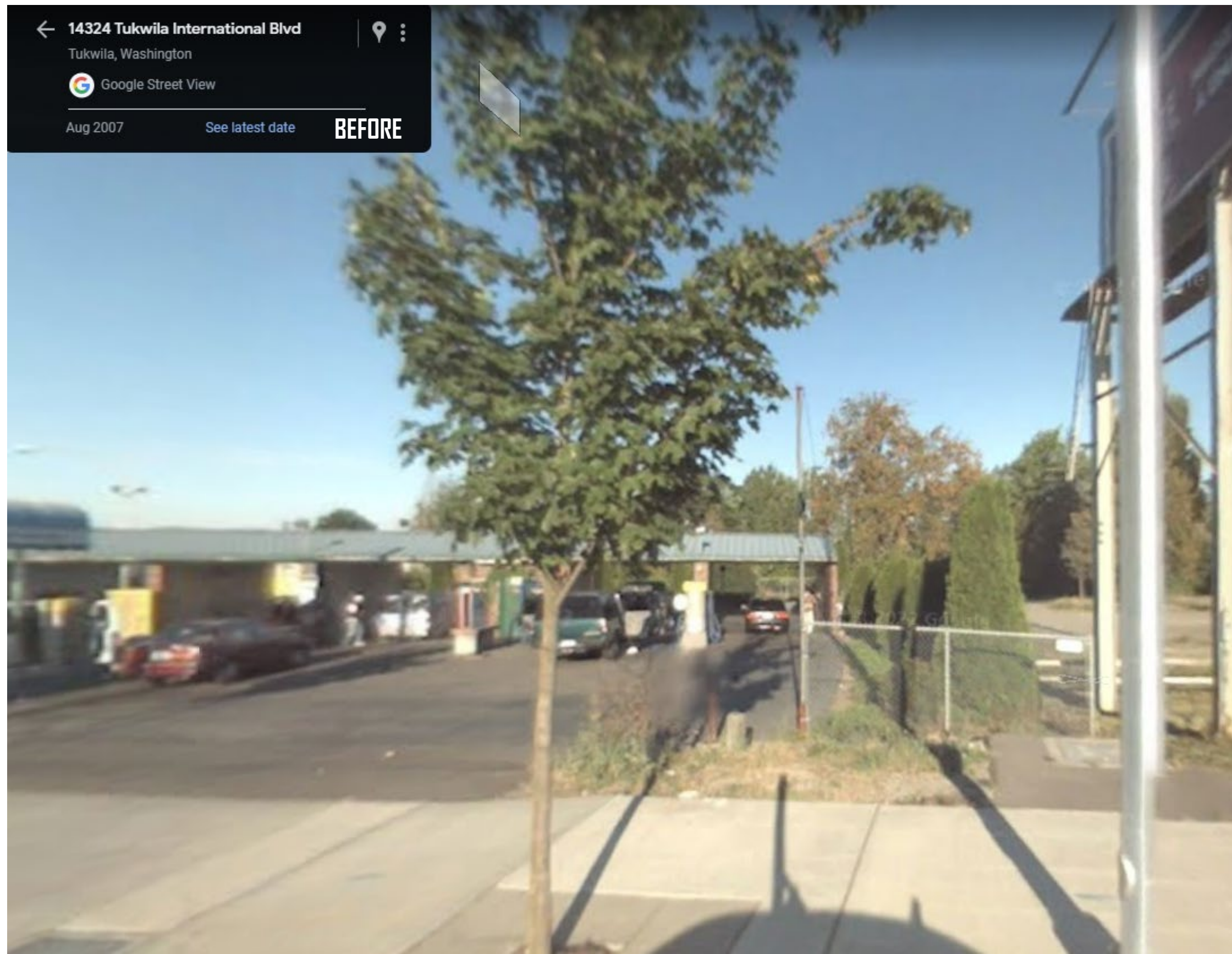
- Added internal streets and communal recreational spaces
- Buildings vary in shape and size, creating a unique but traditional landscape
- Over 70% of retailers locally owned and operated

AFTER



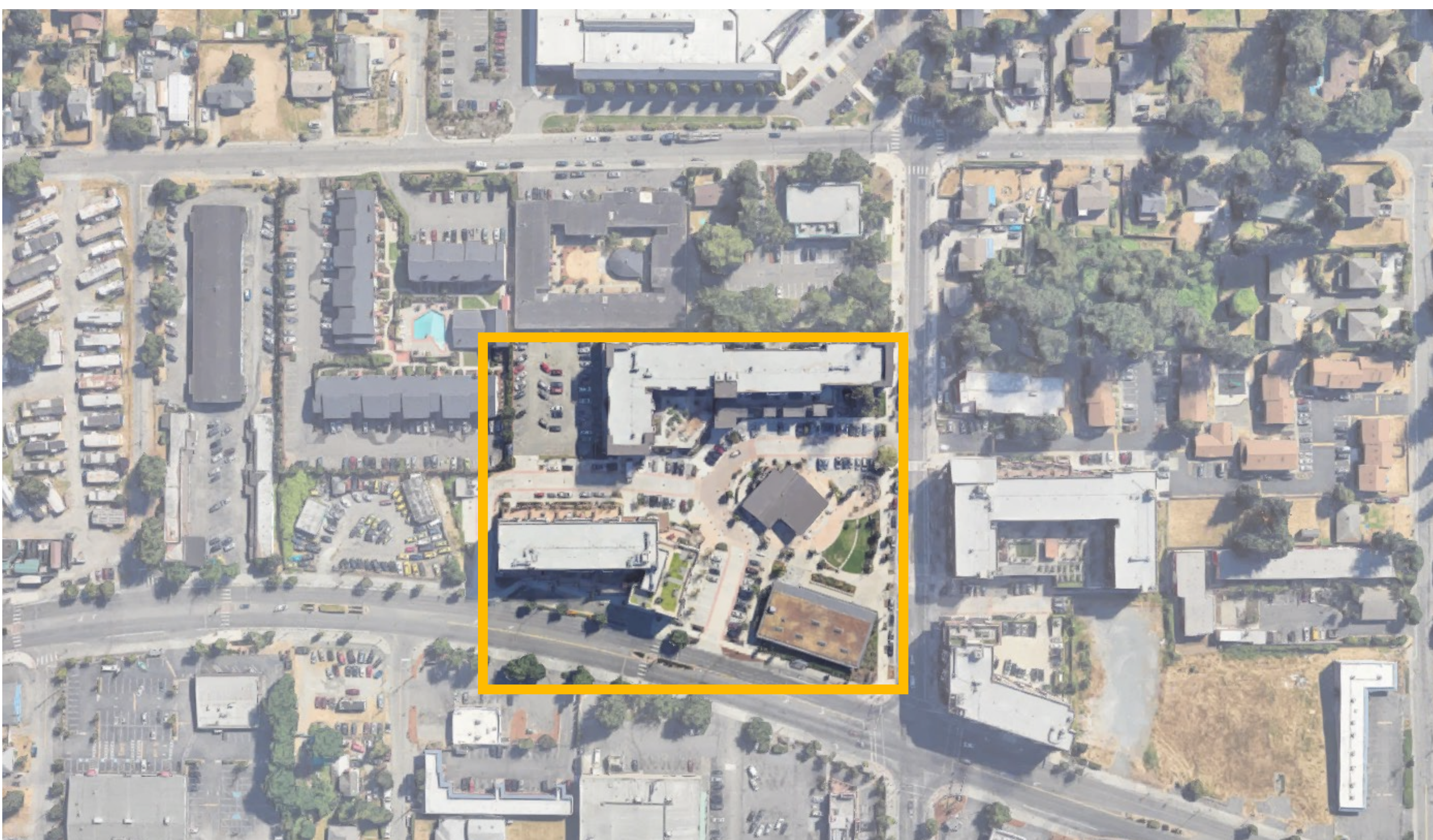
TUKWILA VILLAGE

TUKWILA, WASHINGTON



- 5.75 acre site, formerly an auto-service station and large parking lot
- Redeveloped to include a library, a neighborhood police resource center, retail, restaurants, public meeting space, and an outdoor plaza.

- Approximately 400 residential units
- Mostly senior housing
- Active, vibrant public spaces
- Varied building heights and materials
- On-street parking rather than large lots



CIRCLES @ 30

DAVIDSON, NORTH CAROLINA



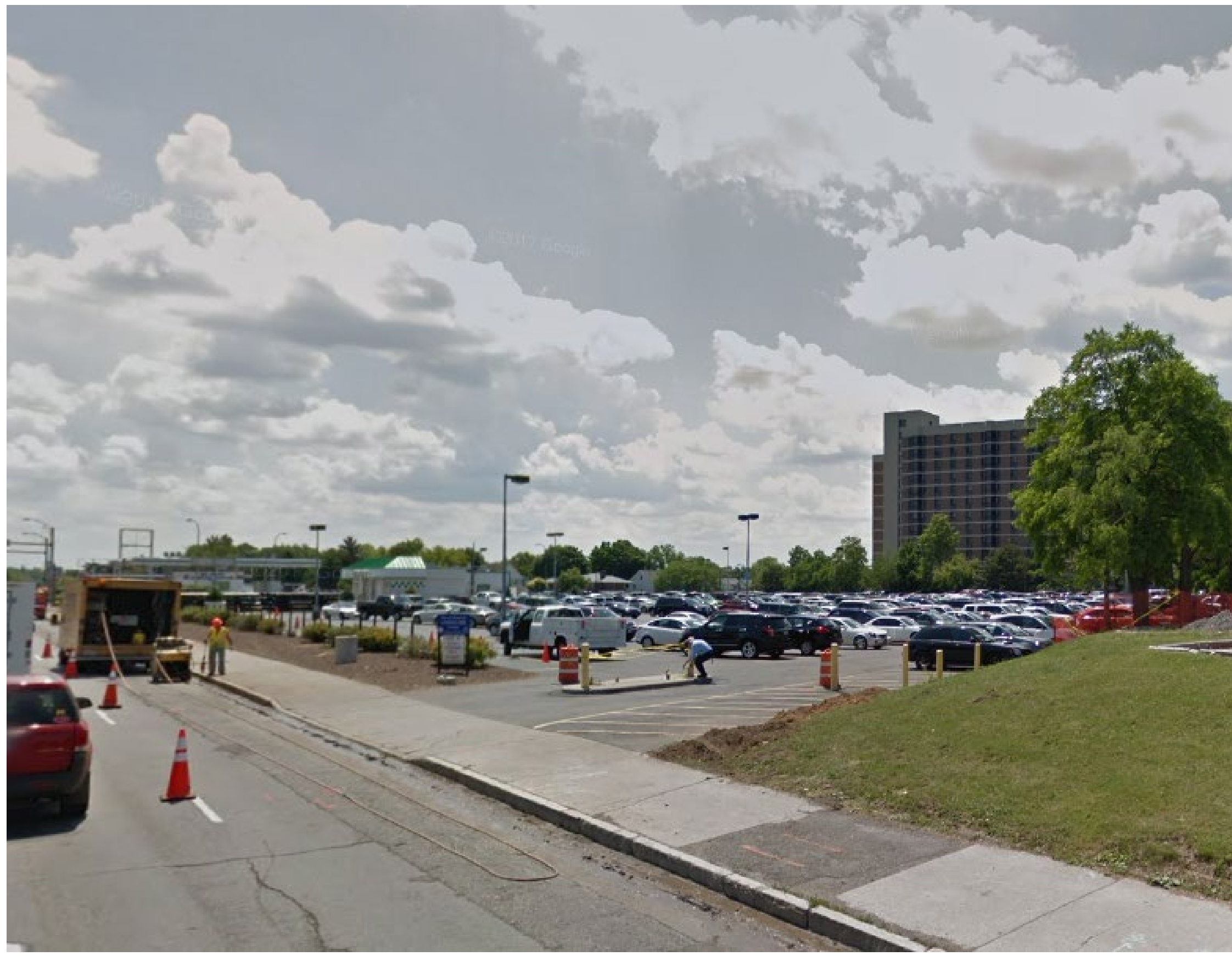
- Built onto existing development (no re-development)
- Functions as gateway to Town of Davidson
- Roundabouts + narrow internal streets
- References existing building character in community

- Combination of commercial/office space, townhouses, hotels, institutions, and parks
- Pedestrian-scale street and building design
- Buildings fronting streets
- Intended to slow traffic down & encourage walking/biking



COLLEGE TOWN

ROCHESTER, NY



- Originally a large parking lot
- Located along two busy 4-5 lane arterial roads
- Adjacent to shopping, housing, hospital, & parkspace
- Redeveloped into mixed-use town center

- 3-5 story mixed-use buildings
- Apartments, restaurants, outlet stores, offices
- Parking oriented away from street
- Prioritized pedestrian access



FACADE IMPROVEMENTS

RAINBOW SQUARE WILMINGTON, NORTH CAROLINA



- Small strip plaza built in 1974
- Updated facade and signage/branding
- New tenant - occupational, speech, and physical therapy office

ALTA SUNRISE RETAIL CENTER CITRUS HEIGHTS, CALIFORNIA

- ~13,000 Sq Ft Retail Center
- Reduced building's size by cutting back the front of the structure to allow room for a new outside dining plaza
- Three new restaurant tenants opened



LOCAL CHARACTER

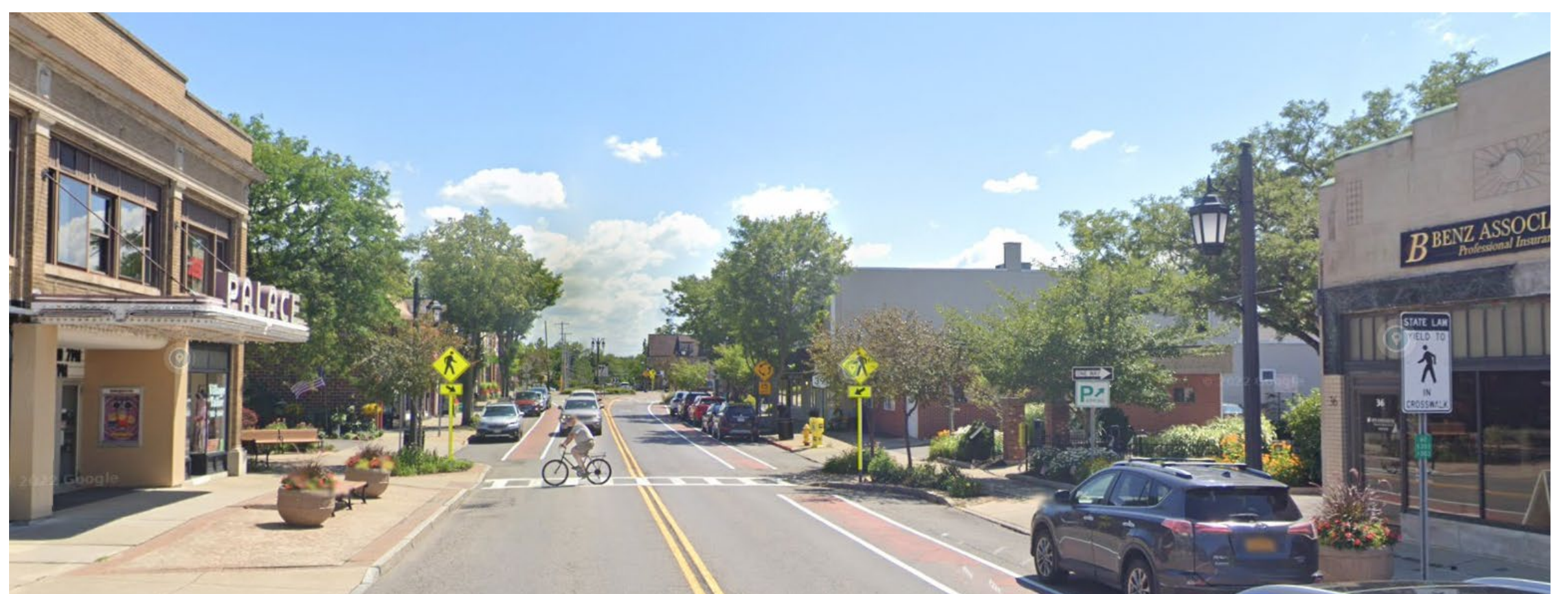
KENMORE NEW YORK



- Pocket parks
- New + old development
- Mostly 1-2 story buildings
- Street trees

HAMBURG NEW YORK

- Protected on-street parking
- Midblock crossing
- Outdoor seating
- Pedestrian-scale design elements



Existing Conditions



Charles Ave

Montrose Ave

W Genesee St

Fay Rd

Drape

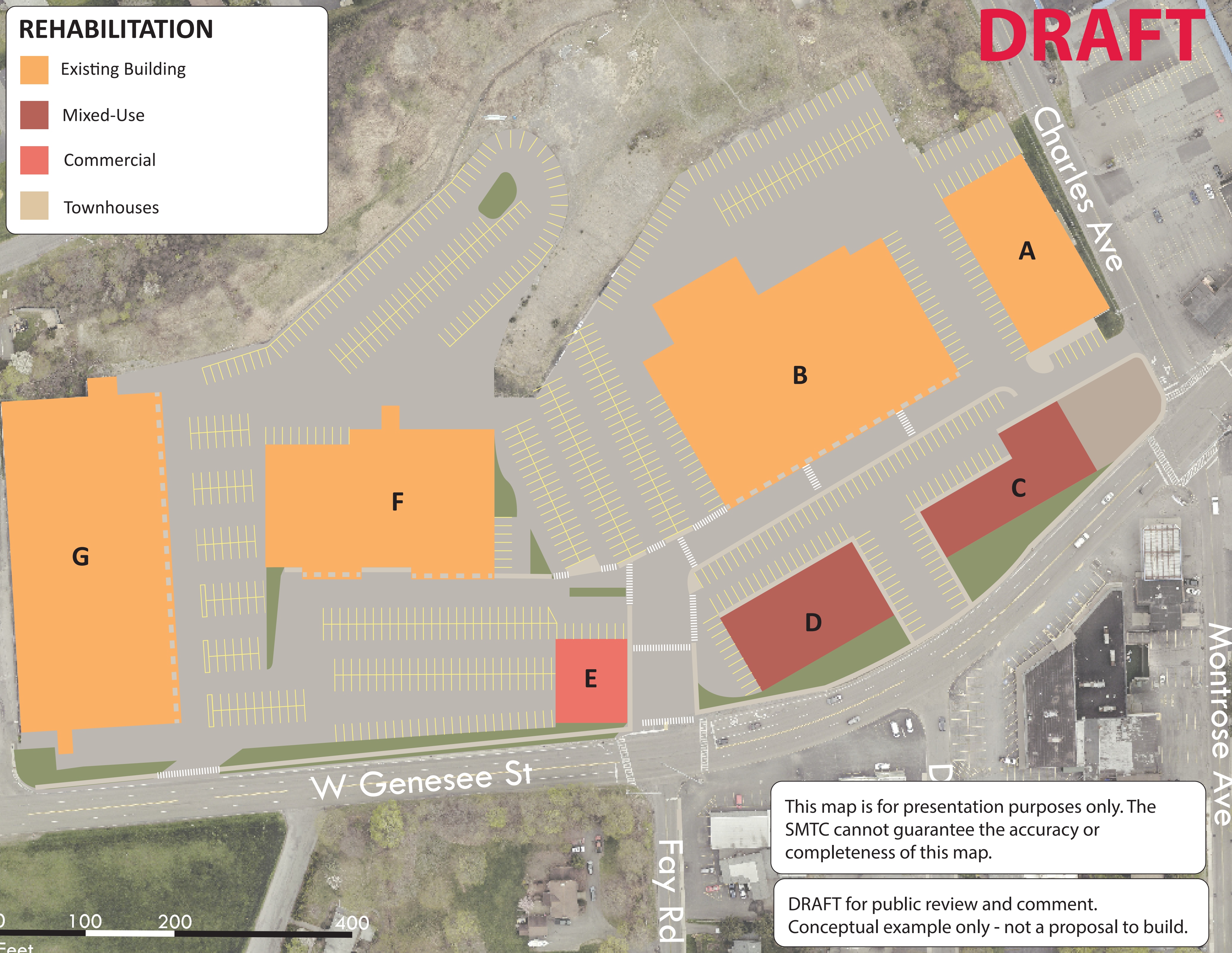
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REHABILITATION

- Existing Building
- Mixed-Use
- Commercial
- Townhouses

DRAFT



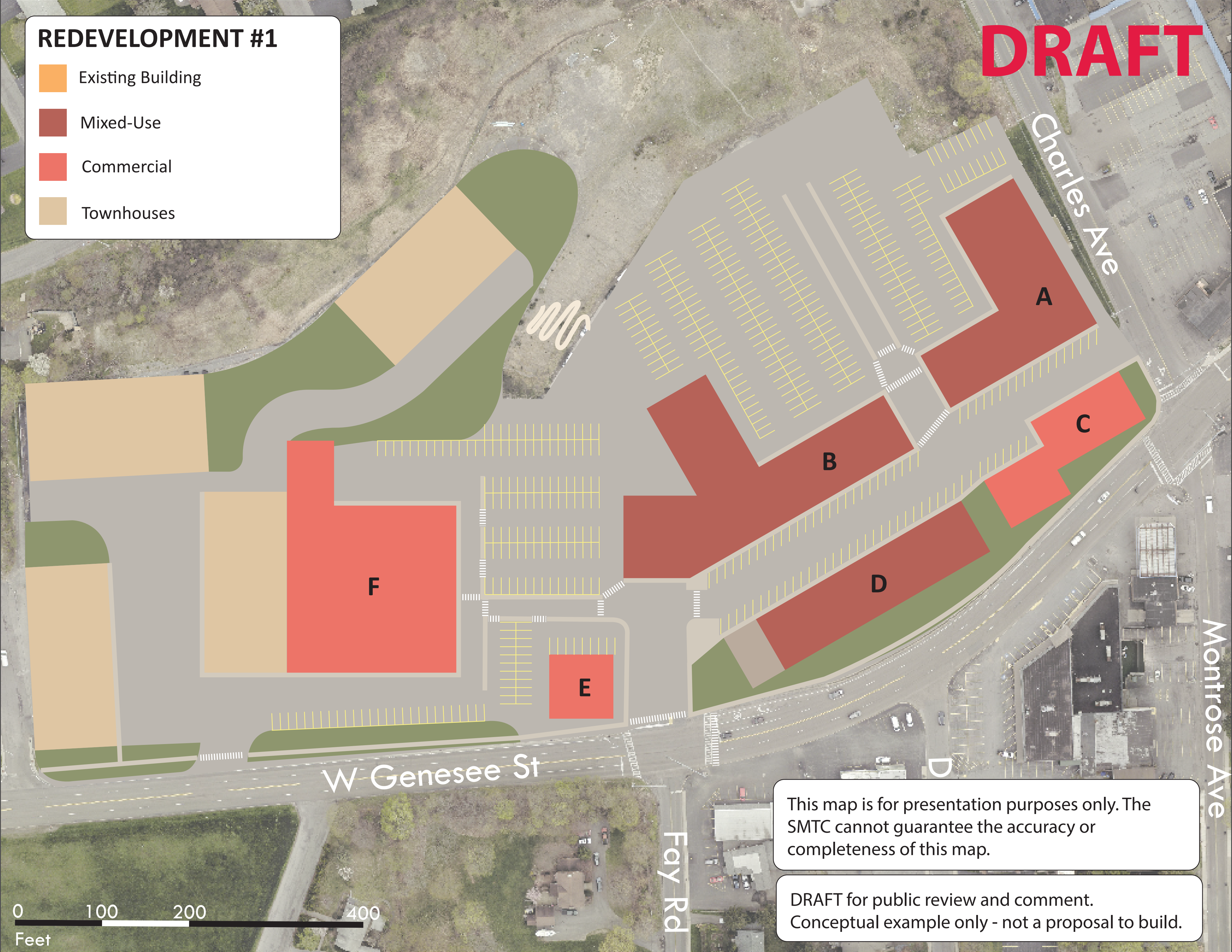
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Conceptual example only - not a proposal to build.

REDEVELOPMENT #1

- Existing Building
- Mixed-Use
- Commercial
- Townhouses

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F

E

B

D

C

A

W Genesee St

Fay Rd

Charles Ave

Montrose Ave

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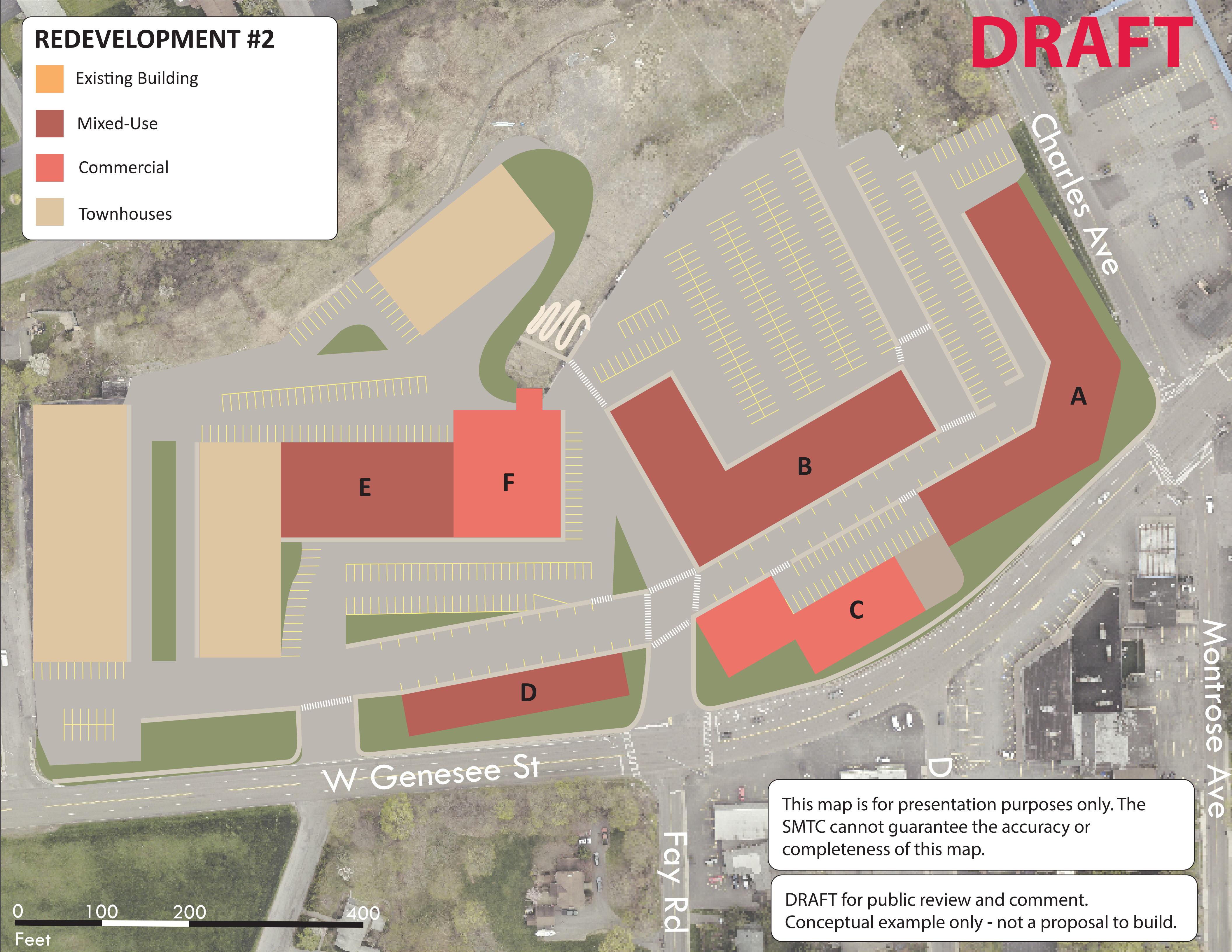
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REDEVELOPMENT #2

- Existing Building
- Mixed-Use
- Commercial
- Townhouses

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W Genesee St

Charles Ave

Montrose Ave

Fay Rd

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