

## 4.0 CONCEPTUAL VISION PLAN & RECOMMENDATIONS

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

### 4.1 The Overall Corridor Conceptual Vision

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

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

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

### Circulation and Accessibility Improvements

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

### Parking Access, Distribution, and Connectivity Improvements

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

### Streetscape and Aesthetic Enhancements

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

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

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

## Gateway Treatments

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

## 4.2 Corridor-Wide Concepts and Recommendations

### *O-1: Preserve Key Viewsheds along the Main Street Corridor*

*(Recommendation D2 from the Strategic Plan)* - Village centers should be visually distinct from surrounding landscapes. They should create a sense of arrival as one approaches the center through a series of changes in land uses, topography, organization and density of buildings, and formal streetscapes.

The view of Main Street looking west from the intersection of Liberty Street creates an attractive vista with the former Yansick Lumber water tower as a key landmark that terminates the view. As redevelopment of this site occurs, the

village site plan review process should ensure that this local landmark is maintained.

The Main Street Corridor Project Area includes a series of attractive viewsheds that should be preserved and enhanced as the corridor is further developed. However, as one travels west out of the Village Center, these important visual characteristics deteriorate into a series of strip development and minimal landscaping. This visual issue should be addressed as the corridor develops through a combination of attractive gateway treatments, infill buildings, existing building renovations with traditional village design and architecture, and formal streetscape improvements such as sidewalks, street trees, bicycle paths, and ornamental lighting.

### *O-2: Extend Ornamental Light Fixtures beyond the Village Center*

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

Choosing the appropriate scale is very important. While shorter (12–20 foot) poles are appropriate for the Village Center/Core Area, taller (20–30 foot) poles are important along West Main Street, which is more highway oriented. Here the buildings are shorter and further from the street and each other. Pedestrian fixtures should be attached to the taller poles at an appropriate height. Even though combinations of shorter and taller light fixtures are recommended for different transects, it is important that the general style and design is consistent in order to tie the entire village together.

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

Main Street Corridor Transects Conceptual Vision Plans (4) – Attached – sep files

***O-3: Improve Lighting Levels along the Main Street Corridor***

*(Recommendation D3 from the Strategic Plan)* - Arcade has a unique advantage in that the utility wires are underground along Main Street. Building on this advantage, the village can install streetscape enhancements such as street lighting and trees that have a significant impact on aesthetics. The existing ornamental light poles in the Village Center are appropriate in terms of scale and design. However, the village has noted that they do not provide sufficient lighting levels. The village should retrofit or replace these light fixtures with newer, high-efficiency ones.

***O-4: Develop the Cattaraugus Overlook Park*** *(Recommendation D6 from the Strategic Plan)* – North Street was recently relocated away from a bluff on the north side of the Cattaraugus Creek due to erosion problems. The new section of the road is called Cramer Drive. The village owns the former North Street right-of-way that follows the top of the bluff overlooking the creek.

The strategic plan recommended constructing a small park and overlook at this site using the eastern portion of the right-of-way. A small terrace, interpretive signage, benches, and selected pruning of creek-side vegetation would create a very attractive public space. This park could also be tied into the future Cattaraugus trail.

***O-5: Develop the Cattaraugus Creek Trail*** *(Recommendation A6 in the Strategic Plan)* - The proposed Cattaraugus Creek Trail would create a highly attractive pedestrian and bicycle corridor that could draw a significant number local users and visitors alike. The preliminary route would extend through the village, linking “The Garden” at Main and Water Street, along the south side of the creek through the village parking lot and Arcade Elementary School, and continuing on to West Street. From there, a new sidewalk/pathway over the West Street bridge would continue along North Street to Cramer Street.

Between “The Garden” on Main Street (at the Main/Water Street intersection), the trail route would follow existing sidewalks on Main Street to the pedestrian alley at 259/261 Main Street. Alternatively, it could follow Sanford Street to Cattaraugus Creek with a pedestrian bridge over Clear Creek to the parking lot and then westward. If possible, the village might try to acquire a right-of-way from five property owners along the north side of Main Street between the Garden on Main Street and Sanford Street allowing the trail to follow the creek all the way to

West Street. However, these are small lots with limited frontage width along the creek for providing a trail without infringement on privacy.

***O-6: Create a “Complete Street” Design Hierarchy of New Streets and Corridors*** - Arcade should take a stronger role in guiding new growth and development into targeted areas of the village. New development then takes the form around, and is guided by, the public investment of community plans, rather than the other way around. While constructing new streets may not be in the near future for the village, providing detailed design standards for a hierarchy of new and reconfigured public streets in Arcade is achievable. The main objective is creating “Complete Streets” that integrate various modes of travel including private vehicle, public transit, pedestrian, and bicycles. These can be integrated into the village’s land use regulations (subdivision and zoning ordinance/map) and become part of the site plan review process.

The proposed network and design of new public streets should be incorporated in the comprehensive plan, including the future land use plan. By doing this, the village can provide clear direction to future developers of the intended pattern of development and supporting infrastructure.

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

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

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

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

A hierarchy of complete street design standards has been prepared for the Arcade Main Street Corridor to achieve the overall goal of enhancing the pedestrian environment and providing an attractive public roadway environment to attract private investment:

- ***Streetscape Type 1: Village Boulevard*** – This streetscape type would apply to the proposed Southern Boulevard, Edwards Street, and segments of West Main Street.
- ***Streetscape Type 2: Main Street Gateway Arterial*** – This streetscape type would generally apply to the eastern segment of Main Street from Water Street to Sanford Street, and West Main Street between West Street and Prospect Street. Streetscape improvements are needed in these segments to set the stage for an entrance into the Village Center. One variation would be to provide for a partial center landscaped median at key locations to enhance the gateway and introduction to the Village Center coming from the east and west.
- ***Streetscape Type 3: Central Business District/Main Street*** – The streetscape type would apply to Main Street between the Clear Creek Bridge and Prospect Street, and Liberty Street between Main Street and Mill Street. While improvements were made to this segment of Main

Street in 2008, additional enhancements and adjustments should be made.

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

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

- ***Streetscape Type 5: Village Neighborhood Street*** – This streetscape type reinforces a traditional low-scale neighborhood access road with narrow travel lanes, informal or no street parking, and large mature trees. Depending on the location, need, and application, this type of street is narrow (18–22 feet) with an optional sidewalk on one or both sides and a green strip. This streetscape type would apply to well established residential areas in the village such as Park Street and Prospect Street.

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

RECOMMENDED COMPLETE STREETS HIERARCHY & DESIGN GUIDELINES FOR VILLAGE OF ARCADE MAIN STREET CORRIDOR - PART 1																																																																																																																																																																
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LOCAL APPLICATIONS	Future Bypass	Main Street between Clear Ck Bridge and Church St.	Liberty St. Park St. Prospect St.	Liberty St. Park St. Prospect St.	Church St.	Main St - Clear Ck Bridge and Church St.																																																																																																																																																										

RECOMMENDED COMPLETE STREETS HIERARCHY & DESIGN GUIDELINES FOR VILLAGE OF ARCADE MAIN STREET CORRIDOR - PART 2							
<p><b>EXAMPLE USE OF HIERARCHY</b></p> <p>ST-ST-36-8L</p> <p>↑ With Bicycle Lane</p> <p>↑ 30-F Pavement Width</p> <p>↑ ST-F Right-of-Way Width</p> <p>↑ Thoroughfare Street Type</p>	<p><b>DEFINITION OF THOROUGHFARE:</b> The man-made element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of a thoroughfare within a given time period. It is physically manifested by the number and width of lanes, by the centerline and curb radius, and the elevation of the pavement. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within a transect.</p>						
<b>CLASSIFICATION</b>	<b>VILLAGE NEIGHBORHOOD STREET</b>		<b>ALLEY</b>	<b>LANE</b>	<b>PASSAGE</b>	<b>BIKE TRAIL</b>	<b>FOOT PATH</b>
<b>DEFINITION</b>	<p><b>Downtown Neighborhood Street:</b> A local, yield moving thoroughfare suitable for downtown neighborhoods. Streets provide frontage for low to moderate density residential buildings such as single family detached or attached homes, apartment buildings, and rowhouses.</p>		<p><b>Alley:</b> A narrow vehicular access way to the rear of more urban lots providing service areas, parking access, and utility easements. Alleys as they are used by trucks and must accommodate dumpsters should be paved from building face to building face and screened if possible.</p>	<p><b>Lane:</b> A vehicular access way located to the rear of more rural lots providing access parking and outbuildings and utility easements. Lanes are paved as lightly as possible (to driveway standards) and may be just gravel or left unpaved.</p>	<p><b>Passage:</b> A pedestrian connector passes between buildings. Passages provide shortcuts through long blocks and connect rear parking with street frontages. Passages may not be roofed over and lined by shop fronts.</p>	<p><b>Bike Trail:</b> An independent bicycle way generally turning through the countryside or parallel with parkways and highways.</p>	<p><b>Footpath:</b> A pedestrian way traversing a park or the countryside. Paths should connect directly with the sidewalk network.</p>
<b>CROSS SECTION/ PERSPECTIVE VIEW</b>							
<b>PLAN VIEW</b>							
<b>CHARACTERISTICS</b>							
Type	VNS-30-28-A	VNS-30-28	AL-28-28	LA-28-8	PS-18-8	BT-18AR-8	FP-18AR-8
Movement	Slow Movement	Slow Movement	Slow Movement	Yield Movement	Pedestrian Only	Bicycle & Pedestrian Only	Pedestrian Only
Traffic Lanes	Two- 10 foot	Two- 10 foot	Two- 10 foot	Two- 8 foot	varies	varies	varies
Parking Lanes	One Side @ 8 ft Marked	Informal	None	None	N/A	N/A	N/A
R.O.W Width	50 ft	50 ft	20 ft	20 ft	varies	varies	varies
Pavement Width	28 ft	28 ft	20 ft	8 ft	N/A	N/A	N/A
Traffic Flow	Two Ways	Two Ways	One Way or Two Way	One Way	N/A	N/A	N/A
Curb Type	Raised or None	Raised or None	None	Swale	N/A	N/A	N/A
Curb Radius	15 ft. min	15 ft. min	15 ft. min	15 ft. min	N/A	N/A	N/A
Vehicular Design Speed	15 MPH	15 MPH	15 MPH	15 MPH	N/A	N/A	N/A
Pedestrian Crossing Time	2.7 Seconds	2.7 Seconds	N/A	N/A	N/A	N/A	N/A
Road Edge Treatment	Curb	Curb or Swale	Curb or Swale	Curb or Swale	Swale	Swale	Swale
Planter Width	4.7 foot	4.7 foot	None	5-7 each	varies	varies	varies
Planter Type	Continuous	Continuous	None	Continuous	Continuous	continuous	continuous
Planting Pattern	Trees at 30 Feet O.C. Average	Varies depending in size of tree	None	None	occasional	Single and cluster, avg. 100 ft.	Single and cluster, avg. 100 ft.
Tree Type	Selected Street Trees	variable species	None	Selected Street Trees	Natural	Natural	Natural
Street Light Type	Pedestrian Scale Ornamental	None	None	None	None	None	None
Street Light Spacing	30 ft. intervals	None	None	None	None	N/A	N/A
Bike Way Type	Bike Route, Optional Bike Path	None	None	None	N/A	Bike Path	N/A
Bike Way Width	None	None	None	None	N/A	8 to 15 feet	N/A
Sidewalks	Both Sides	Both Sides	None	None	One	none	One
Sidewalk Width	5 ft	5 ft	N/A	N/A	5-18 ft	N/A	5 ft
<b>LOCAL APPLICATIONS</b>	Village Neighborhood Streets	Village Neighborhood Streets	Behind Main Street	New TNC Development	Connections to Main St.	Connections to Downtown and Catsburg Ct.	Connections to Downtown and Catsburg Ct.

***O-7: Propose a new Southern Boulevard – Segment 1 (Recommendation C2 in the Strategic Plan)*** - This is a long-term and phased project for a new street running parallel to West Main Street approximately 250 to 400 feet to the south. It would begin at Steele Avenue directly south of the Tops Plaza and run eastward and parallel to West Main Street through present Ziegler farmland and climbing the hill to the intersection with Bixby Hill Road near the existing electrical substation. (The strategic plan calls for the new street to align with the front of Tops Plaza and the new road proposed of Steele Avenue. However, this would create a lot of through traffic and potential safety issues directly in front of the stores).

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

***O-8: Propose a new Southern Boulevard – Segment 2 (Recommendation C2 in the Strategic Plan)***- From Bixby Hill Road, the new Southern Boulevard could proceed further east running back down the hill and between Prestolite and the Arcade Cemetery, parallel to the railroad tracks. The boulevard would create a new connection at the southern terminus of Prospect Street and form an attractive northern boundary to the Arcade Cemetery (as an alternative to the current view of the railroad tracts). At Prospect Street, the boulevard would proceed east and intersect with Park Street and then onto Haskell Street to Liberty Street. This new corridor would create a direct east-west connection between Edwards Street and Liberty Street. It would be used to disperse neighborhood traffic and possibly truck traffic that is currently using Main Street to make connections between the Buffalo Metro Area to the west and Allegany County to the south via Liberty Street (Route 98).

The potential for the Southern Boulevard is significant. It could become an elegant, tree-lined street with a planted median, bike lanes, and walking trails.

Land uses along the street should be primarily residential with traditional village houses and development patterns. Further off the corridor to the north (toward West Main Street), uses should be mixed with higher-density residential and primarily commercial uses along West Main Street. Further off the corridor to the south, land should remain rural-residential with active agricultural uses.

***O-9: Extend Residential Street Network North of North Street***

*(Recommendation C2 in the Strategic Plan)* - This network of public streets would be built off of North Street and the new Douglas Drive. It would create a block network in the northern part of the village and serve as a framework for traditional development patterns and an extension of the Traditional Village Neighborhood transect. New residential development in this area would add residents within walking distance of the Village Center supplying new customers to local businesses.

Coupled with street design standards would be other zoning and subdivision ordinance amendments to ensure that residential lots created are at an appropriate scale, reflecting existing well established village neighborhood patterns in Arcade. For example, based on an analysis of dimensional characteristics of local village neighborhood models such as Park Street and Pearl Street, residential lots should be no more than 100 feet wide (40 to 75) is preferred). In this section of the village, townhouse forms of development may also be appropriate and could be situated on narrower lots (25 to 35 feet). Setbacks should include a minimum as well as maximum (approximately 20 to 30 feet) size to reflect traditional development patterns and effects such as residential street enclosure.

Similar to residential development patterns, the new streets should be designed to be consistent with the key characteristics of established village neighborhood streets such as Park, Pearl, Maple and Grove Streets. This includes a narrow cross section providing for informal on-street parking, sidewalks on both sides, and a green strip with prominent street trees.

***O-10: Implement Proposed Minor Street off West Street (Recommendation C2 in the Strategic Plan)*** – The purpose of this new street would be to provide new access to a large parcel of land that provides one of the best opportunities for future infill residential development in the village. The goal is to provide, as much as possible, new opportunities for residential development in close proximity to the Village Center. The land is currently split roughly in half between



the Highway Commercial (HC) zoning district on the west side and Residential-3 (R3) zoning district along West Street to the east. The property should probably be completely rezoned to R3 to encourage a traditional village residential development pattern.

Except for the properties directly fronting on West Main Street (existing commercial uses), the land mass between West Main Street and North Street is best suited for residential development, including the property off West Street that would be accessed by the proposed new street. This area is bisected by Cattaraugus Creek, providing an attractive amenity for residential development that may otherwise be hidden by commercial development. Additionally, commercial land uses may have a much more significant impact on this resource than residential in terms of stormwater runoff volumes and contaminants from large impervious surfaces. As more emphasis is placed on mixed uses on the south side of the West Main Street corridor, more residential uses should be targeted for the north side.

**O-11: Install Potential Intersection Roundabouts** (*Recommendation C3 in the Strategic Plan*) - There are two locations in the village where roundabouts may provide an alternative to signalized intersections while enhancing traffic calming and gateways into the Village Center. These two locations are ideally located to slow traffic as it transitions from an open highway into a village center environment.

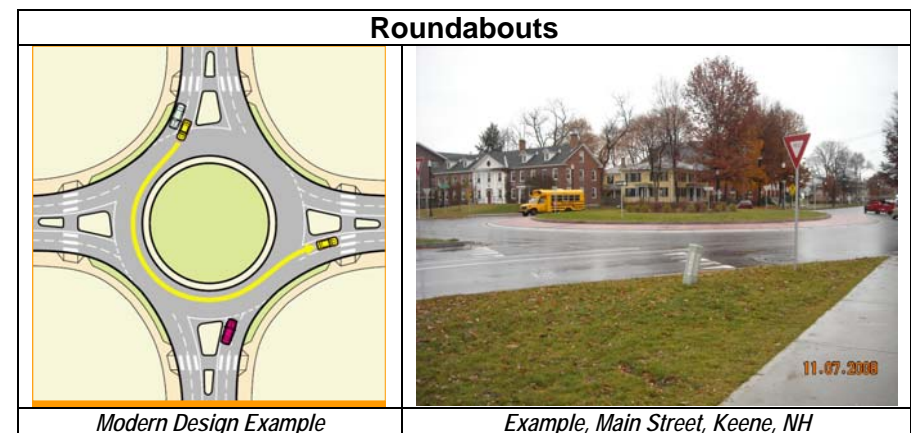
- Intersection of Main Street (Rt. 39) and Water Street (Rt 98)
- Intersection of Main Street/West Street/Bixby Hill Road

The eastern gateway at the intersection of Main Street (Rt. 39) and Water Street (Rt. 98) provides an excellent opportunity for a roundabout. The Pearl Street intersection should be included as a leg in the roundabout. A portion of the property at the northeast corner of Water and Main Street may have to be acquired to provide sufficient space. It should be noted that a traffic signal is not warranted nor envisioned at this intersection in the near future. The roundabout option would serve only to enhance this eastern gateway.

The western gateway to the Village Center is at the intersection of Main Street/West Street/Bixby Hill Road. There also appears to be sufficient space at this intersection to install a roundabout without significant impacts to the adjoining properties. It should be noted that a traffic signal is not warranted nor

envisioned at this intersection in the near future. The roundabout option would serve only to enhance this western gateway.

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



**O-12: Establish an Access Management Program** - Access management involves a set of strategies to improve the safety and efficiency of traffic by reducing congestion and decreasing the number of accidents, while simultaneously preserving community character through land use planning and site design.

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

- Safer and more efficient travel, including pedestrians and bicyclists.
- Land and surrounding infrastructure are often more efficiently utilized when access management tools are applied.

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

Key elements of access management include:

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

The key factor to successfully implementing access management strategies is the development of partnerships between the transportation agencies that build, operate, and maintain streets and highways, and the village, which makes planning, zoning, and development decisions. The concept plan illustrates several site-specific examples of access management improvements throughout the Main Street Corridor. Most of these projects involve reducing curb cuts, sharing access, and making internal connections where feasible.

Access management does more than improve the safety and efficiency of travel. Well designed access systems can also help preserve community character, advance economic development goals, and protect the substantial public investment in roads and highways. As state and local governments strive to cope

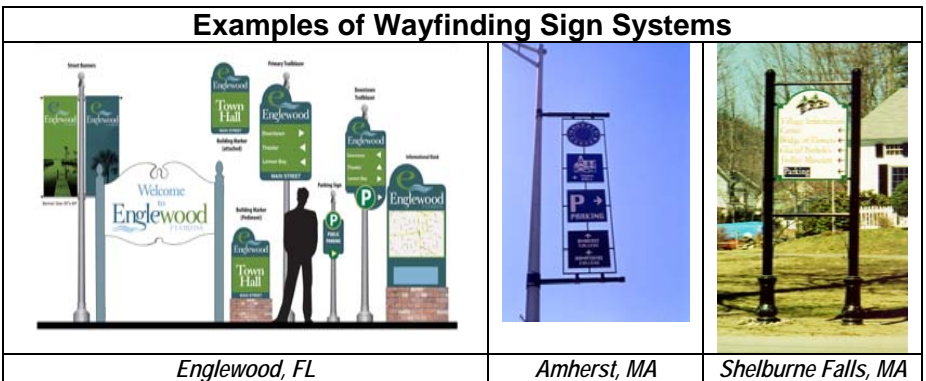
with traffic problems, limited rights-of-way, rising construction costs, and revenue shortfalls, increasingly they are recognizing the benefits of access management.

**O-13: Enhance Gateway Treatment at West Gateway/Village Line** - On Routes 39 at the intersection of Main Street and Hurdville Road, the existing "Welcome to the Village of Arcade" sign is attractive and visible but should be placed in a decorative planter or landscaped bed and possibly lit. This is the first impression of Arcade for travelers heading east from the Buffalo metro area.

**O-14: Install South Gateway Treatment** - South gateway should be located on Liberty Street at the intersection of Haskell Avenue. A new welcome sign should be placed in a landscaped planter or bed to be more prominent and visible.

**O-15: Install North Gateway Treatment** - The north gateway would be located at the village line off Water Street. A new welcome sign should be placed in a landscaped planter or bed to be more prominent and visible.

**O-16: Enhance Gateway Treatment at the East Gateway/Village Line** - At the village line to the east, the existing welcome sign should be placed in a landscaped planter or bed to be more prominent and visible.



**O-17: Complete Key Components of the Sidewalk Network** (Recommendation A8 in the Strategic Plan) - There are gaps in the sidewalk network in key parts of the village. In particular, sidewalks need to be completed in the following locations:

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

**O-17: Shorten Pedestrian Crossings at Key Locations** (*Recommendation A7 in the Strategic Plan*) - Curb extensions (or bulb outs) are short sections of the street, usually at intersections, where pavement has been narrowed. At mid-block, curb extensions usually extend into on-street parking lanes. This reduces the crossing length for a pedestrian, making crossing times shorter, easier, and safer. It also places pedestrians in a place of greater visibility, so the pedestrian can see traffic more easily and motorists can see them. Pedestrian refuge islands are placed in the center of the road between the travel lanes, providing an opportunity for pedestrians to cross one lane at a time safely. An additional benefit of curb extensions and pedestrian refuge islands is that the street is narrowed so vehicles tend to slow down. These traffic-calming treatments can also be designed to enhance aesthetics through pavement treatments and landscaping.

Currently, there are curb extensions on the north leg of the Main Street/Church Street intersection and a mid-block curb extension at Main Street between the A&ARR Depot and the railroad alley. The curb extension is shallow at Main/Church Street and could be further extended, particularly with the number of children that use this crosswalk. Other potential applications for curb extensions and pedestrian refuge islands are illustrated on the concept plan and identified below:

- Main Street and Park Street Intersection (curb extensions)
- Main Street and Prospect Street Intersection (curb extension)
- Main Street and Liberty Street Intersection (curb extension)
- Main Street and Sanford Street Intersection (curb extension)
- Main Street and Water Street Intersection (curb extension or roundabout with pedestrian refuges)
- West Main Street in front on of Arcade Free Library (pedestrian refuge/center island)

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



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

**O-18: Design and Install Directional “Wayfinding” Sign System** - Attractive directional signage should be installed to guide visitors and potential customers to public points of interest throughout the Village Center. Business directory maps should be installed in attractive cases and in informational kiosks at strategic locations for customers and visitors to easily identify. The wayfinding system should be implemented in concert with traffic calming and crosswalk improvements at key intersections along Main Street, Liberty Street, Church Street, Park Street, and Prospect Street. Wayfinding elements should be installed (or renovated) at the following locations:

- **Informational Kiosks** – The information kiosks should contain a Business Directory Map and Arcade Walking Tour Brochure/Map (Recommendation D11 in the Strategic Plan) which identify various businesses, services, parks, historic landmarks, public parking, and other points of interest. The kiosk should contain graphic materials explaining and illustrating Arcade’s history, architecture, and point of

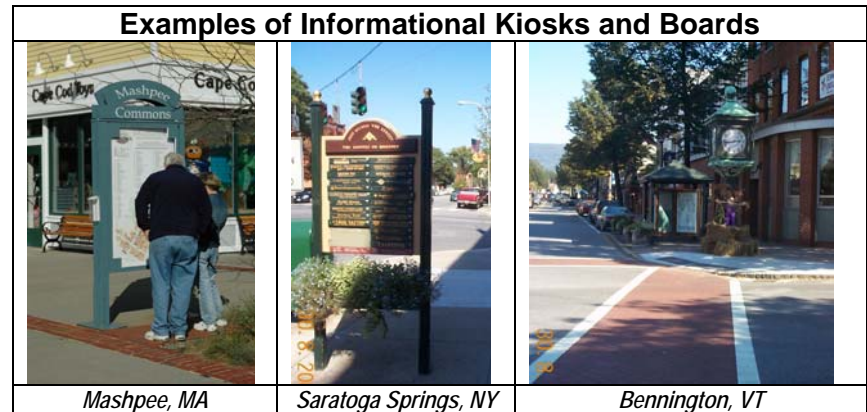
public interest. The village should work with the Historical Society, Pioneer Regional High School, and GCC art students to help create these brochures and maps. Suggested locations include the following:

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

- **Parking Signage** (Recommendation B2 in the Strategic Plan) – Existing signs directing motorists to public parking lots are small and difficult to read. They should be replaced with a high-quality system of new signs and banners placed in strategic locations to lead visitors to off-street parking. Suggested locations include:

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

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



**O-19: Screen Large Parking Areas** (Recommendation B4 in the Strategic Plan)

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

Reduce curb cut(s), screen and landscape:

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

Potential lot improvements or infill opportunities:

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

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

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

### 4.3 Concept Plans and Recommendations by Transect

#### Village Center Transect

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

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

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

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

While the Village Center reflects the current vision of the Arcade community, development patterns (and pressures) over the past 30 years along Main Street have created a trend that is counter to village development themes and parameters. For example, past development trends that has separated land uses, increased building setbacks, and allowed parking in front yards thereby disconnecting buildings from the street which have created pedestrian barriers is undesirable in Arcade's future vision. Local regulations and policies must be revised to reinforce the essential and well established characteristics of the traditional village downtown development pattern.

#### *Key Recommended Projects and Programs:*

*VC-1: Implement a Main Street Façade Program (Recommendation D7 from the Strategic Plan)* - The Village of Arcade, working in conjunction with the

Arcade Chamber of Commerce, the Arcade Beautification Committee, Wyoming County Economic Development, Community Action for Wyoming County, the Alliance for Business Growth, and local property owners, proposes to utilize NY Main Street funding to continue and expand Main Street revitalization efforts in the village's downtown area. Specific objectives for the proposed Arcade downtown revitalization include:

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

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

- Arcade Hotel (façade renovations, signage, tree pruning, outdoor seating, and possible reuse);
- Arcade Pennysaver Building (same as abutting Arcade Hotel);
- Phil's TV (façade improvements, signage, and parking lot changes);
- Howlett's Building (Simar Enterprises): restore distinct and decorative cornice with architectural detail (façade restoration, new signage, awnings, and possible second floor);
- M&T Bank: white panels cover the remaining two floors of this once three-story building. The hidden Victorian style brick should be uncovered allowing for the window openings to be seen from the street again (façade restoration, new signage, and awnings);
- Creekside Fabrics and Quilts/Wolfe's Wine and Brew House (façade restoration, new signage, first-floor window displays, awnings, and possible outdoor seating); and
- Hear USA (first-floor display window improvements, lighting, awning and signage).

### Examples of Lighting, Signage and Window Displays



Niagara on the Lake, ONT

Canandaigua, NY

Falmouth, MA

**VC-2: Enhance Upper-Floor Windows** (Recommendation D8 from the Strategic Plan). M&T is one of a number of examples in the Village Center of buildings that covered upper-floor windows. Covering or obscuring upper-floor windows deteriorates the pattern of window spacing and projects dead space to the pedestrian or observer. Regardless of the uses on upper floors, windows should be restored or fitted with Plexiglas. For unused spaces, windows can be fitted with curtains and inexpensive lights on timers to project vibrancy and improve ambiance at night time.

**VC-3: Reconfigure the Main Street and Liberty Street Intersection.** The NYSDOT completed the last pavement resurfacing program in 2008, which included milling and repaving Main Street (NYS Rt 39) from the Arcade East Village limit to the intersection with NYS Rt 16 in Yorkshire. The striping that presently exists on the corridor was done at that time. The bump outs and crosswalk located at the Arcade and Attica Railroad building and alley was installed as a part of this project. Prior to this project, Route 39 was four lanes (two in each direction) from Liberty Street westward. The striping from Liberty Street to the east was unchanged as part of the 2008 project. The concept plan illustrates and recommends the re-striping of Main Street from four lanes to three lanes from the intersection of Liberty Street to the west. This should first be completed as a "test configuration" followed by a permanent reconfiguration if no major concerns occur.

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

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

***VC-4: Improve the Main Street and Church Street Intersection***

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

The pedestrian signals should be configured to activate automatically with regular cycling of the red and green signal phases for vehicles. Currently, the pedestrian signal only changes from a red hand (Don't Walk) to a white walking person (Walk) when the button is pressed. Pedestrians, particularly school-aged children, should not have to "ask" to cross the street by pressing the button in a highly active pedestrian zone as is the case in the Village Center.

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

***VC-5: Improve the Main Street and Prospect Street Intersection***

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

***VC-6: Upgrade Main Street Vehicle Alley.*** This alley located between Cottrill's Pharmacy and Wolfe's Wine and Brewhouse is underutilized. The alley should remain one-way entering the parking lot from Main Street. A 4-foot sidewalk should be added to the east side of the alley along the building to facilitate pedestrian access, and attractive and visible signage should be installed along Main Street. A wayfinding street sign should be located near the Clear Creek bridge, and a parking entrance blade sign should be attached to the Cottrill's building. (See concept plan.)

***VC-7: Upgrade Main Street Pedestrian Alley at 259/261 Main Street***

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

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

## Examples of Alley Treatments



Hyannis, MA



Niagara on the Lake



Keene, NH

**VC-8: Upgrade Main Street A&AR Alley** (Recommendation A5 in the Strategic Plan). Approximately 20,000 to 30,000 customers ride the scenic railroad per year, and most of them park in the public parking lot on the north side of Main Street. With the rail depot located on the south side of Main Street, most customers use the informal access along the railroad lines between the tracks and Downtown Domes Book Store at 281 Main Street. This access way is potentially dangerous in its current configuration given its close proximity to an active rail line and its occasional use by vehicles accessing the parking lot. At the southern end of the access on Main Street, there are new curb extensions and a crosswalk to the depot directly across the street, which has proven to be very successful. Many people cross the street at this point, which is the natural and most direct walking line rather than walking out of the way to the nearest crosswalk at Church Street or Liberty Street.

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

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

- Removal of asphalt and replacement with concrete, stamped concrete, or concrete paving bricks

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

**VC-9: Reverse Access to M&T Bank Drive Thru Alley.** The bank has a narrow northbound alley/drive-through lane between Main Street and the public parking lot. This is an unusual arrangement for a downtown bank, which typically (or ideally) has drive-up ATMs behind the building. There is room for approximately four vehicles to queue up within the alley until vehicles begin to back up onto Main Street. This poses a safety problem for pedestrians and vehicles alike. The traffic flow on this alley should be reversed so that vehicles enter the ATM lane from the rear (behind the building) and exit onto Main Street. This would prevent vehicles from backing up onto Main Street and blocking the sidewalk, parking spaces, and travel lanes. Adjustments would have to be made by the bank to reposition equipment to the left side (the driver side) of the alley but the long-term safety improvements would be beneficial to customers as well as the general public. Consideration of exiting vehicles at this location and how they interact with pedestrians and the Liberty Street intersection and signal should be evaluated further before any changes occur.

**VC-10: Install Gateway Treatments at the East Approach to the Village Center.** The intersection of East Main Street and Water Street is a key gateway into the Village Center. Depending on selected intersection enhancements, such as a roundabout, a prominent welcome sign and monument is recommended. These treatments should be located in the center of the roundabout (if selected) and include a landscaped bed. If the intersection improvements do not include a roundabout, the gateway treatments should be located at the edge of the "Garden on Main Street" so that they are highly visible from Water Street and Main Street traveling west into the Village Center.



**VC-11: Install Streetscape Improvements on the Church Street Corridor** (Recommendation A1 in the Strategic Plan). Church Street is an important public street in the Village Center as it serves as a primary access to the Arcade Middle School, village offices, and public parking for the downtown area. Church Street also extends over the Cattaraugus Creek, providing access from the center to other underutilized sites and rural residential areas within the village.

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

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

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

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

The vacant lot between the church and village offices could also be used as a secondary pedestrian access between Church Street and the Main Street businesses. Extra space on this lot could be transformed into a public garden

and picnic area, adding a gathering spot in the village, which lacks public open spaces.

The Cattaraugus Creek bridge could also be enhanced with decorative lighting and flower boxes.

**VC-12: Improve Town Office Building Frontage** (Recommendation A10 in the Strategic Plan). The Town of Arcade currently leases the historic building at 15 Liberty Street from the village. This former fire hall is an attractive building that significantly contributes to the Village Center development pattern but the open curb cut and wide driveway apron in front of the three-bay, street-level garage detracts from the public streetscape. Currently, the truck bays are used for storage but have the potential to house a variety of uses that would provide an attraction to the Village Center, such as a farmers' market. While it is critical to maintain civic uses in the Village Center (after the loss of the post office and middle and high schools), the ground floor can provide much needed vitality through a public-private partnership.



The concept plan illustrates reconstruction of the driveway apron with a standard sidewalk, street trees, and decorative paving materials, allowing the building use to spill out onto the front yard. The garage doors could be replaced with architectural glass and wood panels that would allow transparency and natural light into the building space. They could also be opened during pleasant weather. Interaction of the space with the sidewalk and being able to view inside the building contributes to the walkability of the Village Center.

The concept plan also illustrates the reorganization of parking behind Town Office building, as well as the partial demolition and reuse of the Hilec building. The renovated portions of the Hilec building could be used for commercial purposes including as a business incubator for local entrepreneurs. This is a

long-term vision for the Village Center that would create new commercial and creative business uses while providing better off-street parking and connections to the south side of Main Street.

***VC-13: Reconfigure/Renovate Village Parking Lot and Add a New Pocket Park on Cattaraugus Creek (Recommendation B3 in the Strategic Plan).*** The village public parking lot on the north side of Main Street is currently a large expanse of gravelly asphalt containing approximately 170 spaces and bisected by the active Attica & Arcade Railroad track. The parking lot is bordered to the north by the Cattaraugus Creek and Clear Creek where a deteriorated steel guard rail protects vehicles from falling over the bank, which is heavily covered with rip-rap.

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

Short Term:

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

Long Term:

- Reconstruct the Church Street entrance with new curbing, planted islands, street trees, and signs.
- Repave and re-stripe the entire parking lot.
- Construct a sidewalk from the pedestrian alley to the north edge of the parking lot and potential location of a pocket park along Cattaraugus Creek.

- Construct the **Cattaraugus Trail and "Confluence Park,"** a small pocket park where the two creeks come together to be symbolic of the Village Center as a place where people come together.
- Work with property owners to make improvements to the rear facades, signs, and landscaping on Main Street buildings facing the parking lot.
- Connect the parking lot, Cattaraugus Trail, and Confluence Park to Sanford Street by a new pedestrian bridge over Clear Creek.

***VC-14: Redevelop and Add New Parking on the Southside of Main Street (Recommendation B5 in the Strategic Plan).*** Public parking on the south side of Main Street in the Village Center was identified as a critical need for business development in the strategic plan for Downtown Arcade. The Attica & Arcade Railroad is a significant tourist attraction on the south side but relies heavily on the public parking lot on the north side of Main Street for customer parking. There are also several historic storefronts and buildings on the south side that are reportedly having difficulty maintaining business due to a lack of parking.

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

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

The advantages of this scenario would be the following:

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

**VRCTA-4: Install Streetscape Improvements.** As illustrated on the concept plan, the proposed streetscape in the Village Center includes an extension of the sidewalk (brick apron) on the north side of Main Street where the westbound travel lane would be reduced from two to one. New street trees are also identified in selected locations as well as curb extensions. The concept plan also encourages the additional active use of public sidewalks and private frontages to add vitality to the downtown area such as siting areas, planted, outdoor dining terraces, and patios. The street trees on the south side of Main Street near the intersection of Liberty Street should be pruned to provide better visibility of the buildings. This is the widest portion of sidewalk on Main Street and should be a center point of sidewalk entertainment and outdoor uses.

transitional area between the Village Center transect to the east and Highway-Commercial transect to the west.

**Key Recommended Projects and Programs:**

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

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

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

**VRCTA-3: Install Gateway Treatments at West Approach to Village Center.** Along Main Street, a prominent gateway is needed as the driver approaches the Village Center from the west. The center turn lane provides an excellent

**Examples of Sidewalk Enhancements**



**Village Residential - Commercial Transitional Area Transect**

**Concept Plan Themes and Parameters:** This transect provides many public facilities and resources creating a destination for many Arcade residents. The civic nature of this segment of Main Street should continue to be an integral part of any future development or redevelopment plans. Within this context, there are opportunities for moderate-density, residential mixed-use development (residential, commercial, and institutional) as it serves as a key gateway and

opportunity to create an attractive entrance into Downtown Arcade. The area between the Arcade Free Library and the Davis Funeral Home (also adjacent to "Prestolite Park") has no curb cuts on the south side of Main Street and could include a center median. The median should be landscaped and include a prominent welcome sign. Various forms of public art could also be used here; a clock tower, raised planter, statue, or a railroad icon from the A&AR have been identified as potential installations. This would make a bold statement to local and regional travelers. The center median should also be used as a pedestrian refuge for those walking between the library and middle school on the north side to Prestolite Park on the south side.

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

## Highway Commercial Transect

### *Concept Plan Themes and Parameters:*

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

### *Key Recommended Projects and Programs:*

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

future infill development occurs along the corridor, developers should be encouraged to orient the buildings toward the street and extend the sidewalks and streetscape enhancements from the public right-of-way.

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

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

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

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

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

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

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

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

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

## Business Park Transect

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

safety, access management, and improved connections between public roadways are the focus of public improvements in the transect.

### *Key Recommended Projects and Programs:*

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

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

**BP-2: Install Streetscape Improvements on Edwards Street.** The concept plan illustrates streetscape improvements on Edwards Street including sidewalks on both sides and street trees in selected locations up to and including Genesee Community College. Sidewalk extensions could be added as future development takes place.

**BP-3: Install Streetscape Improvements on Steele Avenue.** The concept plan illustrates streetscape improvements on Steele Avenue including sidewalks on both sides and street trees in selected locations up to and including the Pioneer Credit office. A pedestrian bridge is also shown connecting Steele Avenue to

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Tops Plaza. Sidewalk extensions could be added as future development takes place.

### Traditional Village Neighborhood Transect

*Concept Plan Themes and Parameters:* The major theme for this transect is to preserve the character of these well established and traditional neighborhoods. Future development should maintain this character in terms of building placement, uses, and streetscape. The addition of lifecycle housing within existing homes and accessory structures would benefit the community by providing a broader choice of housing for various age and income groups.

*Key Recommended Projects and Programs:*

*TVN 1: Include Infill Residential Development between Main Street and North Street (Recommendation C2 in the Strategic Plan).* The area between Main Street, Church Street, North Street and Water Street is highly underutilized and presents a significant opportunity for infill lifecycle housing in close proximity to the Village Center. The key properties are Emkay and the vacant mill building off Water Street. Both facilities are outmoded and underutilized.

The village should facilitate the potential conversion of these sites to other uses through rezoning. Due to its proximity to the Village Center, Cattaraugus Creek, and residential neighborhoods, this area is no longer desirable for industrial uses but may be an ideal location for neighborhood development.