

Hamlet, Town Center and Focus Area Planning Case Studies

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Presentation Overview:

SOCPA Initiatives

Hamlet and Town Center Planning:

Hamlet Character

Varna Hamlet Community Development Plan

Cazenovia Village Edge South Focus Area Plan

Discussion.



County Plan

People, Places & Partnerships

*Conceptual themes for
a new comprehensive plan*



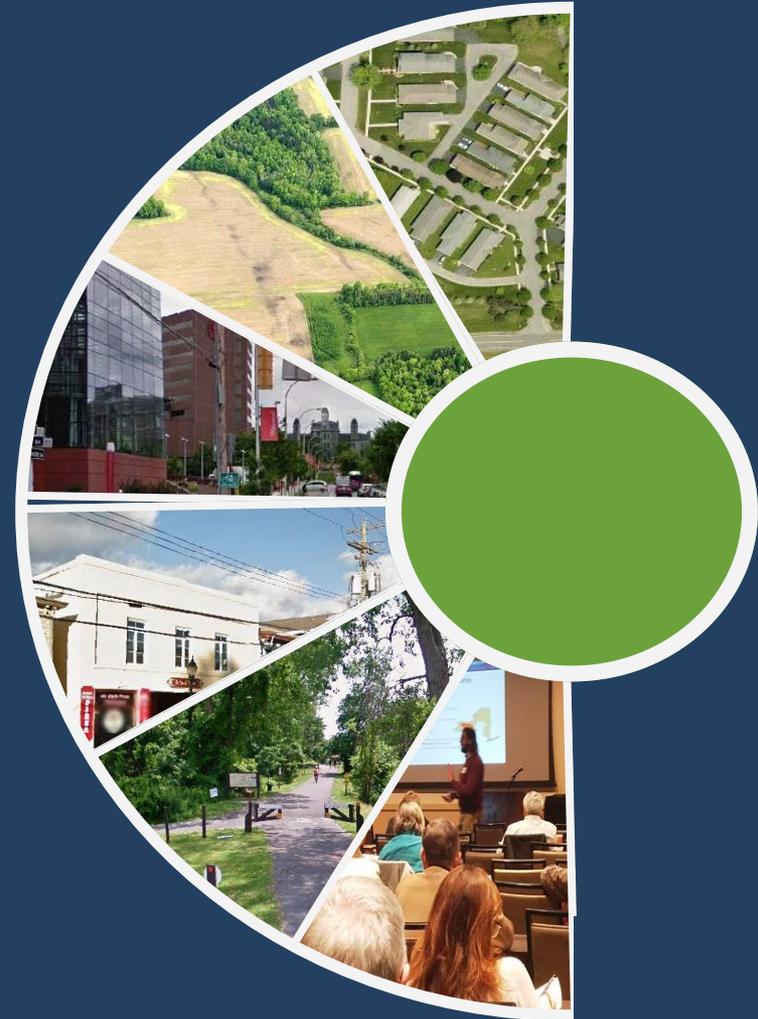


GOALS

- Use and promote community and design-based planning
- Create a vision with the municipalities to increase competitiveness with other regions
- Develop a positive outlook
- Improve quality of life now through placemaking and amenities
- Attract new residents and businesses
- Identify long-term planning goals and required resources to reach them
- Implement the County Plan by helping municipalities develop and find resources for local planning projects

Six Themes:

1. Community Engagement
2. Strong Centers
3. Transportation Corridors
4. Agriculture
5. Greenways and Greenbelts
6. Housing and Neighborhoods





Create places where people want to live & do business through:

Community Engagement



- Community and design-based planning



Create places where people want to live & do business through:

Strong Centers

- Character
- Function
- Value
- Placemaking

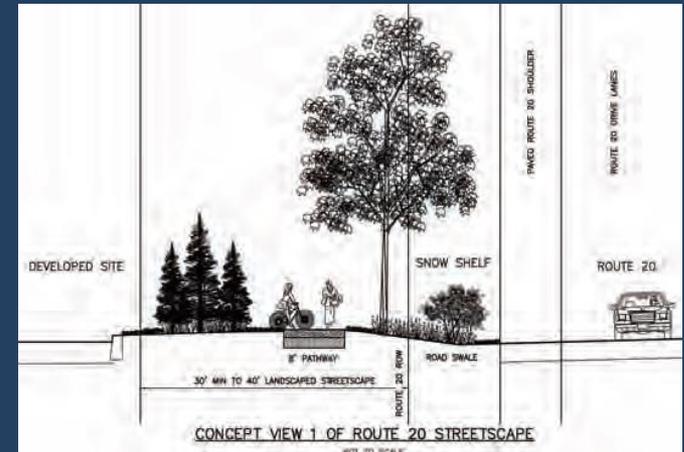




Create places where people want to live & do business through:

Transportation Corridors

- Plan for high performance
- Account for future development potential





Create places where people want to live & do business through:

Agriculture



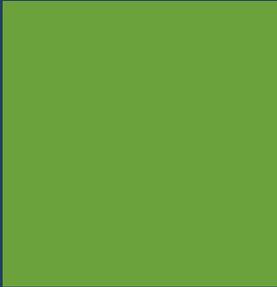
- Protect
- Promote
- Grow





Create places where people want to live & do business through:

Greenways & Greenbelts



Protect
Conserve
Restore



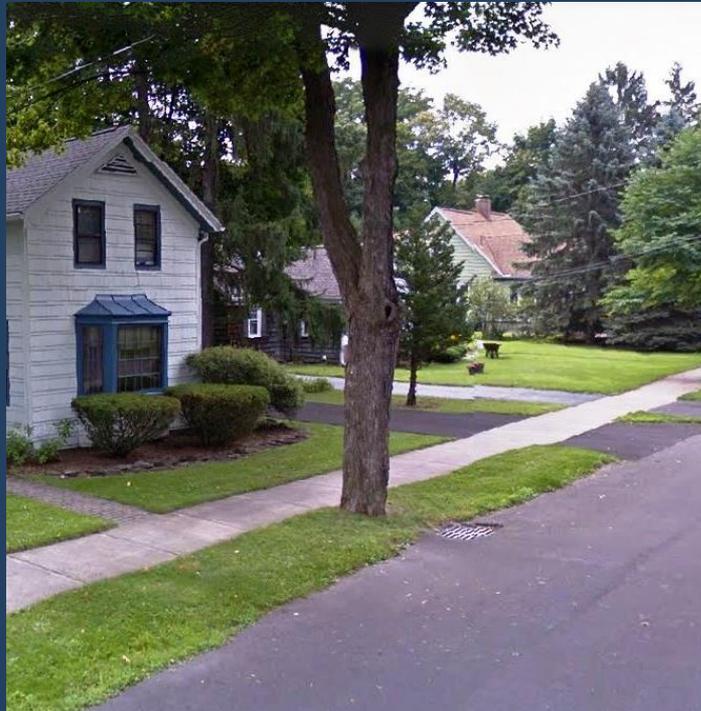


Create places where people want to live & do business through:

Housing & Neighborhoods



- Diverse
- Efficient
- Attractive



Between 1970 and 2012, the share of households that were married couples with children under 18 halved from 40 percent to 20 percent.



Theory

Hamlet; French:
“Ham” – Village
“Let” – Little



Character: A Hamlet has a limited if any road network and is surrounded by open space, which is visible or sensed from any position in the hamlet.

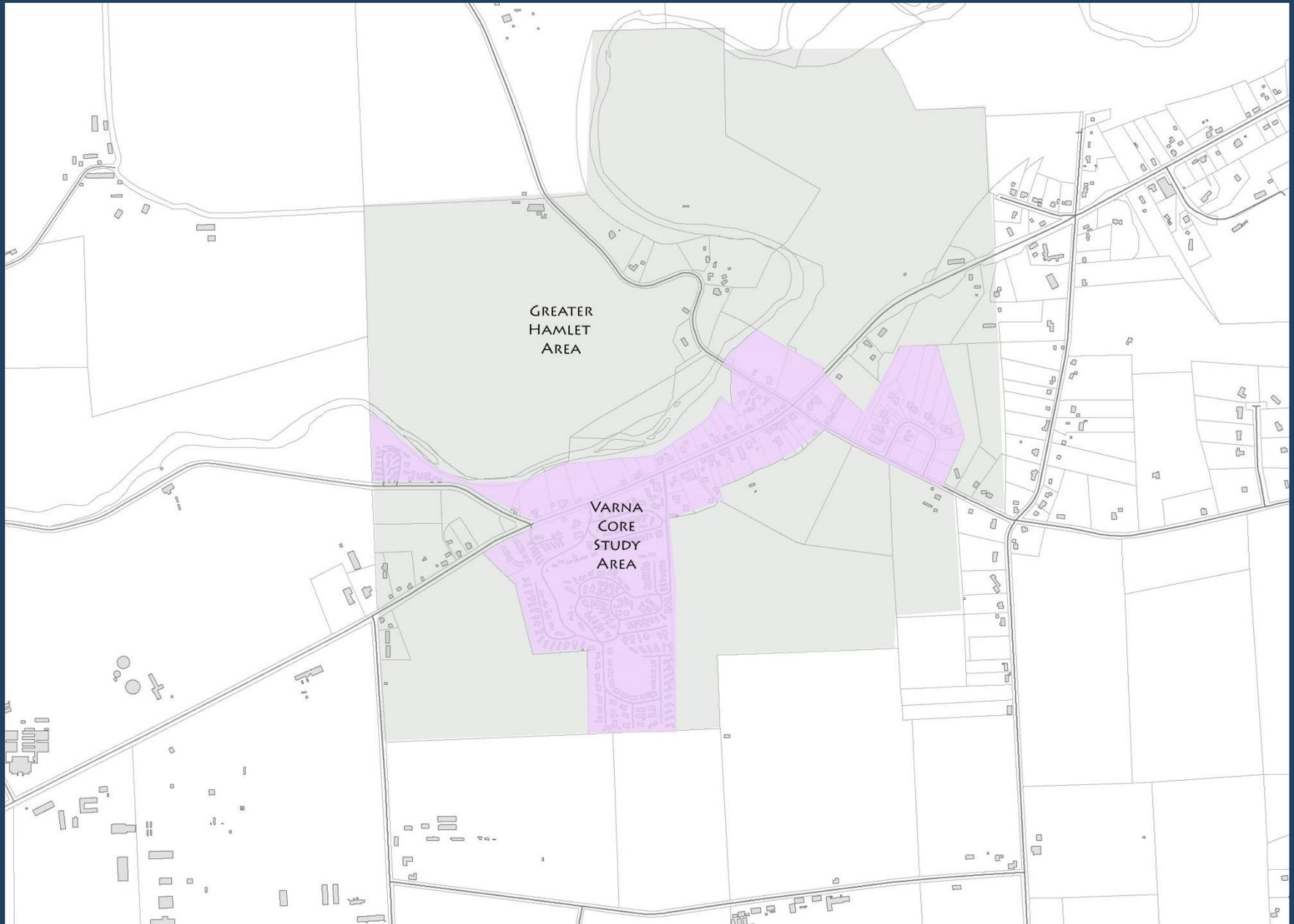
Theory



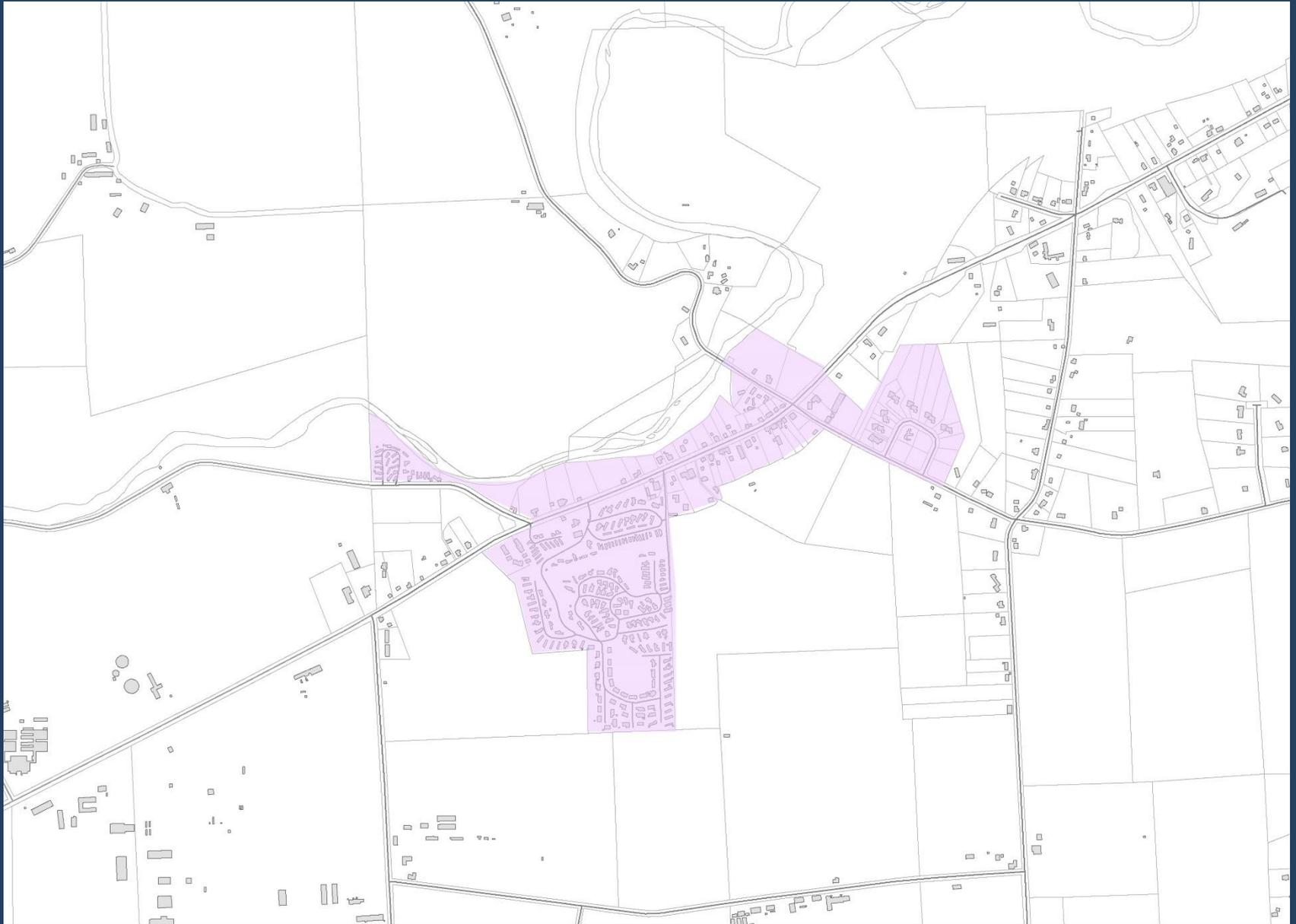
Hamlet of Varna

- ~800 people
- Water and Sewer
- Adjacent to a major employer
- Limited road network
- Surrounded by Open Space
- Stagnant Development: Controversial – Character the Major Concern

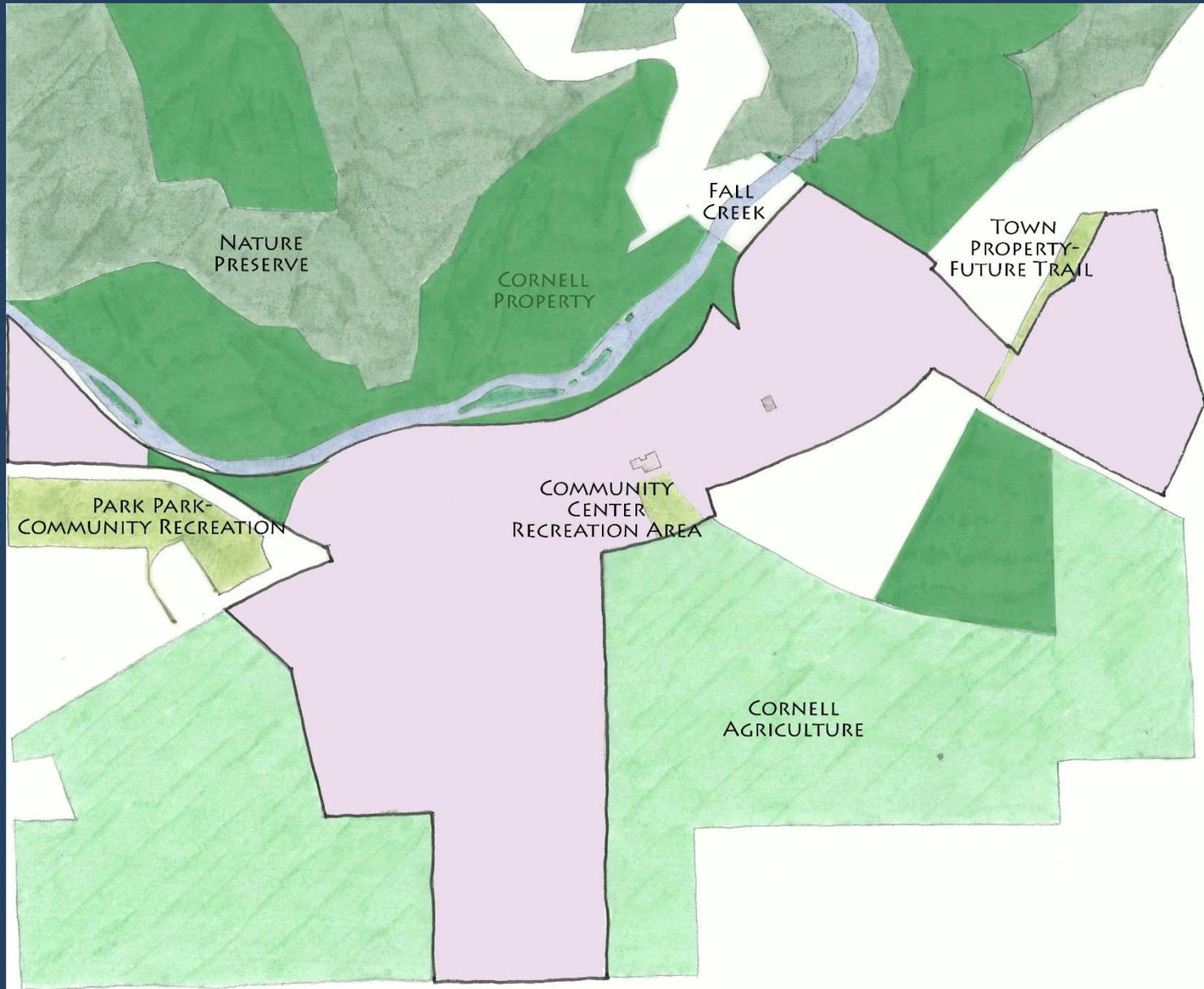
STUDY AREA: COMMUNITY SNAPSHOT



VARNA: STUDY AREA



VARNA: NATURAL AREAS



VARNA: CHARACTER AREAS



VARNA: CHARACTER AREAS

VARNA COMMUNITY CHARACTER AREAS

The purpose of identifying character areas is to help provide an in-depth understanding of the local distinctiveness of Varna, and the characteristics of the various developments and settlements within the hamlet. Through an assessment of the study area, the Town was able to identify eleven character areas that help define the context, or “place”, of Varna in the sense of how buildings and landscapes relate to each other, and other important environmental and historic components of the community.



TRANSPORTATION

GATEWAYS

Gateways, or entrance corridors, are points along the roadway at which motorists and pedestrians gain a sense of arrival into the Hamlet. These impressions are often characterized by a change in landscape, the built environment, or by signs or unique structures. There are four gateways that help define the boundary of Varna:

- Railroad Bridge- Route 366
- Change in Development- Route 366 Bridge on Freese Road
- Railroad tracks on Mt. Pleasant Road



GATEWAY ROUTES

Gateway routes are streets that are heavily traveled and serve as entrances to and through the Hamlet. These routes link major employment and business areas together, and are used regularly by a large number of residents and visitors. These routes further present a visual impression of the Hamlet's character— the built form, landscape, and unique features.

There are two gateway routes in the Hamlet— one primary (Route 366) and one secondary route (Mt. Pleasant Road-Freese Road).



HOUSING

TRADITIONAL

The Hamlet of Varna contains a small area along the east side of Route 366 that reflects the characteristics of a traditional neighborhood. The United Methodist Church of Varna and Lifestyle Properties offices provide a recognizable center to the community, and are in close proximity of residential homes. There are a diverse number of residential homes that were a standard in the United States from colonial times until the 1940s. The houses are oriented towards the street and retain human-scale dimensions—minimal distance between the front of the house and street, pedestrian-oriented, and manicured landscapes and gardens.



CONVENTIONAL

The Hamlet contains a variety of conventional residential housing units. These units include new multi-family dwellings, apartment complexes, modular units, mobile homes, and single-family homes. Conventional housing is located throughout the hamlet; specifically focused in the Mt. Pleasant Road area and along Route 366 towards the Town line.



NATURAL LANDSCAPE

AGRICULTURE

An agriculture character area includes lands in an open, cultivated, or sparsely settled state that includes woodlands and farm lands. Agricultural lands encompass 150+ acres, and is the second largest character area in the Varna study area. These lands are owned and operated by Cornell University as part of the Cornell University Agricultural Experiment Station. There are eleven small farms that are part of the Campus Area Farms program; three of these farms are located in and around the study area.



RURAL SCENIC

Rural scenic corridors are open, undeveloped lands that parallel a major thoroughfare and have significant natural, historic, scenic or pastoral views. There are two rural scenic corridors in the Varna study area. Both corridors are located at the edge of a gateway, providing motorists and pedestrians an area of scenic quality prior to entering the residential and commercial mixed use area of the Hamlet.



NATURAL AREAS

Natural areas encompass varying levels of protected open space and environmentally sensitive lands. These areas include steep slopes, woodlands, wetlands, nature preserves, forested areas, and other ecologically significant areas that are not suitable for development. A natural area recognized in and around the study area is Monkey Run Preserve— owned and operated by Cornell University and part of the Cayuga Trail. The area is open to the public for outdoor recreation such as hiking, skiing, birding and canoeing along Fall Creek.



PARKS AND TRAILS

The Hamlet consists of parks and several trails— both existing and proposed. Park Park is the only established park in the Hamlet, and is owned and maintained by the Town of Dryden. It consists of approximately 4.5 acres. The park has trails and open space, used for recreational purposes. There is a well-established, “unofficial” trail located south of Route 366 along the existing rail-bed. The trail spans from Mt. Pleasant Road to Stevenson Road and terminates at Game Farm Road. It is currently used for leisure recreation and walking/jogging.

REDEVELOPMENT

UNDERUTILIZED LAND

There are several areas within the Hamlet that are vacant and underutilized. These sites are favorable for infill development, as they have immediate access to major roads and existing infrastructure. Through redevelopment, these sites can provide for new, desirable uses while enhancing the existing traditional neighborhood. There are two primary underutilized sites in the Hamlet:

- The intersection of Route 366 and Freese Road;
- Varna II, LLC parcel adjacent to the ETN area.



RESIDENTIAL REDEVELOPMENT

The residential redevelopment areas exists along the north side of Route 366, and along Freese Road (to the edge of the bridge). This area is comprised of most of its original housing stock, but the conditions of these properties is worsening due to low rates of homeownership, absentee owners, and rental units.



COMMERCIAL

COMMERCIAL MIXED-USE

Commercial mixed-use areas are a critical component for any community center. They are a focal point for the neighborhood and surrounding areas, providing immediate access to a concentration of activities such as general retail, commercial services, professional offices, public and open space, housing, and other services that will meet the day-to-day needs of its residents.

This Varna study area is characterized by a limited number of commercial mixed uses along Route 366 including auto centers and repair shops, the Varna Community Center, Strebe Planning (financial), “Garden of Eatin’” garden shop, Savage Creek Hair Salon, Shihan World Karate, and a mixed-use laundromat and apartment complex. Residents, including older adults, students, and families need to travel upwards of 3-4 miles out of the study area to access general retail, grocery, restaurants, gas/convenience, and professional services (doctor, dentist, etc.).



Parking

On and off-street parking is limited in the Hamlet. Cornell University owns a parking lot across the street from the Varna Auto Service shop. This lot serves as a park-n-ride stop for the TCAT bus system, and contains one established bus shelter.

VARNA: EXISTING CONDITIONS



Workshop



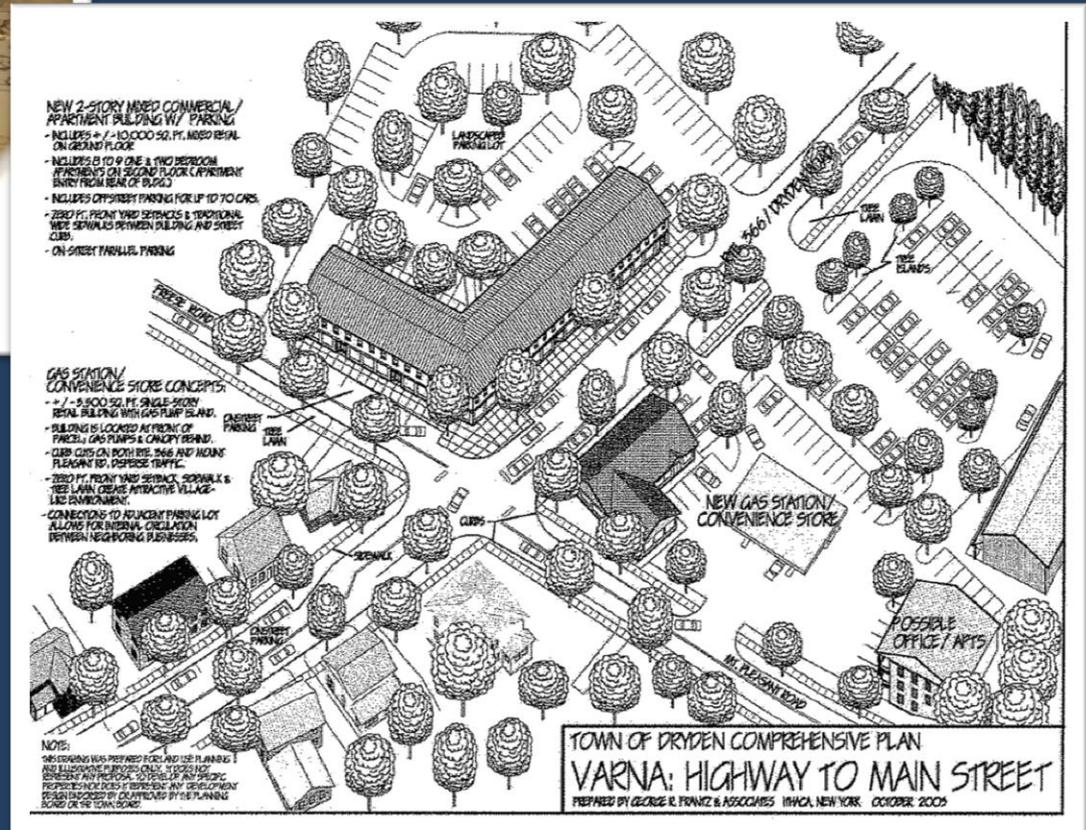
Workshop Model



Workshop Model

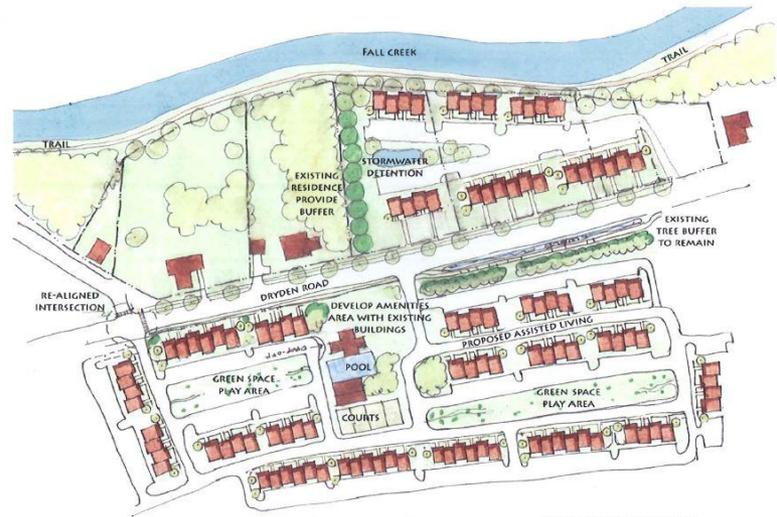


Comprehensive Plan Vs Community Based Design



Community Based Design Results





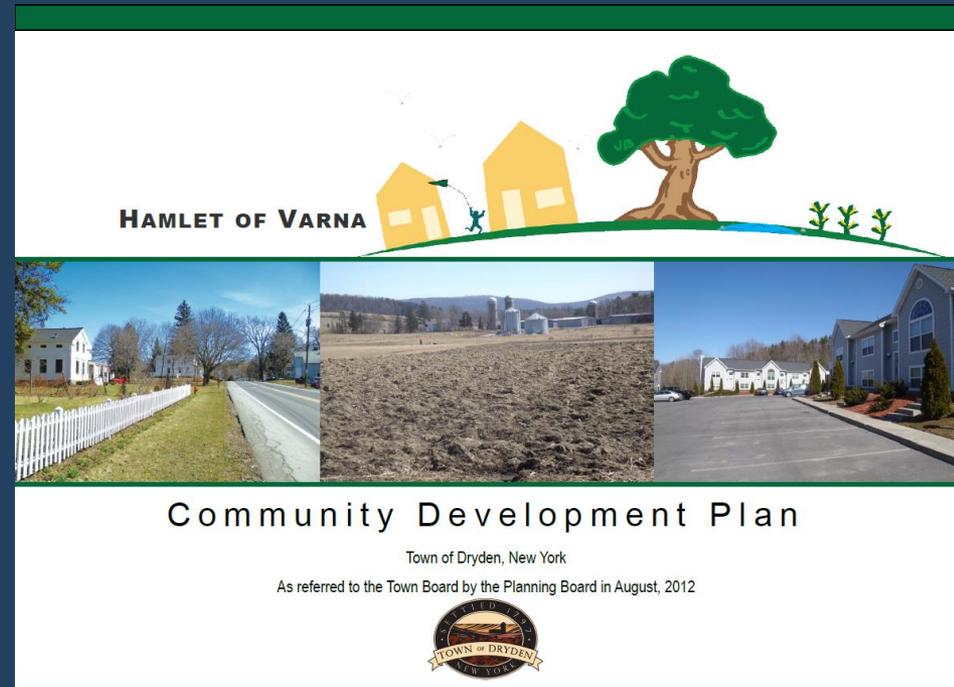
TOTAL UNIT COUNT:
 80 UNITS ON SOUTH SIDE (TRAILER PARK)
 28 UNITS ON NORTH SIDE (FALL CREEK)

**TOWN OF DRYDEN
 HAMLET OF VARNIA
 TOWN HOME CONCEPTUAL
 DEVELOPMENT PLAN**

*FOR CONCEPTUAL PLANNING PURPOSES SCALE 1"=100'

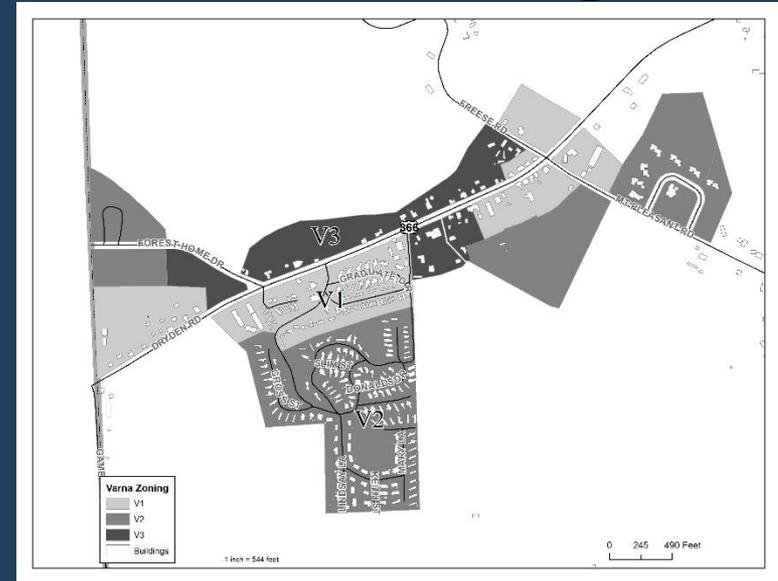
The Plan

- Goals and Objectives: Character, QOL, Transportation
- Character Analysis
- Existing Studies: Comp Plan, Zoning, Design Guidelines
- Tools for Character Planning
- Master Plan
- Zoning



Tools for Character Planning

- Zoning: Form Based Code, Hybrid, Character Zoning, Performance Zoning
- Design Guidelines + Standards
- Redevelopment
- Community Development
- LEED Neighborhood Standards
- Traditional Neighborhood Design
- Transportation Planning



SECTION TWO: BUILDING DESIGN AND APPEARANCE

GUIDELINES FOR EXISTING BUILDINGS

Existing buildings can provide a sense of place, continuity, and memory for long-time members of a community. Deteriorating buildings are often viewed as a nuisance or "eye sore", and in some instances are posted against occupancy. These buildings, whether they retain historic value or not, help provide a foundation for the regeneration of our local communities. Through reinvestment and restoration, these properties can reinforce the sense of community for residents, make contributions to the local economy, and be a catalyst for area-wide improvements. For this reason, it is important to preserve and incorporate existing buildings into new development when possible.

Guidelines

- Existing, character-establishing structures should be incorporated into development plans, and/or adaptively reused, where feasible.
- Retain key façade features of existing buildings (e.g. windows, trim, ornamental details, doors)
- Allow for alternate uses for existing buildings if original use is no longer appropriate or relevant (e.g. existing building can serve as a coffee house, local business, etc.)



When appropriate, existing buildings should be adaptively reused to maintain a sense of history and character in the hamlet.

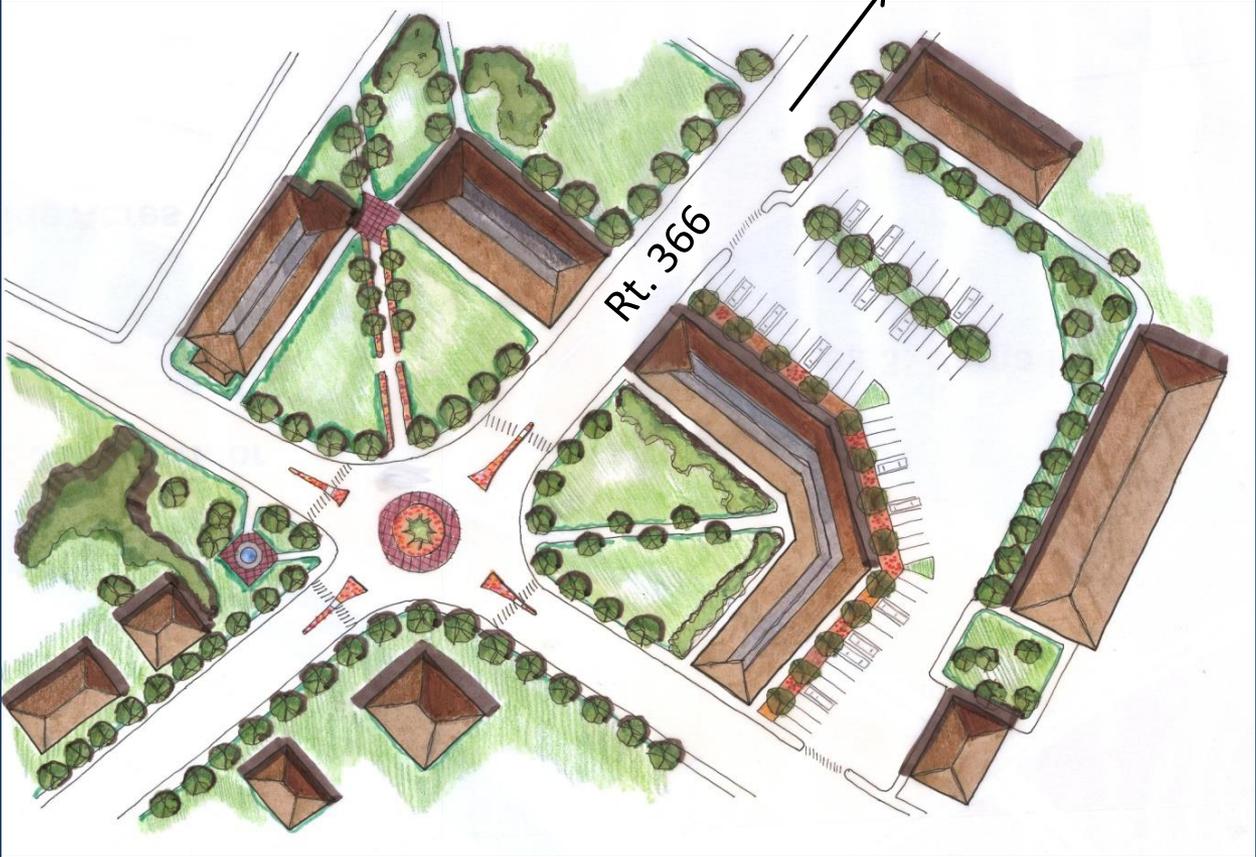
Master Plan





example: Traditional Neighborhood Design

Towards Village of Dryden



example: Route 366/Freese Rd./Mt. Pleasant Rd. intersection

Lessons Learned

- Stick to the Plan: Character, Form, Performance.
- Listen to the Community: Respect their fears, concerns, hopes.
- Iterate: Again, and Again, and Again
- Landowner/Developer Participation
- Zoning to match the plan.

Cazenovia Village Edge South

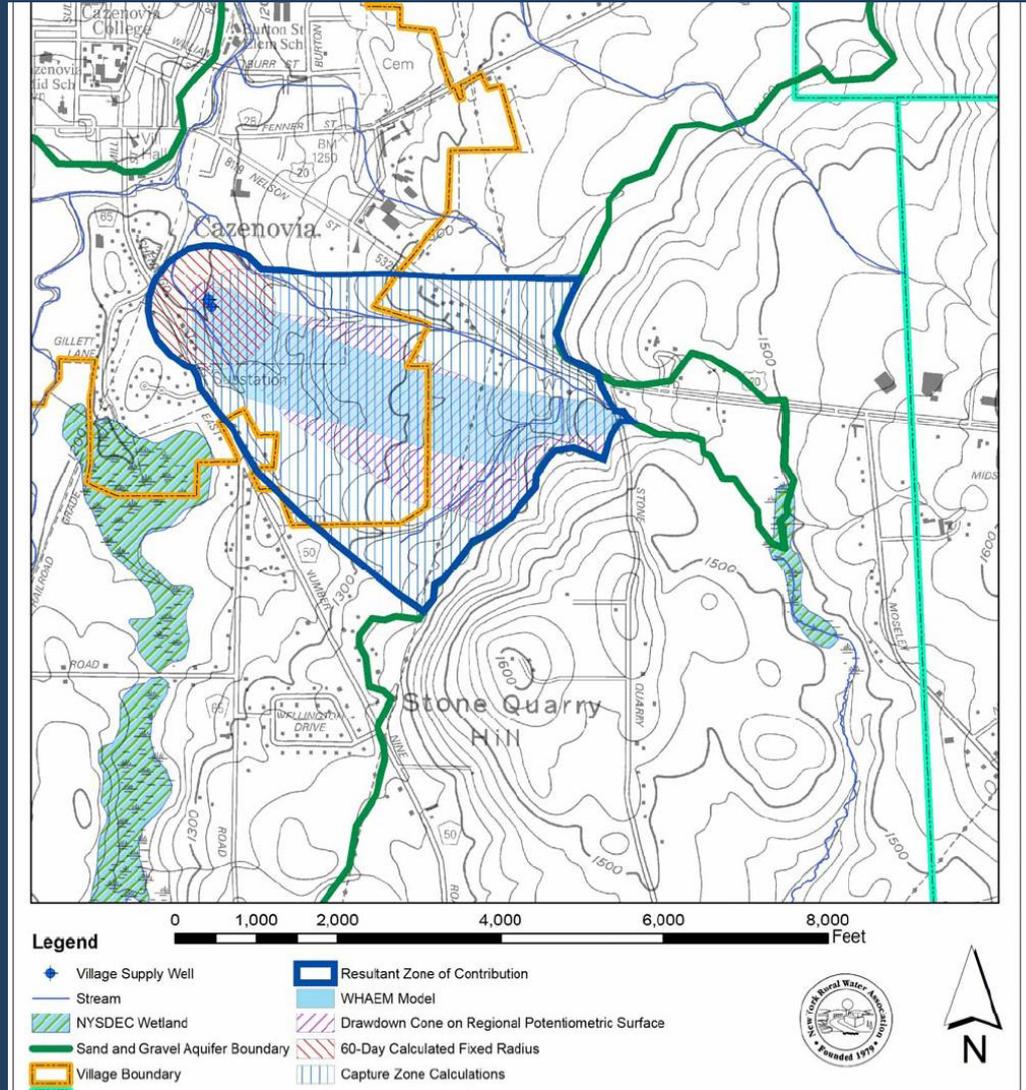
- Eastern Gateway area in and next to the village.
- Desired traditional village commercial development, but those types of uses that could not be located in the existing downtown.
- Over 20 years of controversy: Big Box
- Community based but different techniques

Cazenovia Village Edge South

- EHH Committee: Two year effort.
- Hired Consultant
- Visual Preference Survey by Community/School
- Strong participation from landowners/developers



Caz Constraints Wellhead Area



Caz Constraints Viewshed



Caz Constraints Historic Character

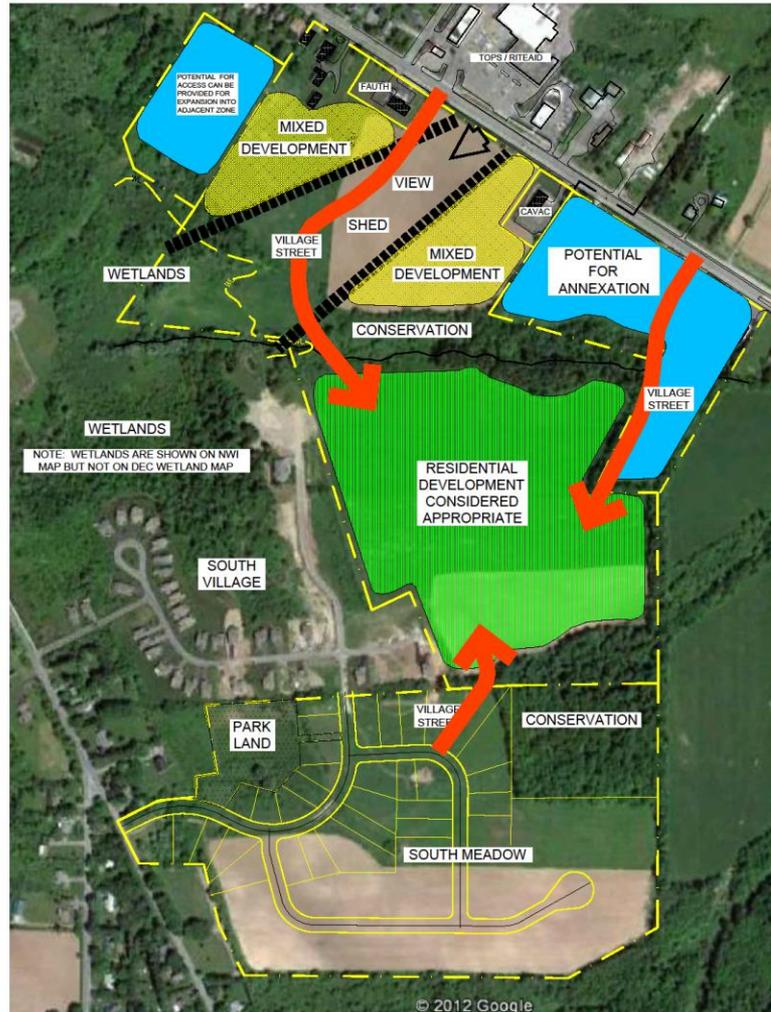


Other Constraints

- Wooded Areas
- Wetlands/Streams
- Viewshed
- Topography
- Soils
- Transportation
- Adjacent Development/Planning

Goals

- Enable Development
- Retain Traditional Village Character
- Family Oriented Residential
- Protect Viewshed
- Develop Gateway to Village with a “Hard Edge”



NOTE: AT THE CURRENT TIME THE VILLAGE BORDER FOLLOWS EAST LINE OF VILLAGE EDGE SOUTH ZONE



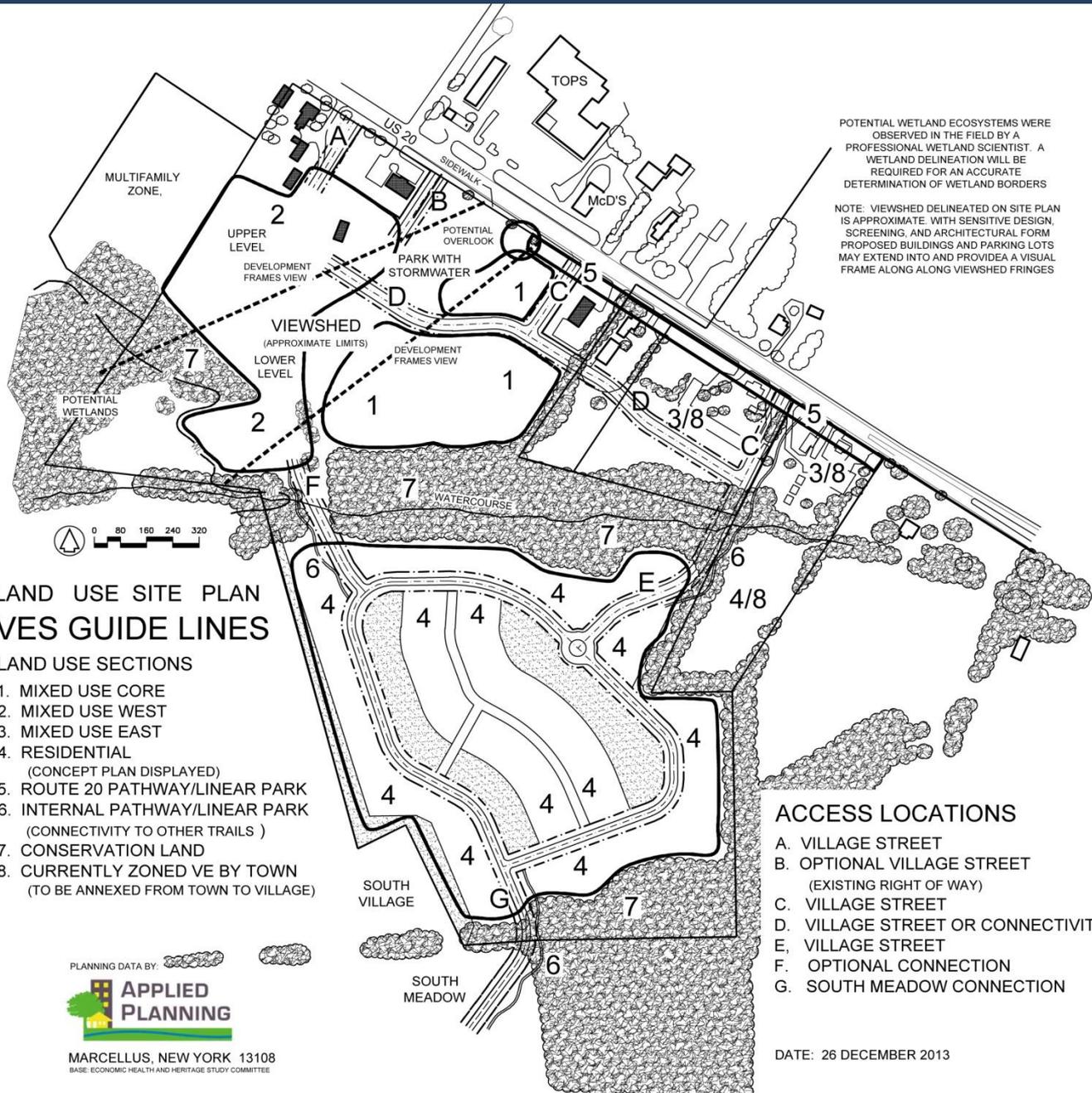
VIEW SHED SECTION OF PROPERTY MAY BE DEVELOPED TO STORMWATER MANAGEMENT SYSTEMS CREATED AS NATURALISTIC SYSTEMS WITH VISUAL QUALITY

LAND USE CONCEPT A GENERAL SITE AREA

JULY 2013

SITE AREA CALCULATIONS VES ZONE

TOTAL SITE AREA	+/- 73.5 ACRES
LOT AREAS REMOVED	+/- 6.5 ACRES
CONSERVATION AREA	+/- 15.0 ACRES
DEVELOPMENT AREA	+/- 52.0 ACRES
NORTH DEVELOPMENT AREA	+/- 23.7 ACRES
SOUTH DEVELOPMENT AREA	+/- 28.3 ACRES



POTENTIAL WETLAND ECOSYSTEMS WERE OBSERVED IN THE FIELD BY A PROFESSIONAL WETLAND SCIENTIST. A WETLAND DELINEATION WILL BE REQUIRED FOR AN ACCURATE DETERMINATION OF WETLAND BORDERS

NOTE: VIEWSHED DELINEATED ON SITE PLAN IS APPROXIMATE. WITH SENSITIVE DESIGN, SCREENING, AND ARCHITECTURAL FORM PROPOSED BUILDINGS AND PARKING LOTS MAY EXTEND INTO AND PROVIDE A VISUAL FRAME ALONG ALONG VIEWSHED FRINGES

LAND USE SITE PLAN VES GUIDE LINES

LAND USE SECTIONS

1. MIXED USE CORE
2. MIXED USE WEST
3. MIXED USE EAST
4. RESIDENTIAL
(CONCEPT PLAN DISPLAYED)
5. ROUTE 20 PATHWAY/LINEAR PARK
6. INTERNAL PATHWAY/LINEAR PARK
(CONNECTIVITY TO OTHER TRAILS)
7. CONSERVATION LAND
8. CURRENTLY ZONED VE BY TOWN
(TO BE ANNEXED FROM TOWN TO VILLAGE)

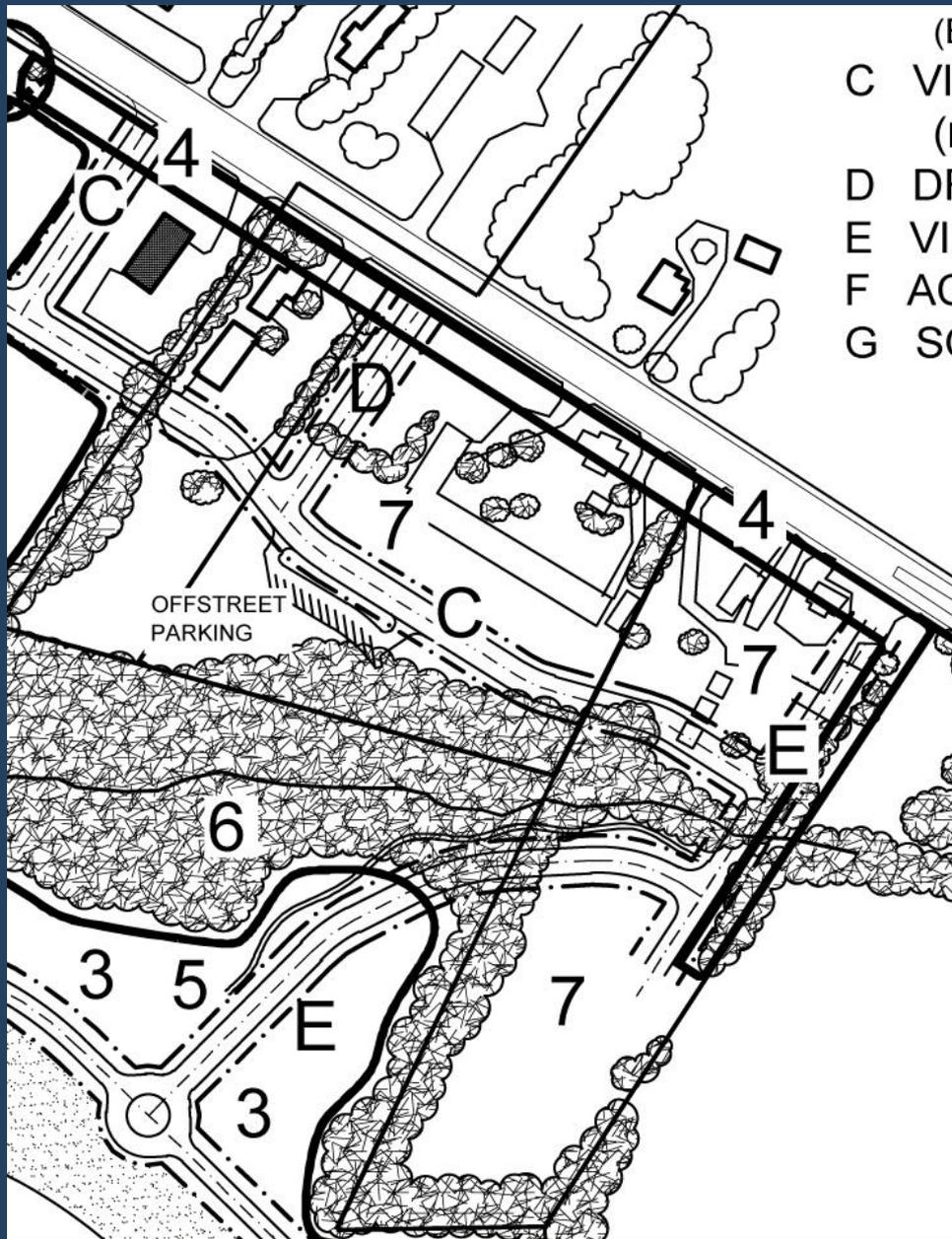
ACCESS LOCATIONS

- A. VILLAGE STREET
- B. OPTIONAL VILLAGE STREET
(EXISTING RIGHT OF WAY)
- C. VILLAGE STREET
- D. VILLAGE STREET OR CONNECTIVITY
- E. VILLAGE STREET
- F. OPTIONAL CONNECTION
- G. SOUTH MEADOW CONNECTION

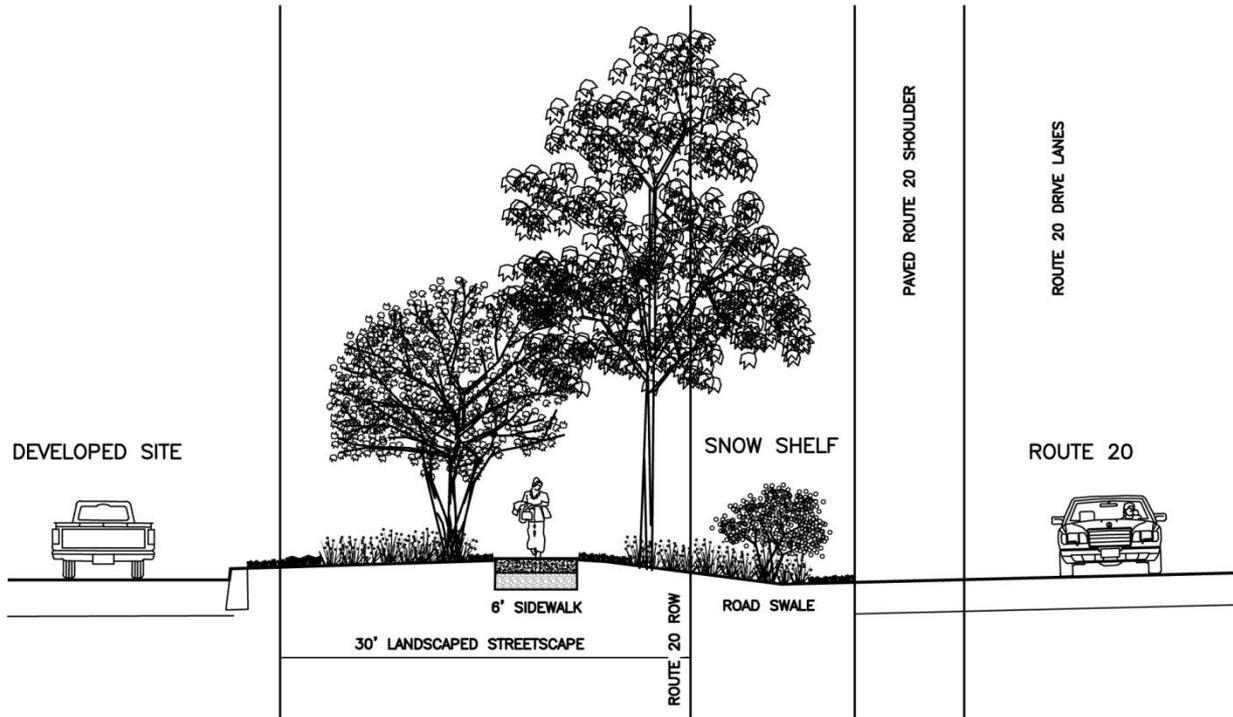


MARCELLUS, NEW YORK 13108
BASE: ECONOMIC HEALTH AND HERITAGE STUDY COMMITTEE

DATE: 26 DECEMBER 2013

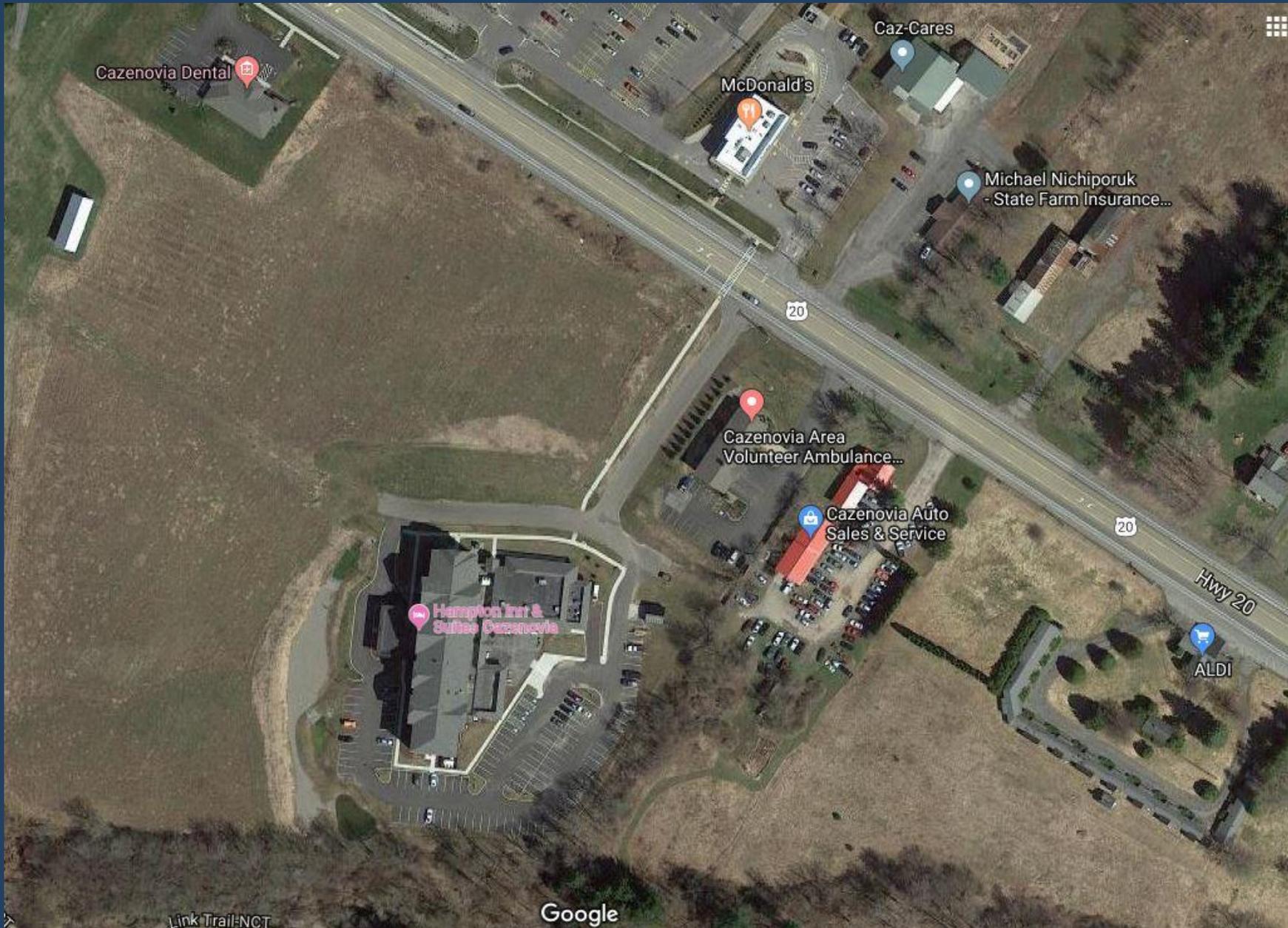


- (E
- C VI
- (F
- D DF
- E VI
- F AC
- G SC



CONCEPT VIEW 1 OF ROUTE 20 STREETScape

NOT TO SCALE



Cazenovia Dental

McDonald's

Caz-Cares

Michael Nichiporuk
- State Farm Insurance...

20

Cazenovia Area
Volunteer Ambulance...

Cazenovia Auto
Sales & Service

20

Hwy 20

Hampden Inn &
Suites Cazenovia

ALDI

Link Trail-NCT

Google



Cazenovia Lessons Learned

- Stick to the Plan
- “Formula” stores and character
- Listen
- Details
- Form Based Code Hybrid
- Community Support

Town Planning Grants

- Funding for Hamlet and Town Center Planning Projects in Onondaga County
- Discussion



Thank You!

For more information:

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J. Ryan McMahon, II
COUNTY EXECUTIVE

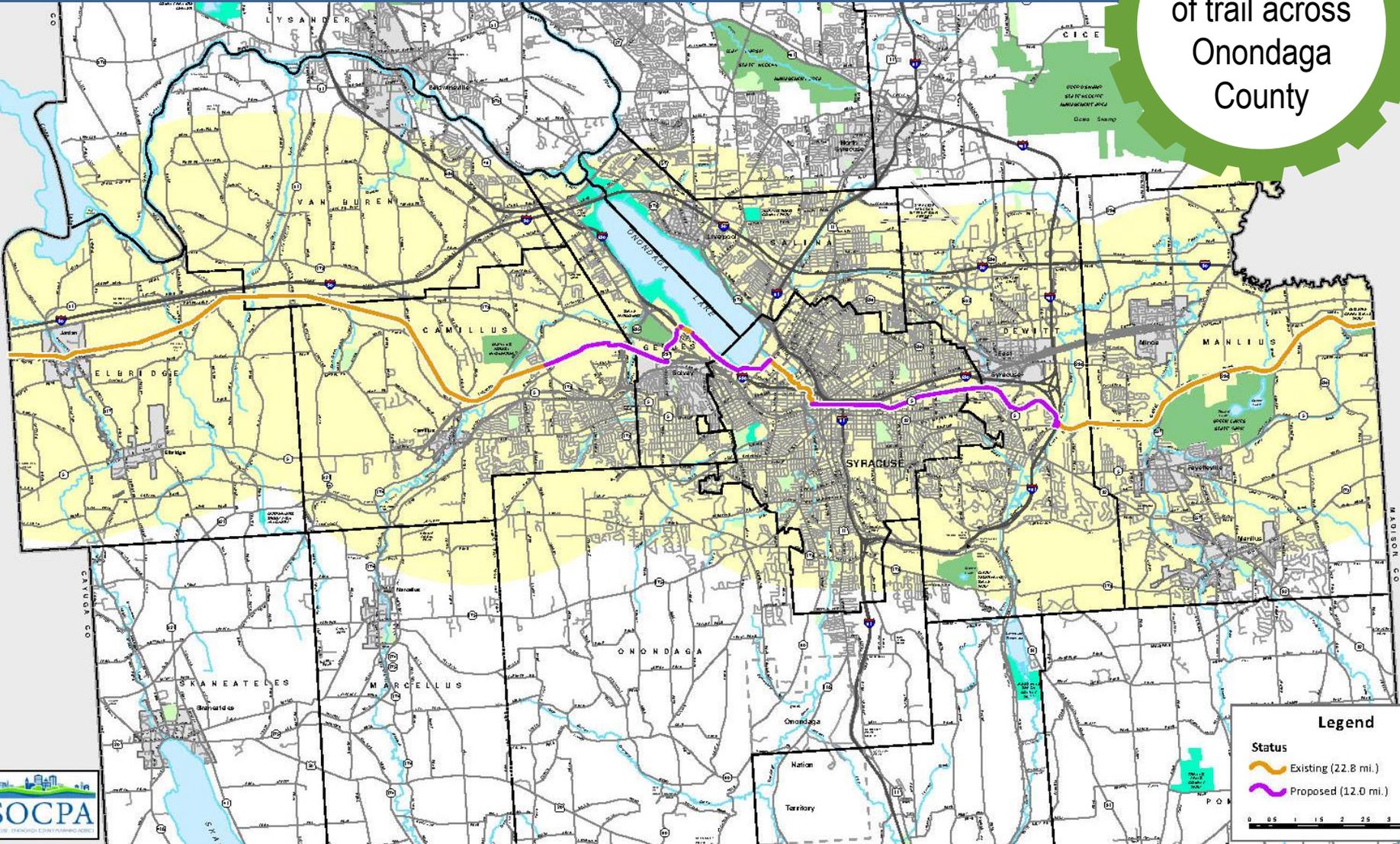


SYRACUSE - ONONDAGA COUNTY PLANNING AGENCY

EMPIRE STATE TRAIL

Local Economic Opportunities Plan

34.8 miles
of trail across
Onondaga
County



Legend

Status

- Existing (22.8 mi.)
- Proposed (12.0 mi.)

0 0.5 1 1.5 2 2.5 3 3.5 Miles

