

Community Open House

Downtown Oswego

September 11, 2008

Open House Agenda

- Overview of Planning Process
- Overview of Planning Opportunities
- Overview of Downtown Vision
- Overview of Preliminary Recommendations
- Discussion
- Next Steps

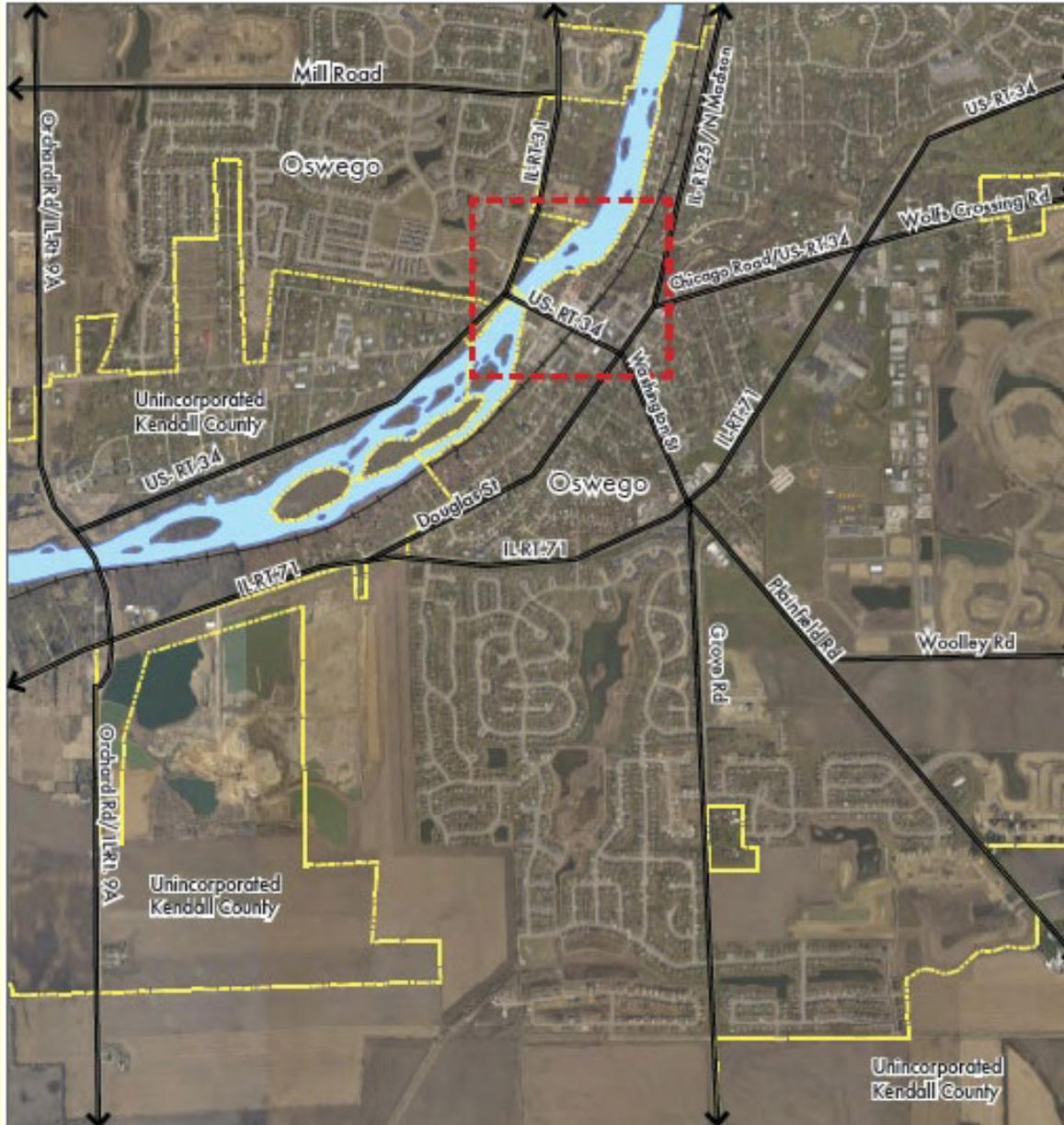
Purpose of the Open House

- Review preliminary recommendations for Downtown
- Provide feedback and input for the final plan

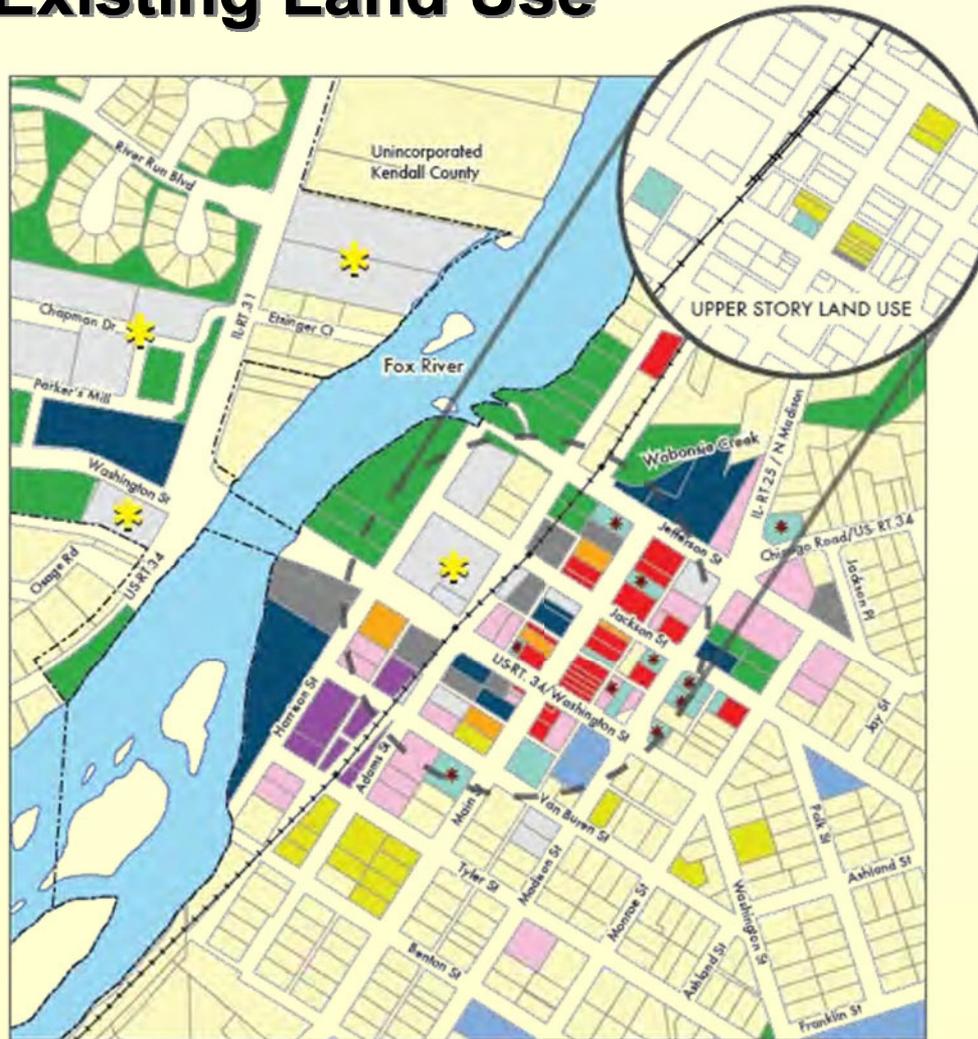
Process Overview

- Stakeholder Interviews (January 22 and February 26, 2008)
- Downtown Development Committee Kick-Off Meeting (February 26, 2008)
- Visioning Workshop (May 12, 2008)
- Development of Vision
- Planning Framework
 - Land Use
 - Access and Circulation
 - Urban Design
- **Community Open House**
- Plan Documentation and Review
- Plan Refinement and Adoption

Study Area

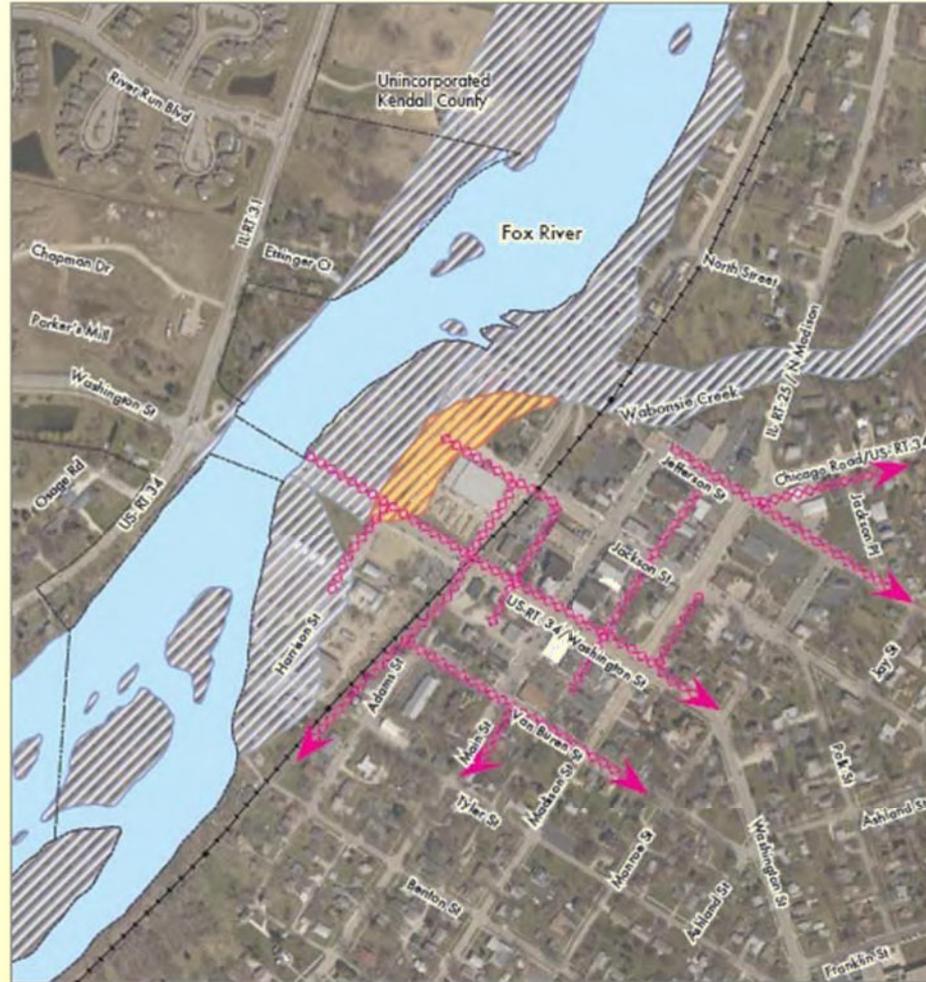


Existing Land Use



- Lack of synergy in the business mix
- Opportunity and Pending Development Sites
- Build on natural assets
- Transitional Zone surrounding Downtown Core
- Historical Significance

Floodplain and Utilities



- Undersized water and storm sewer service in Harrison Street area ‘downhill’ from Downtown area.
- Opportunities to bury overhead utilities
- Floodplain mitigation measures may be required for redevelopment projects

Planning Opportunities

- Strong Open Space and Trail Network
- River Views
- Pedestrian-Oriented Core
- Gateway Areas
- Short-Term Redevelopment Opportunities



LEGEND

- Oswego Boundary
- Railroad
- Planned Open Space
- Existing Open Space
- Creeks

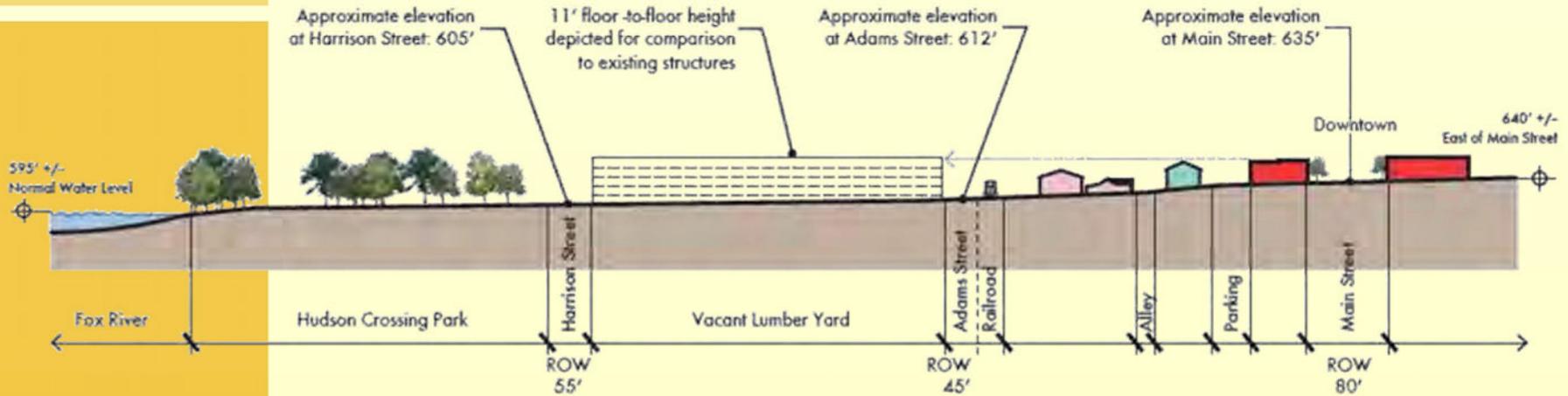
- Potential Trail Extension (Under US Rt. 34)
- Existing Multi-Use Trail
- View To and Across River
- Primary Downtown Gateway
- Short-Term Redevelopment Opportunities



Planning Opportunities



Schematic showing potential building heights relationship between development on Main Street and Harrison Street



Note: All dimensions approximate

Vision and Recommendations

The **Vision** concisely describes key concepts for change and improvement in Downtown Oswego.

The **Recommendations** guide development of the Downtown Framework Plan by considering the following:

- Land Use and Redevelopment
- Access, Circulation and Parking
- Urban Design

Vision for Downtown Oswego

- Attract visitors and residents to the vibrant Downtown year round.
- Hudson Crossing Park on the Fox River serves as the central gathering place of the Village, hosting a wide range of recreational uses and events.

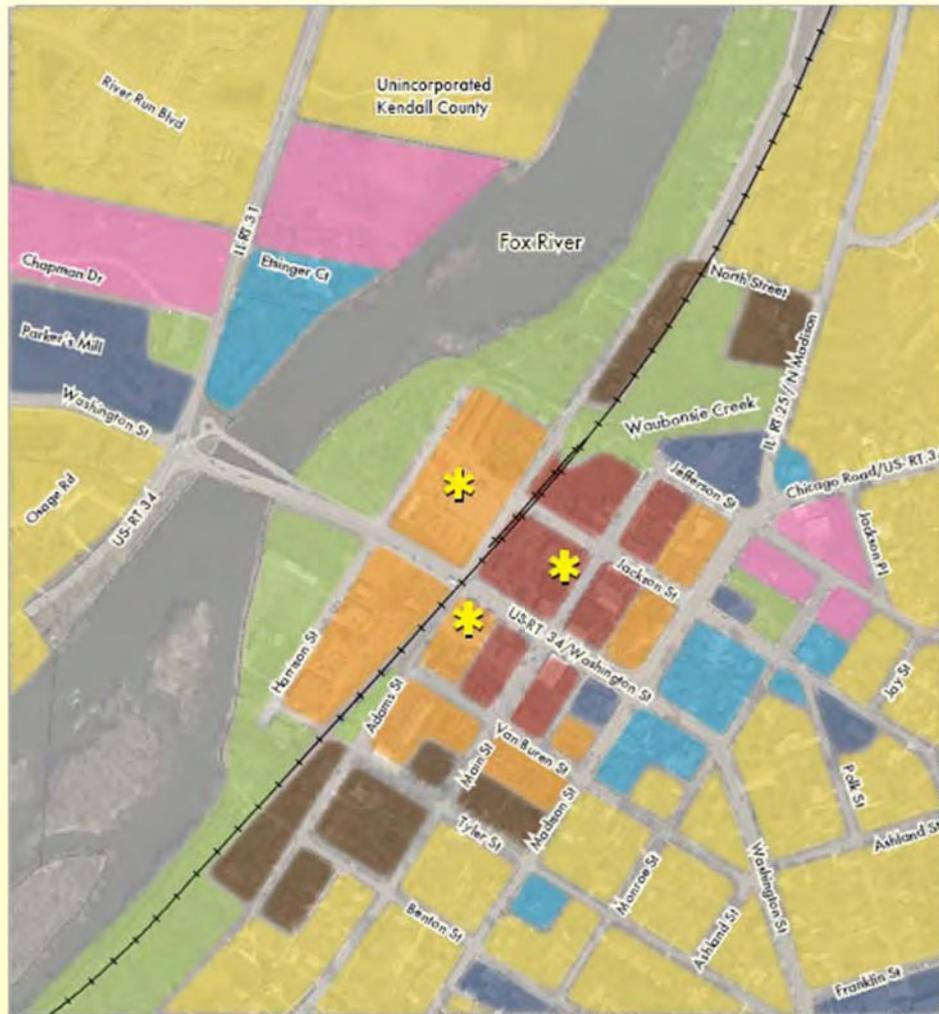
In the next **15** years:

- Downtown combines retail, arts, and entertainment uses with civic, business, and professional services.
- Infill in the downtown blends with and complements the historic core's attractive older facades.
- The pedestrian-oriented downtown core has expanded west of Main Street.
- A green belt trail system connects activities on both sides of the Fox River and encourages walking and biking in the community.
- Gateway features, streetscape and signage treatments combine to create a consistent visual identity for Downtown Oswego.

Preliminary Recommendations

- Land Use Framework
 - ✓ Establishes functional sub-areas within Downtown to accommodate desired redevelopment and to enhance the relationship between Downtown and surrounding neighborhoods
 - ✓ Ensures that the land use mix offers flexibility; encourages adaptive reuse and infill development
- Parking and Circulation Framework
 - ✓ Identifies general locations for off-street parking
 - ✓ Non-vehicular access depicted
- Urban Design Framework
 - ✓ Depicts three urban design zones
 - ✓ Outlines locations for enhancements

Land Use Framework



Legend

- | | | |
|---|--|---|
|  High Priority Redevelopment Sites |  Auto - Oriented Commercial |  Oswego Boundary |
|  Downtown Core |  Perimeter Commercial/ Office |  Railroad |
|  Secondary Core |  Public/ Institution | |
|  Multi - Family Residential |  Open Space | |
|  Single - Family Residential | | |

- Downtown Core
- Secondary Core
- High-Priority Redevelopment Sites
- Auto-Oriented Commercial
- Perimeter Commercial/Office
- Multi-Family Residential
- Single Family Residential
- Public/Institutional
- Open Space

Land Use Framework

- Downtown Core
 - ✓ Selected mixed use and commercial infill completes street wall, maintains and enhances existing historic facades and is compatible in scale and height.

- Secondary Core
 - ✓ New mixed use or commercial development capitalizes on views of the Fox River, supplies sufficient parking to support new uses and shields it from pedestrian view. Building heights are up to five stories west of the railroad, and three to four stories to the east of the tracks.

- Multi-Family Residential
 - ✓ Denser residential development supports Downtown commercial uses, takes advantage of river views, and accommodates resident and guest parking needs on site.



Typical downtown core character

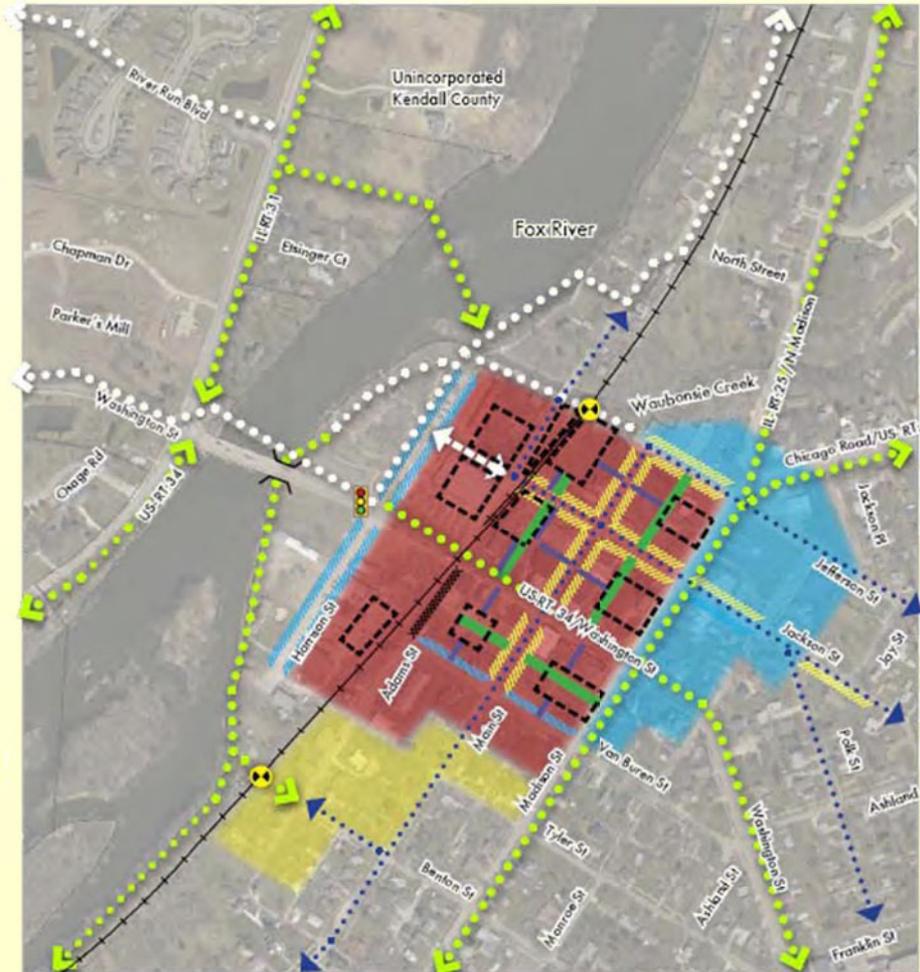


Typical mixed - use character



Typical multi - family residential character

Parking and Circulation Framework



- **Red:**
Downtown Zone
- **Blue:**
Perimeter Zone
- **Yellow:**
Residential Zone

- Mid-Block Parking
- On-Street Parking
- Alley and Pedway Access

- Pedestrian Connections

Legend

	Existing Bike/ Pedestrian Trail System		Potential Parking Location (Generalized)
	Future Pedestrian Enhancements		Maintain On-Street Parking
	Future Mid-Block Pedestrian Connection to Parking		Provide On-Street Parking
	Future Auto Alleyway and Parking Lot Connection		Pedestrian Only Crossing
	Maintain Public Pedestrian Connection		New Signalized Intersection
	Future On-Street Bike Lane		Consider Potential for Limited Access or Vacation of Public Right-of-Way

Parking and Circulation Framework

- Downtown Zone
 - ✓ Consolidate parking into one municipal lot per block, allow access through alleys and pedestrian pathways, minimize visual impact with mid-block parking.
- Perimeter Zone
 - ✓ Consolidate parking areas and share spaces between users where feasible, allow access from Madison Street with one curb cut per block face.
- Residential Zone
 - ✓ Configure parking below or behind buildings, integrate structured parking into overall site design, maintain and enhance alternative transportation options for residents such as pedestrian connections and bike routes.

Implementation Examples



Typical on-street bicycle lane



Example of downtown parking structure compatible with existing character



Example of existing mid-block pedestrian walkway

Preliminary Parking Analysis



Not to Scale



Analysis suggests that a reduced parking requirement for Downtown may be appropriate.

- Residential Parking demand was estimated at 2 spaces per dwelling unit. Commercial Parking demand was estimated at 3-5 spaces per 1,000 sq ft of commercial space.
- Results in surplus parking capacity shown in the secondary core area of Downtown

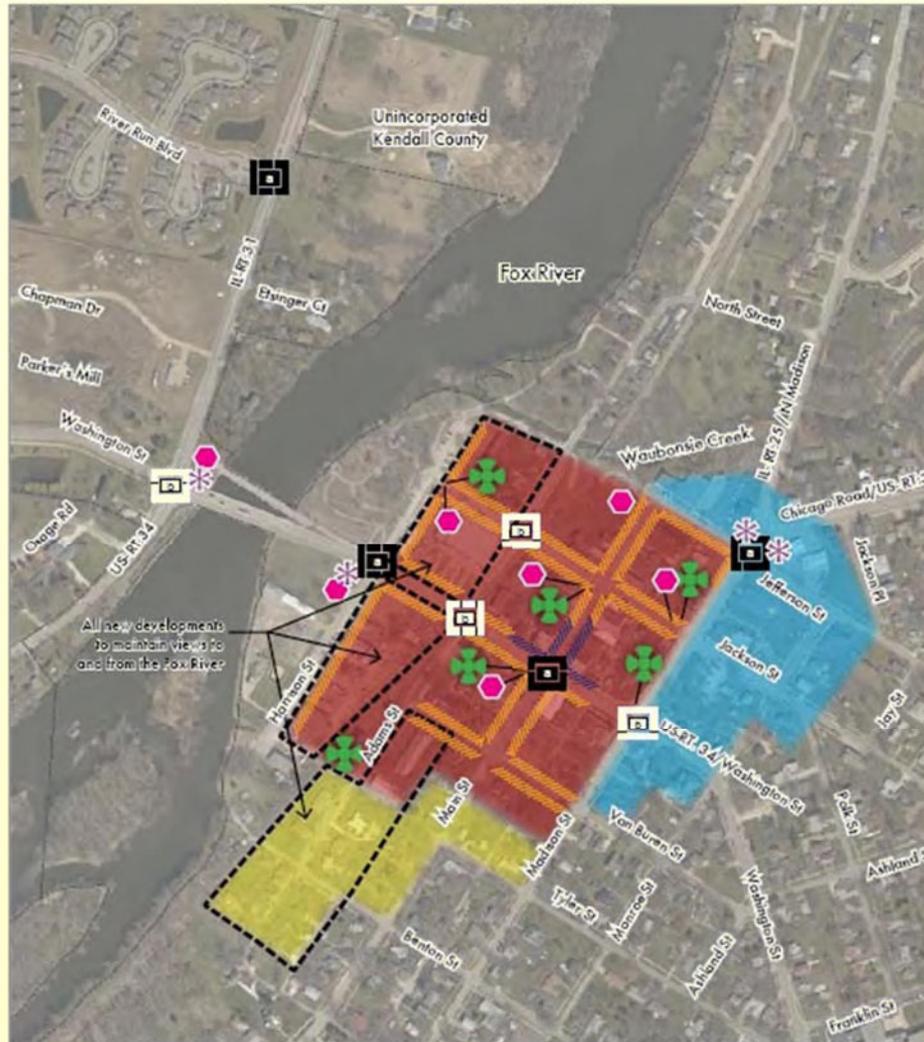
Commercial	Sq Ft	Parking Required 5 per 1,000 Sq Ft	Parking Required 3 per 1,000 Sq Ft	Parking Provided By Type			Current Code Deficit / Surplus 5 per 1,000 Sq Ft	Potential Policy Deficit / Surplus 3 per 1,000 Sq Ft
				Surface	Street*	Structure		
Block 1	16,000	80	48	27	34		-19	13
Block 2	15,000	75	45	55	35		15	45
Block 3	30,000	150	90	33	27		-90	-30
Block 4	15,500	78	47	36	25	14	-3	29
TOTAL: Downtown Core	76,500	383	230	151	121	14	-97	57
Block 5	13,000	65	39	21	25	0	-19	7
Block 6	11,000	55	33	30	25	0	0	22
Block 7	25,000	125	75	118	25	0	18	68
Block 8	50,000	250	150	181		139	70	170
TOTAL: Secondary Core	99,000	495	297	350	75	139	69	267

* Village survey counts used
 Note: Existing commercial in historic structures on Main Street retained, included in total (estimated)

Residential	Sq Ft	# of Residential Floors	DwellingUnits	Parking Required*	Parking Provided by Type		Deficit / Surplus
					Surface	Structure	
Block 1	24,000	2	34	69		69	0
Block 2	32,500	2	46	93	62	31	0
Block 3	22,000	2	31	63	30	33	0
Block 4	34,500	2	49	99		99	0
TOTAL: Downtown Core	113,000		161	323	92	232	
Block 5	28,000	3	60	120	84	36	0
Block 6	20,000	3	43	86	65	21	0
Block 7	44,000	4	126	251	182	69	0
Block 8		3	100	200		200	0
TOTAL: Secondary Core	92,000		329	657	331	326	

* 2 spaces per DU provided (assumed 50% one bedroom and 50% two bedroom units)

Urban Design Framework



Legend

- | | | | |
|---|--------------------------------------|---|--|
|  | Plaza/Public Art Opportunity Area |  | Urban Design Zone A - Downtown Zone |
|  | High Priority Cross-walk Enhancement |  | Urban Design Zone B - Perimeter Zone |
|  | Secondary Cross-walk Enhancement |  | Urban Design Zone C - Residential Zone |
|  | Gateway Signage Location |  | Historic Facade Priority Area |
|  | Wayfinding Directory/Kiosk |  | Storefront Retail Priority Area |

- **Red (Urban Design Zone A):**
Downtown Zone
- **Blue (Urban Design Zone B):**
Perimeter Zone
- **Yellow (Urban Design Zone C):**
Residential Zone

Recommendations consider:

- Automobiles
- Bicycles
- Pedestrians
- Visibility
- Stormwater Management
- Safety

Urban Design Framework

- Cross-Walk Enhancements
 - ✓ High priority and secondary locations are specified to improve safety.
- Gateway Signage and Way Finding Features
 - ✓ Improve visibility and direct residents and visitors into and around Downtown.
- Plaza and Public Art Opportunities
 - ✓ Provide visual interest and a gathering place for Downtown events.
- Historic Facade Priority Area
- Maintain and preserve views of the Fox River

Implementation Examples



Pedestrian friendly streetwall with site amenities including bike racks, street trees, and benches



Typical parkway/ sidewalk with stormwater infiltration planters



Typical cross-walk enhancement with intersection application for visibility

Downtown Building Height Recommendations

Plan View



Legend



3 Story Building Potential



4 Story Building Potential



5 Story Building Potential

Note:

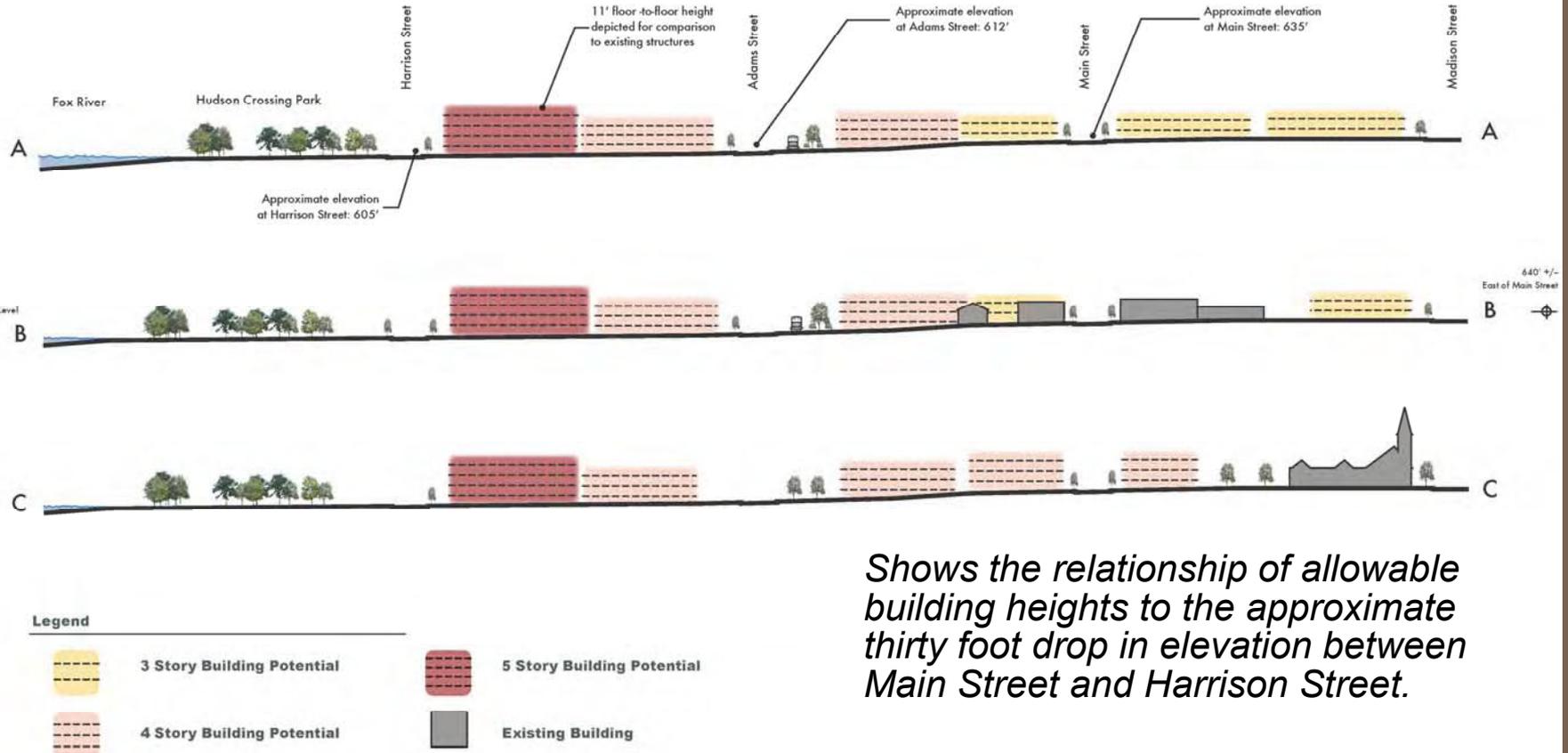
Potential future building heights are depicted for areas subject to redevelopment for commercial or mixed uses, per the Future Land Use Framework. As terrain slopes downward toward the Fox River, taller buildings can be accommodated while respecting the established scale of the Downtown Core.

See sections A-A, B-B, and C-C in Figure F for clarification

- Three story buildings are in the historic core;
- Four story buildings are appropriate along Washington and Adams Sts;
- Sites at low elevation along Harrison St can accommodate up to five stories.

Downtown Building Height Recommendations

Section Views



Shows the relationship of allowable building heights to the approximate thirty foot drop in elevation between Main Street and Harrison Street.

NEXT STEPS

- Receive and review community feedback
- Prepare complete draft of the Downtown Framework Plan
- Preparation of the Final Plan document for adoption
- Public Hearing

Thank You for Your Interest!

Village and HNTB representatives are available to answer your questions. Please complete a feedback form before you leave this evening.