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Village of Cazenovia Creekside Park Plan – DRAFT

This strategic plan will facilitate action, recruit resources, and set an overall vision and policies for the establishment of Creekside Park, improved parking, and vehicle and pedestrian circulation within the “Creekside” area of the Village of Cazenovia along Riverside Drive between Mill Street and Albany Street. The consensus among the interested and affected parties is to create an overall vision and strategic plan of action. The process has been a collaborative one managed and initiated by the Mayor and Village of Cazenovia Board of Trustees in cooperation with the Cazenovia Library, the Cazenovia Preservation Foundation (CPF), Cazenovia Area Community Development Association (CACDA) and other stakeholders including residents, landowners and other local non-profit organizations.

Previous Plans and the Current Approach

Most recently a report prepared for the Village Board of Trustees titled Creekside Planned Development District Analysis prepared by Applied Planning LLC and presented and accepted by the village in November 2014 considered possible courses of action and land use in this area. This report recommended that a linear park be established along the creek, a trail constructed through the park as a continuation of the Creekwalk to the west and Gorge trail to the north. The development of a trail in the corridor is considered in a **separate plan** (Creekside Trail Plan) that will establish a trail that spans the village from Lakeland Park to the Gorge Trail to the north.

Under previous village administrations an RFP for development of the creekside area was issued and proposals accepted. The proposals did not succeed for a variety of reasons. Today, the consensus of the committee expressly prefers a creekside park, improved parking, a trail, and a smaller scale development as the appropriate priorities. This represents an approach that attempts to balance several initiatives in a cohesive vision where each piece complements the other rather than competing. That is, the development of the park, trail and enhanced parking and circulation would make the area more attractive and feasible for residential development.

1.0 Creekside Park Priorities

Through several meetings the stakeholders settled on three main priorities for creating the creekside area including:

Creekside Park

Establishment of Creekside Park along Chittenango Creek between the creek and Riverside Drive is the top priority and will enhance current activities such as fishing, as well as compliment the adjacent Boy Scout camp and create new opportunities



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for recreation in the village. The park will connect to the Cazenovia Library via a path and to the Albany Street connecting sidewalk on the library property. This will be accomplished in a way that also enhances the public parking area adjacent to the library and provides a better pedestrian connection to the library and the park. The proposed Creekside Trail will travel through/along the park connecting Albany Street to Mill Street.

Enhance Public Parking

The public parking lot immediately behind the Cazenovia Library will be further formalized and enhanced with the objective of increasing capacity and complementing existing development and new development. Part of this priority is the reduction of the amount of paved and gravel surfaces with green areas to soften the environment as well as use pedestrian facilities to interconnect parking areas and the park. This strategy includes further organizing and formalizing parking in the lower area for the Creekside Park as well as extra public parking and in support of any develop that may occur.

Vehicle and Pedestrian Circulation Plan

A long time objective for this area has been redevelopment. Circulation of cars, pedestrians and cyclists is a main concern related to development considering there is only one street, Riverside Drive, accessing the area. With the planned construction of an access drive to Albany Street via a right of way granted by Kwik Fill, and the Creekside Trail some concerns are alleviated, while others are created such as through traffic. This plan has proposed two different development scenarios that would blend in with, and enhance the organization of parking and circulation without creating a through traffic problem.

As part of the planning process, a general development envelope was created taking account for flood zones and other objectives of the plan. In the end, the drawings show modest residential development as an example of what is possible, combined with suggested circulation plans that incorporate traffic calming features. These conceptual drawings show how parking, trails, and some development can and should coexist in this area, and connect to neighboring areas.

2.0 Creekside Park

The following activities will be undertaken in order to facilitate the establishment of Creekside Park along Chittenango Creek:

2.1 Create a separate parcel for Creekside Park.

Acquire any land that can be negotiated for purchase that would enhance the park's boundary in accordance with this plan. This parcel should be conservative in size as designation of a park in NYS law is a permanent action. Property that may or may not be available on the south side of Chittenango Creek should be considered as a possible addition to this park.

2.2 Creekside Park design.

Using the conceptual drawing as a guide, create specific design documents for the construction of Creekside Park in part or in whole. A determination will need to be made as to whether or not a contractor will be hired for the work, or if a cooperative municipal approach may be the more economical approach. Each approach requires very different funding and engineering approaches as the bidding process requires bid quality documents, whereas an in-house approach requires design-build drawings.

This action item is a good opportunity to apply for funding using the conceptual drawings. The village may be able to secure design funding or use the cost of design as a match for construction funding.

In either case the design documents will use the conceptual drawing as a guide and include the following features:

- Interpretive facilities such as a story walk, and environmental, and historic features.
- Picnic areas,
- Fishing platform and creek habitat enhancement,
- Stormwater management facilities,
- Trail facilities including the Creekside Trail,
- Connection with, and possible design and inclusion of, paths and trails on the south side of Chittenango Creek, including the siting of a bridge over Chittenango Creek for this purpose.
- Specific cost estimates and a schedule for construction.
- Other items such as playgrounds and landscaping that are the result of the design process.

3.0 Public Parking

The Village owned parcel is used as a parking area supporting the businesses and residents of the village center. Over the years, incremental improvements have been made to further define parking and create a viable public parking area. The committee's consensus is that in order to increase the utility of the parking areas, increase parking in support of the new park, reduce the footprint of parking areas, and improve drainage and circulation a concerted effort needs to be initiated to improve the performance of the parking areas. One example often referred to in committee meetings is the excellent parking area at the Wild Center in Tupper Lake, NY that incorporates stormwater facilities, pedestrian paths, and interpretive features. This type of integrated approach is what is desired.

In order to increase the performance of and expand public parking facilities the following activities should be undertaken:

3.1 Using the conceptual drawings, a specific design by a Landscape Architect or Engineer maybe solicited. This design may be completed as part of the park design in 2.2, or the development and circulation plan in 4.0. This design will include:

- pedestrian pathways,
- paving options,
- stormwater management
- handicap parking,
- landscaping,
- consideration of future program initiatives such as a Story Walk or a playground etc.

4.0 Future Development/Pedestrian and Vehicle Circulation Plan

To ensure that any proposed development within the area will conform to the vision and strategy represented in this plan, future applications should be reviewed using this plan to provide context for the intended overall community use of the site. Applications should make reference to this plan and articulate how the proposed development is harmonious. A pedestrian and vehicle circulation design that integrates the other features of this area such as Creekside Park, Creekside Trail, Parking, Albany Street driveway, and existing residences should be required.

4.1 Create a plan and design for pedestrian and vehicular ingress and/or egress from Albany Street on the right of way acquired from Kwik Fill, and any more right of way required from the neighboring lot. Develop a process and analysis to assess whether or not this driveway will be one-way or two-way.

4.2 Acquire Right of Way (ROW) easement for the purpose of establishing a trail along the National Grid ROW/former Lehigh Valley RR to the Legion's ball fields as shown on the [Map Plan](#).

4.3 Acquire a ROW easement for the establishment of trails on the Burrell property to the south of Chittenango Creek.

5.0 Implementation and Funding

This plan will guide and facilitate the application for a variety of funding sources both public and private. Highway improvements to Route 20 must be considered as part of NYS DOTs program, which is created at the local and regional level. If a community takes the initiative to plan improvements, they must be considered for federal funding.

Another source of possible funding is the NYS DOS Local Waterfront Revitalization Program. However, before this funding may be applied for, Chittenango Creek and



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Cazenovia Lake need to become Designated Waterways, an action in this plan. Participation is voluntary, carries no mandates and allows access to the Local Waterfront Revitalization Program funding. In order to become designated, Senate and Assembly representatives must introduce a bill to amend Section 1. Subdivision 4 of Section 911 of the Executive Law to include the proposed waterbodies within the definition of inland waterways.

Private local funding is another option. The advantage of this type of funding is that it comes with many fewer strings attached. Private funding is also an excellent way to provide match for a larger project. However, sometimes private local funding is an even better way to accomplish smaller projects that lend a strong sense of local character to a park or trail that other funding sources may not be interested in.

Construction

As discussed in other sections, portions of these projects may be constructed through a bidding process, or with municipal resources. This would depend on the equipment and expertise needed and should be decided on a case by case basis. For example, many smaller communities install or replace sidewalks using their own labor and equipment resources. In this case, much of the trail could likely be constructed with in-house resources, and possible partnering with other municipalities such as the town or county.