

# DELAWARE AVENUE HAMLET ENHANCEMENT STUDY

HAMLET DESIGN STANDARDS  
& GUIDELINES

TRANSPORTATION  
IMPROVEMENT PLAN



**Presentation to Town Board**  
**February 22, 2012**

# Town Comprehensive Plan

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- ▶ Tier II Recommendation of the Comprehensive Plan to conduct a Delaware Avenue Linkage Study
  - Improve mobility
  - Maintain and enhance pedestrian connections
  - Provide bicycle facilities
  - Enhance gateways
  - Increase walkability
  - Employ traffic calming
  - Encourage the use of transit

# Background

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- ▶ In 2008 the Capital District Transportation Committee (CDTC) provided funding to the Town of Bethlehem to conduct the Delaware Avenue Hamlet Enhancement Study.
- ▶ The study resulted in two reports:
  - ▶ Delaware Avenue Hamlet Design Standards & Guidelines
  - ▶ Delaware Avenue Hamlet Transportation Improvement Plan

# Acknowledgements

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## ▶ **Study Advisory Committee**

- ▶ Virginia Acquario
- ▶ Steve Bolduc
- ▶ Robert Horn
- ▶ Dianne Barber Kansas
- ▶ Mark Joseph Kelly
- ▶ Barbara Ostroff
- ▶ Henry Peyrebrune
- ▶ Todd Fabozzi – CDRPC
- ▶ Mike Wyatt - NYSDOT
- ▶ Carrie Ward - CDTA
- ▶ Leslie Lombardo - Albany County

## ▶ **Town of Bethlehem**

- ▶ Michael Morelli
- ▶ Robert Leslie

## ▶ **Capital District Transportation Committee**

- ▶ David Jukins
- ▶ Anne Benware
- ▶ Jen Ceponis

## ▶ **Consultants**

- ▶ River Street Planning & Development
- ▶ Nelson\Nygaard Consulting Associates
- ▶ CLA Site Landscape Architecture

# Planning Process

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- ▶ 6 Study Committee Meetings
- ▶ 2 Public Meetings



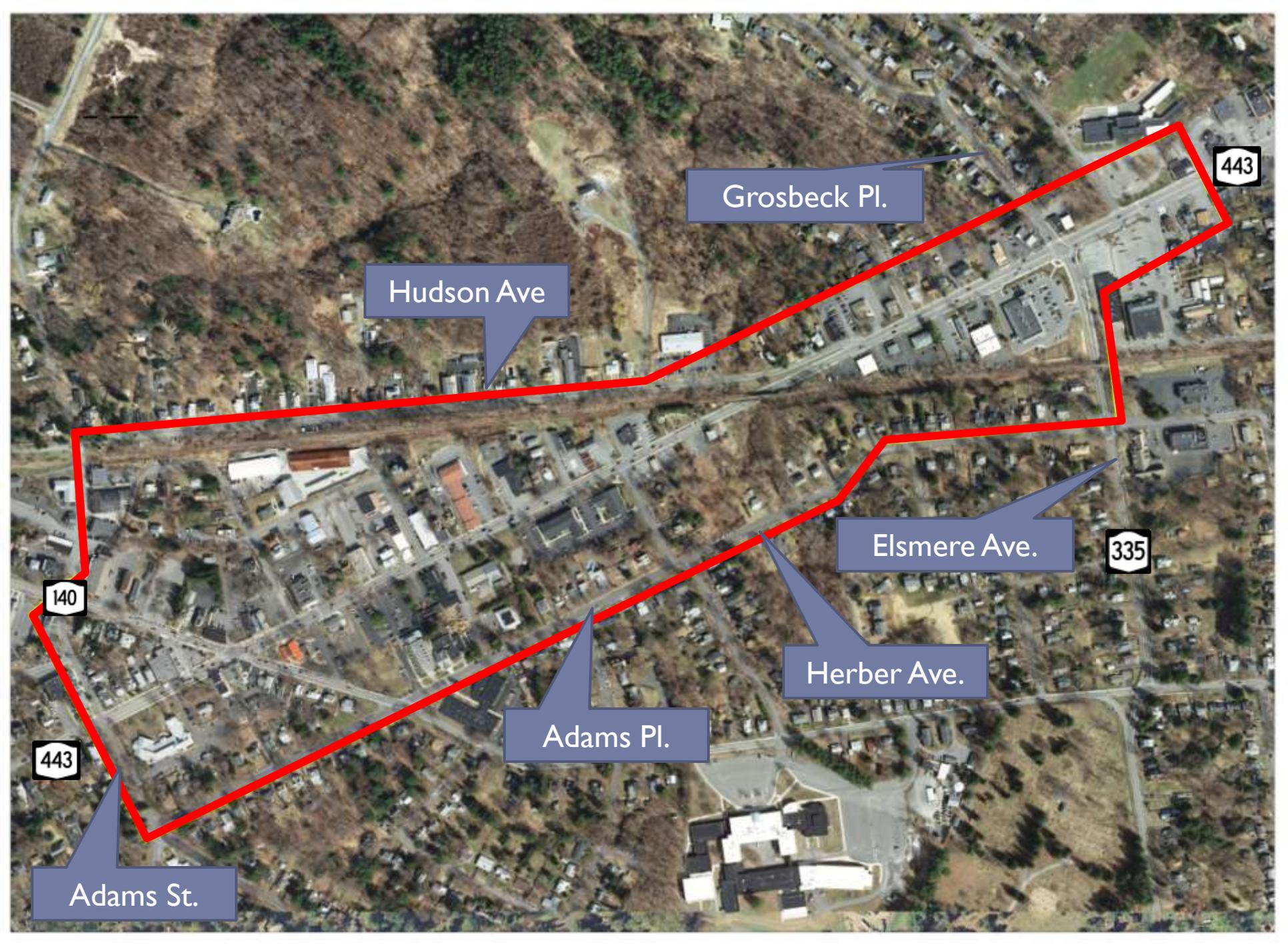
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Delaware Avenue Hamlet Enhancement Study

# GOAL

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## ENHANCE THE MAIN STREET CHARACTERISTICS OF THE DELAWARE AVENUE HAMLET



Grosbeck Pl.

Hudson Ave

Elsmere Ave.

Herber Ave.

Adams Pl.

Adams St.

443

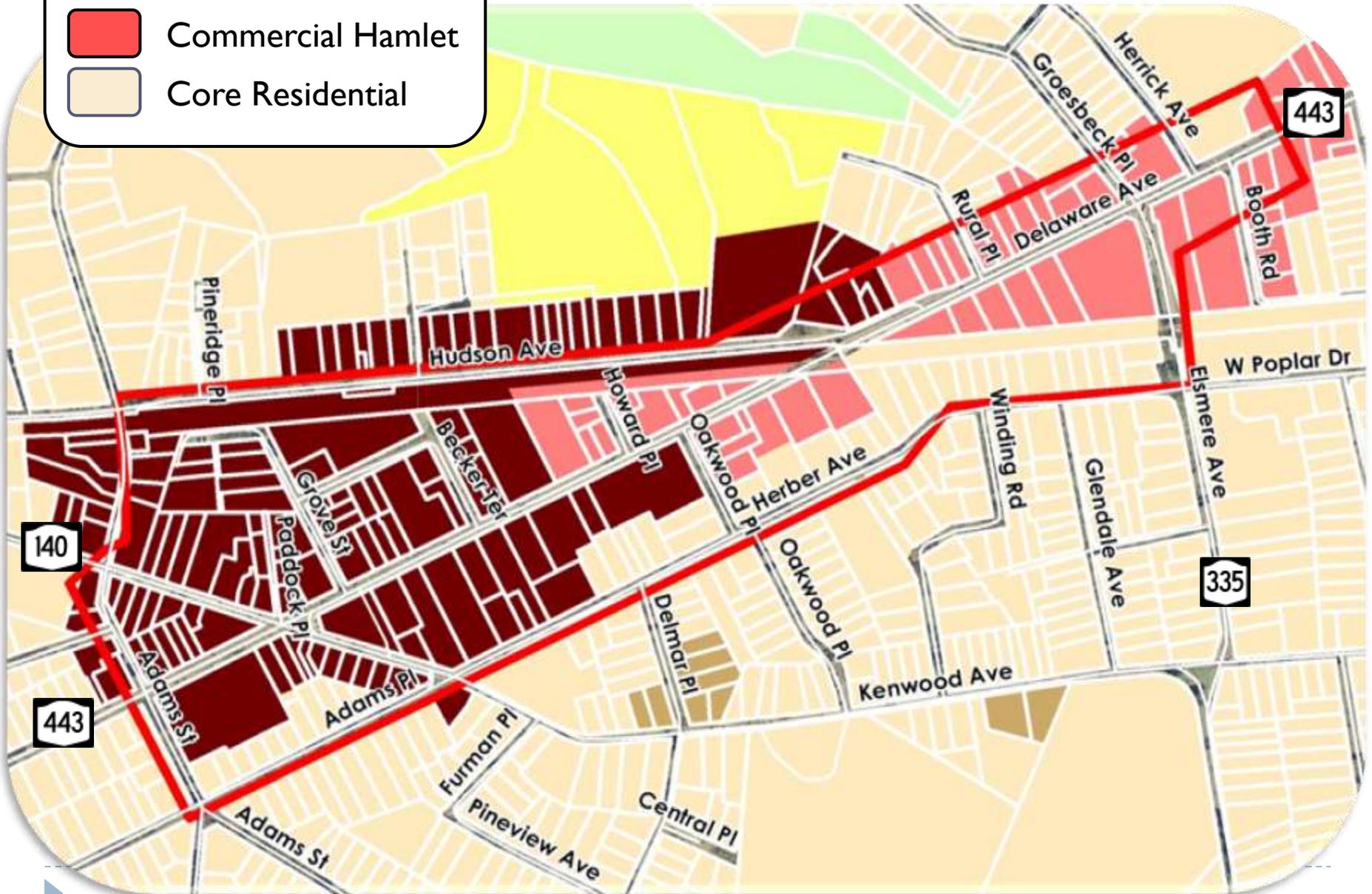
335

140

443

# Study Area

- Hamlet
- Commercial Hamlet
- Core Residential



How To Achieve the GOAL?

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**DESIGN STANDARDS  
AND GUIDELINES**

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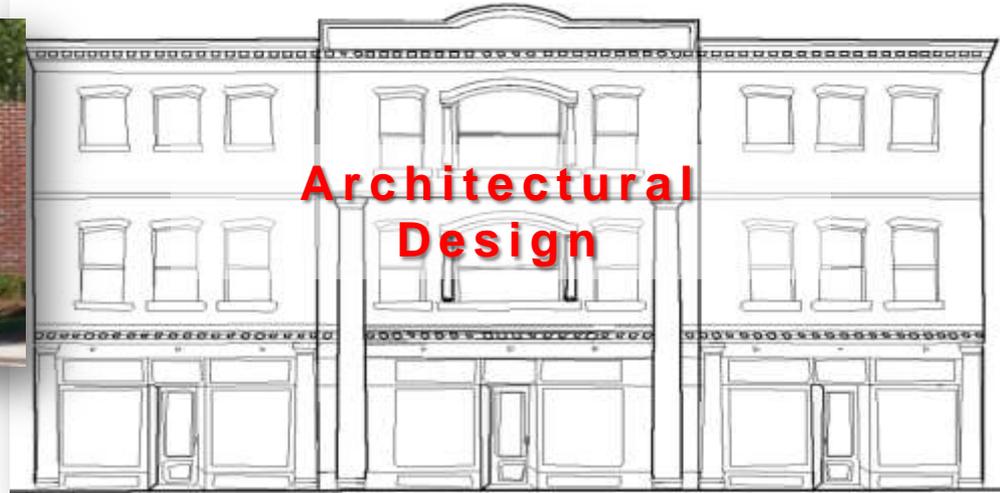
Delaware Avenue Hamlet Enhancement Study

# What is Addressed in the Hamlet Design Standards and Guidelines?

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**Signs**



**Architectural Design**



**Parking  
Landscaping  
Pedestrian Accommodations**



**Building Relationship to the Street**

# Architectural Design

## 1950



Strong Cornice

Trade Signage

Porches Vary the Plan

Weather Protection

Vertical Pilaster

Window Transparency

Low Windowsill

Base Panels

## 2012

New Window Matches Adjacent

New Building Preserves

Street Wall and Roof Pitch

Tasteful New Signage

Signage and Canopy Too

Modern

Some Buildings

Maintain Transparency

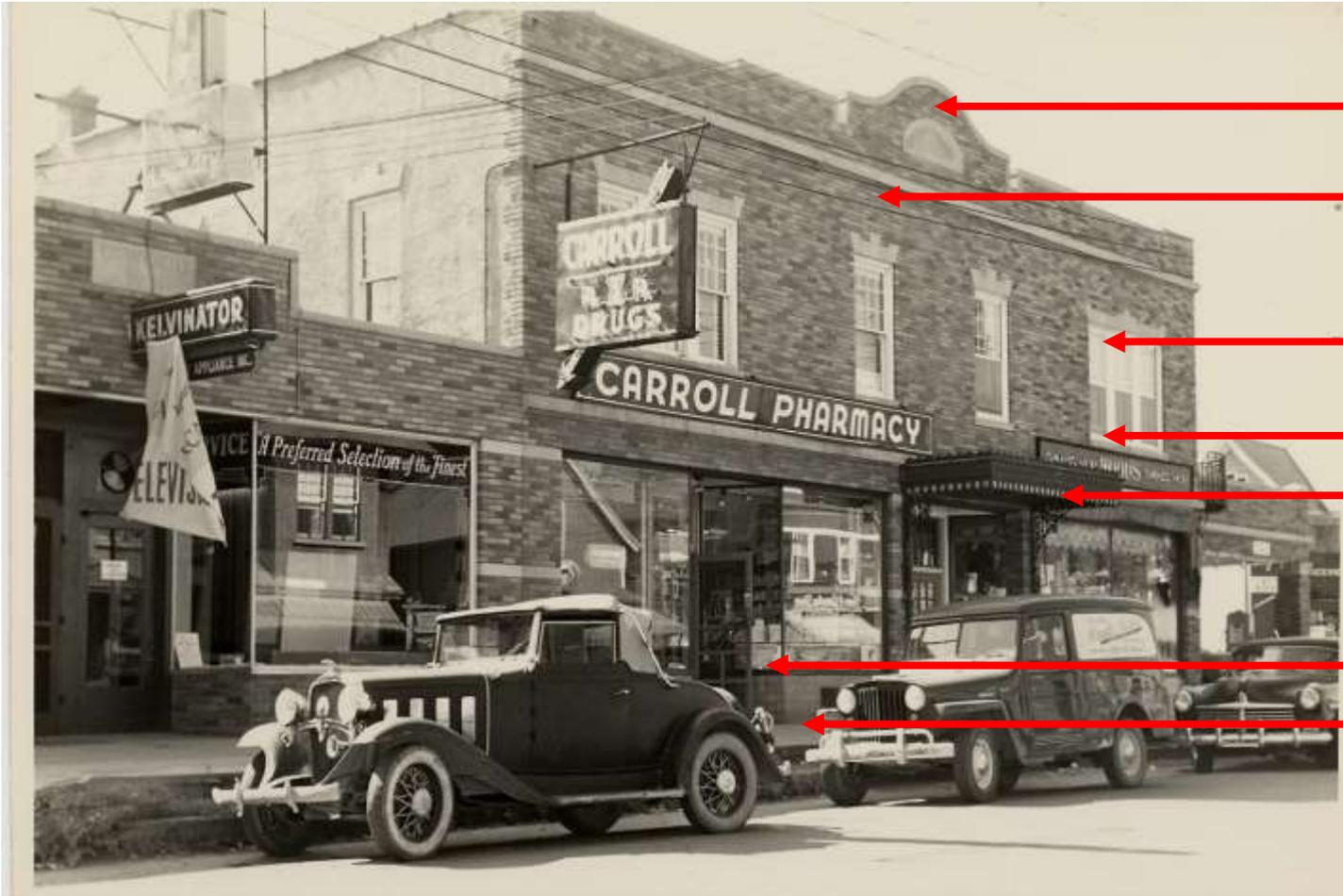
Higher Sill and Reduced  
Transparency



Delaware Avenue Hamlet

# Architectural Design

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Strong Parapet

Decorative  
Belt Course

Window Lintel

Stone Sill

Decorative  
Canopy

Low Window  
Height

Base Panels

**Delaware Avenue, 1950's demonstrates important building features.**

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Delaware Avenue Hamlet Enhancement Study

# Encourage Effective Storefronts

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**Elements of an effective storefront façade.**



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Delaware Avenue Hamlet Enhancement Study



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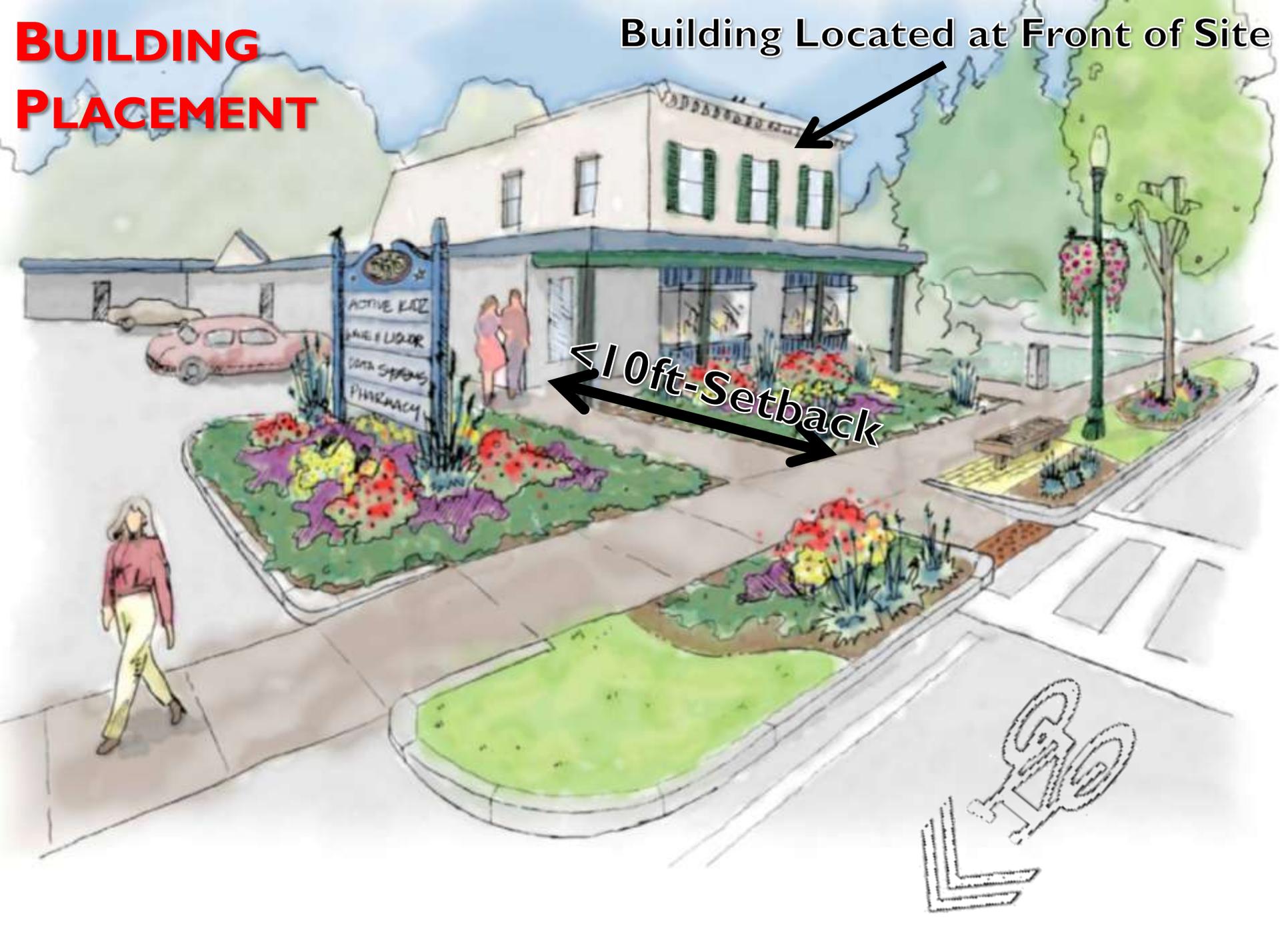
## Delaware Avenue Hamlet Enhancement Study



# BUILDING PLACEMENT

Building Located at Front of Site

≤ 10ft-Setback

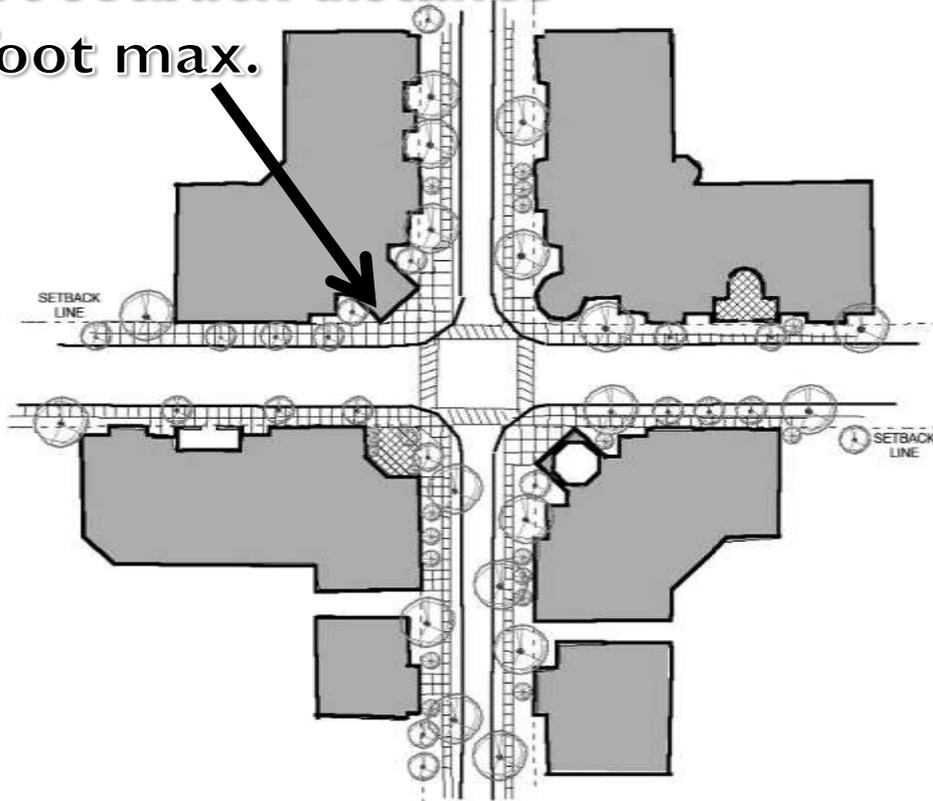


# Building Placement

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0-Foot setback distance

10-foot max.



**Place buildings at the front of the site, parallel to the street, to maintain a consistent setback. Some variation may be allowed for the creation of a wider, landscaped sidewalk, outdoor café space, or an entry courtyard.**

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Delaware Avenue Hamlet Enhancement Study

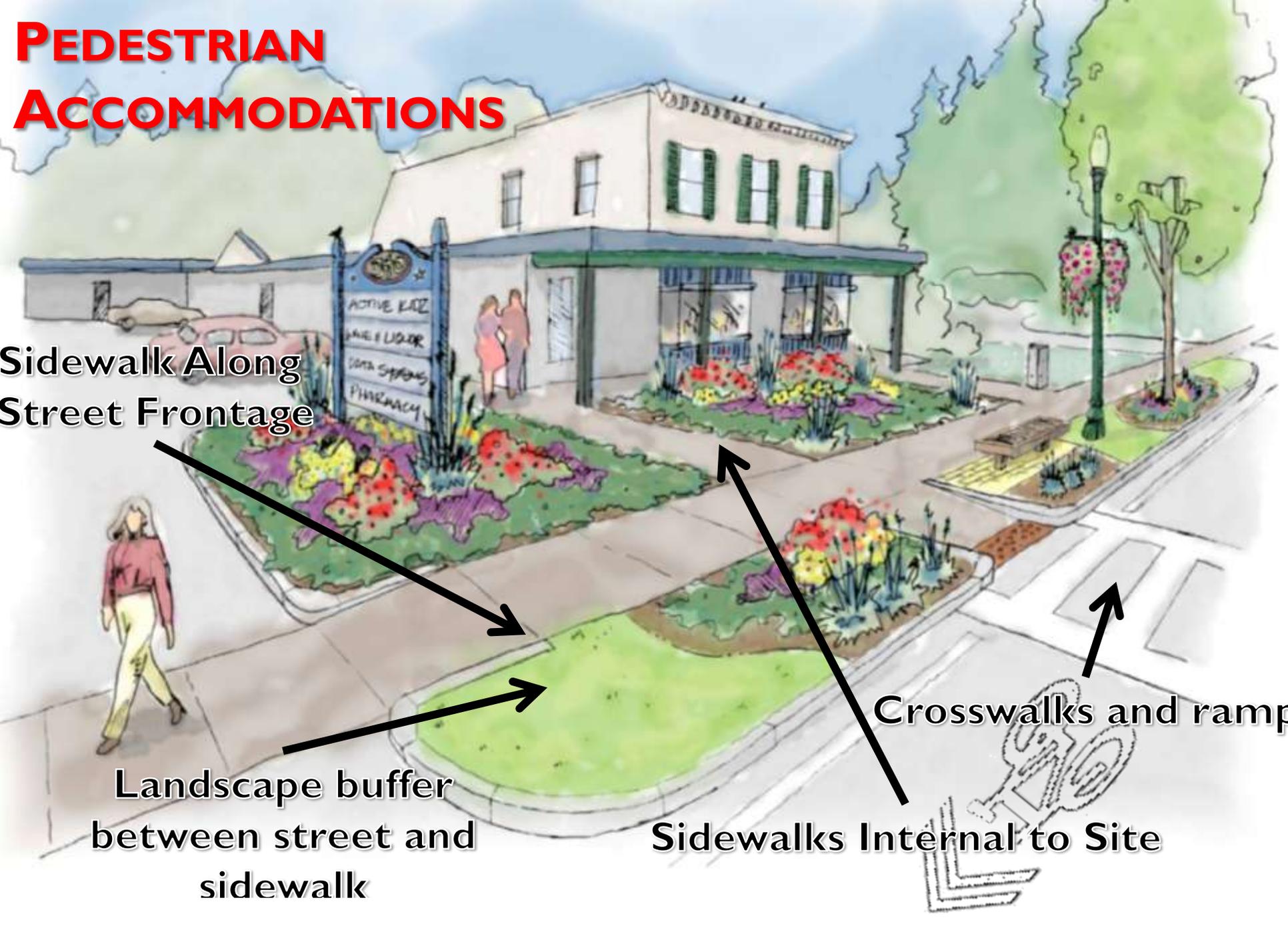
# PEDESTRIAN ACCOMMODATIONS

Sidewalk Along Street Frontage

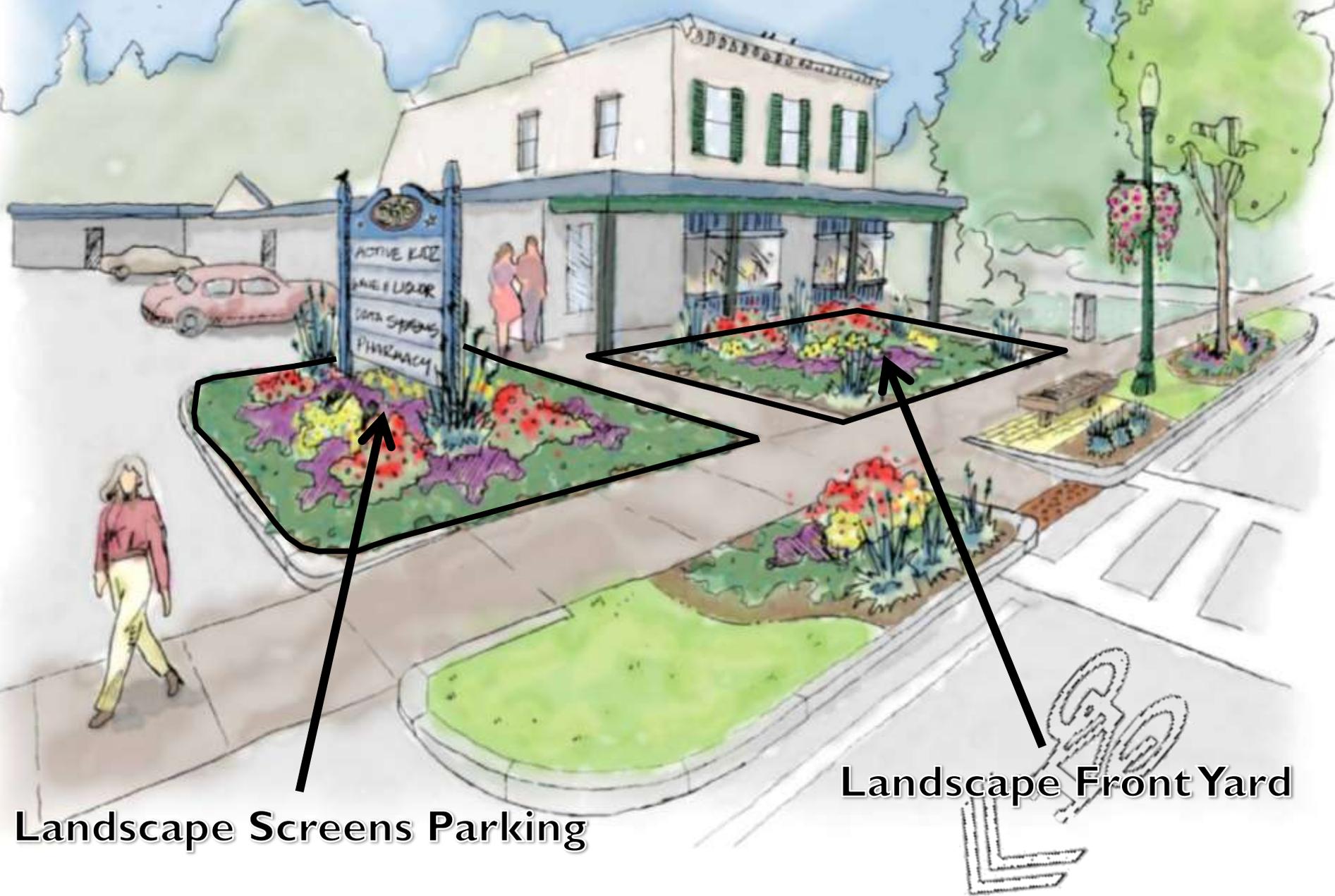
Landscape buffer between street and sidewalk

Sidewalks Internal to Site

Crosswalks and ramp



# LANDSCAPING



Landscape Screens Parking

Landscape Front Yard

# PARKING & ACCESS

Parking Located at Side (or Rear Yard)

Bike Rack



24-Foot curb cut

Maximum 15-foot curb radius

# Locate Parking at Side or Rear

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## DELAWARE AVENUE

**Locate parking at the side and rear of building. Parking between the main building and the primary street is not allowed.**

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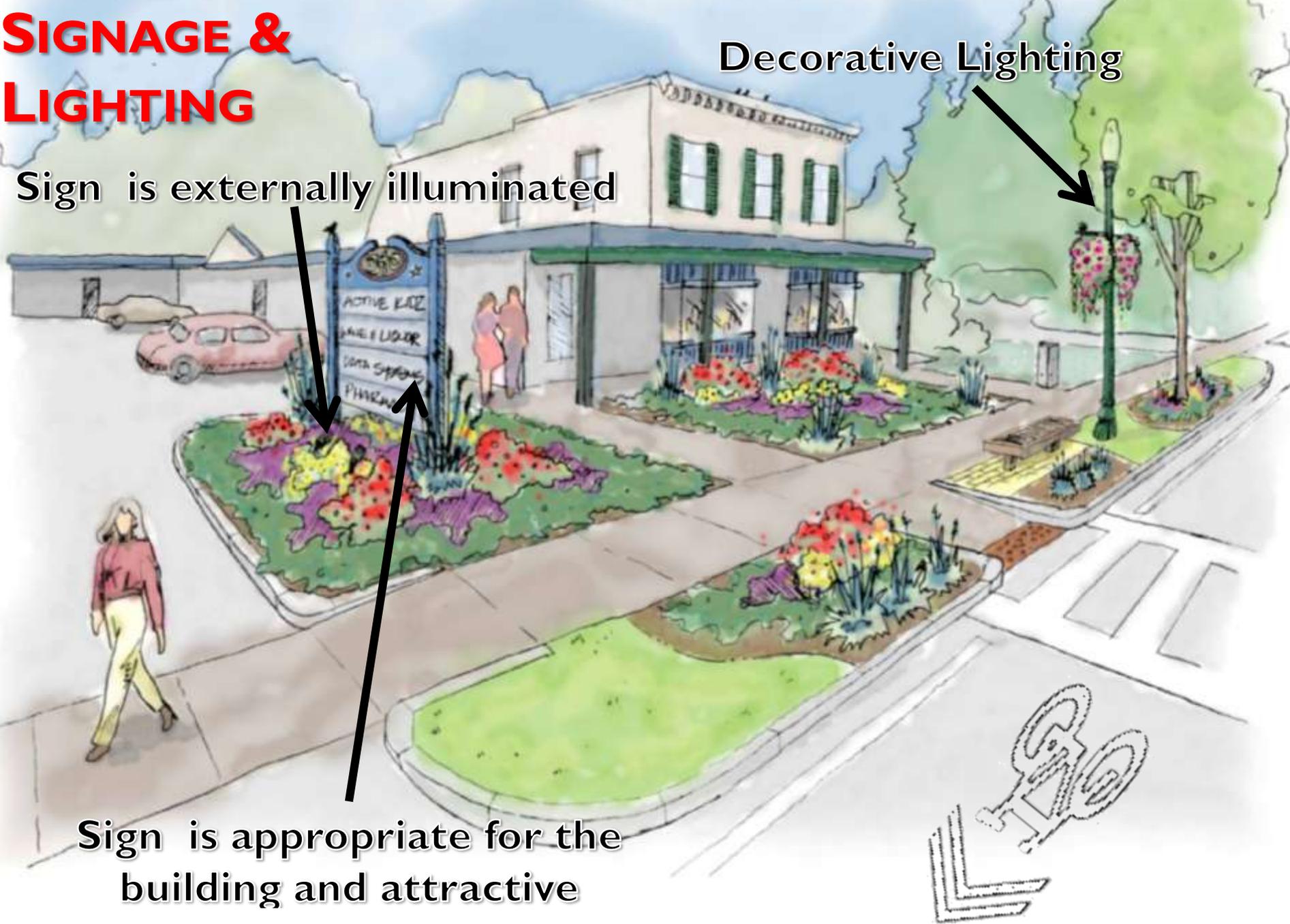
Delaware Avenue Hamlet Enhancement Study

# SIGNAGE & LIGHTING

Decorative Lighting

Sign is externally illuminated

Sign is appropriate for the building and attractive



# Use Creative Trade Signage

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**The Hughes Optical sign before and after. Current sign is a good example of trade signage.**

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# Hamlet Style Signs



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# Use Pedestrian Scaled Lighting

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- ▶ Decorative Lighting



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Delaware Avenue Hamlet Enhancement Study

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# Transportation Improvement Plan

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Delaware Avenue Hamlet Enhancement Study



CONNECTION  
RAIL-TRAIL

"SHARROW" PAVEMENT MARKINGS  
AND "SHARE THE ROAD" SIGNAGE

PEDESTRIAN CONNECTION  
TO RAIL-TRAIL

Hudson Ave.

REDEVELOPMENT  
OPPORTUNITY

Hallwood St.

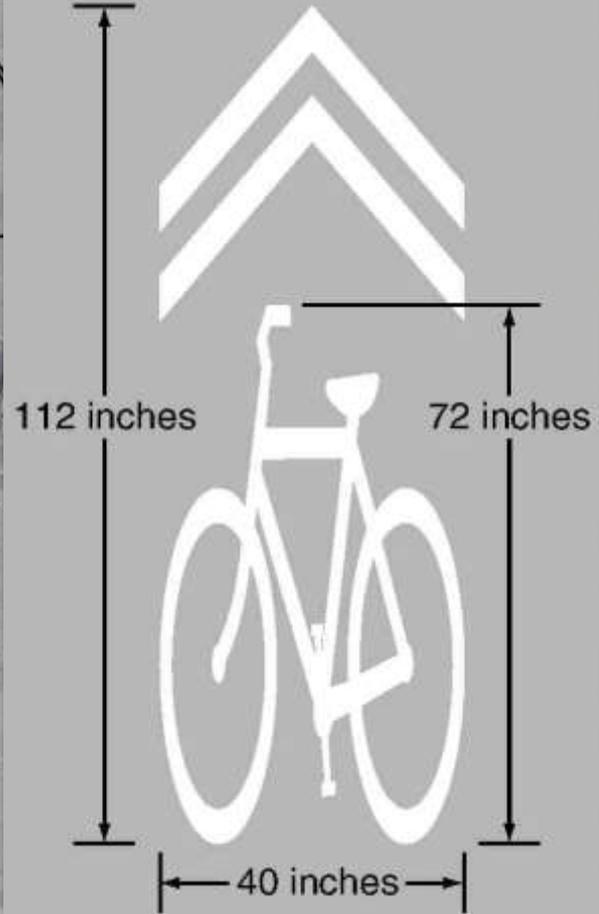
NO LEFT TURN AT  
GROVE AND DELAWARE

REDEVELOPMENT  
"HAWK" SIGNAL

"SHARROW" PAVEMENT MARKINGS  
AND "SHARE THE ROAD" SIGNAGE

STOP

Kenwood Ave.



112 inches

72 inches

40 inches

**SHARED LANE MARKINGS (SHARROWS)**

- RIGHT TURN ONLY
- EXPAND PEDESTRIAN REFUGE
- PROVIDE ADA ACCOMMODATIONS
- MOVE STOP SIGN CLOSER TO INTERSECTION

- EXPLORE OPTIONS TO TIGHTEN INTERSECTION
- RE-ALIGN CROSSWALK



# Pedestrian Crossing – LED Beacon



Delaware Avenue Hamlet Enhancement Study



**"ROAD DIET" CONCEPT WITH LEFT TURN ONLY LANE**

**GATEWAY TREATMENT AT ELSMERE AND DELAWARE INTERSECTION**

**IMPLEMENT PARTIAL ROAD DIET AS PER NYS DOT PLAN**

**PARKING AREA AND PEDESTRIAN CONNECTION TO VETERANS PARK**

**EXISTING BICYCLE PARKING**

**EXIT ONLY**

**ENTER ONLY**

**UPGRADE SCHOOL SAFETY SIGNAGE**

**"B" REDEVELOPMENT OPPORTUNITY**



**ENHANCE TRANSIT STATION**

**DEFINE PEDESTRIAN REALM**

**CONSOLIDATE DRIVEWAYS PROVIDE IMPROVED PEDESTRIAN AMENITIES**

**RAIL TRAIL SHARED ACCESS AND PARKING**

**"SHARROW" PAVEMENT MARKINGS AND "SHARE THE ROAD" SIGNAGE**



**SIDE WALK IMPROVEMENTS**



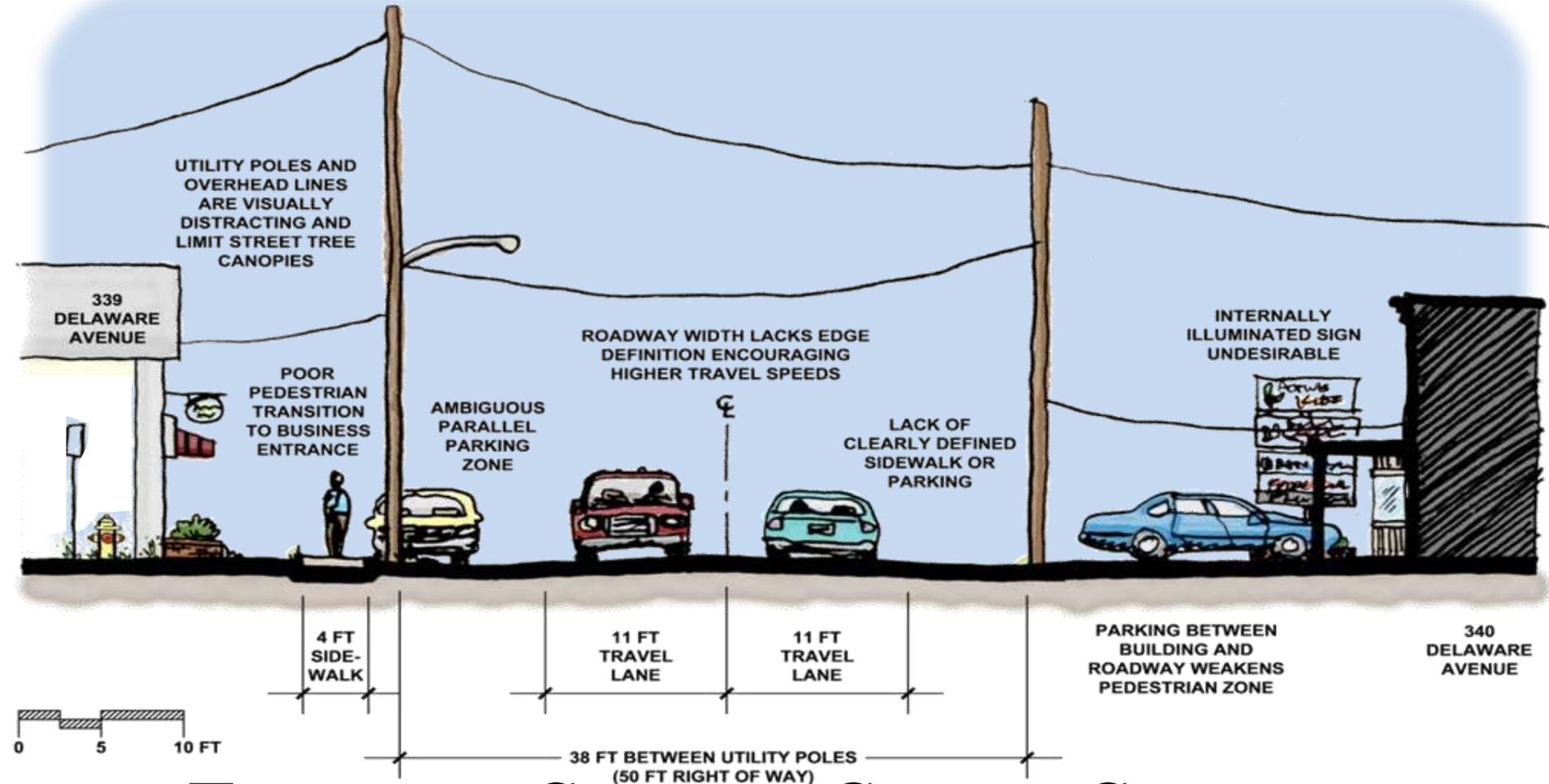
# Existing RR overpass



# Gateway Treatment – Proposed RR overpass

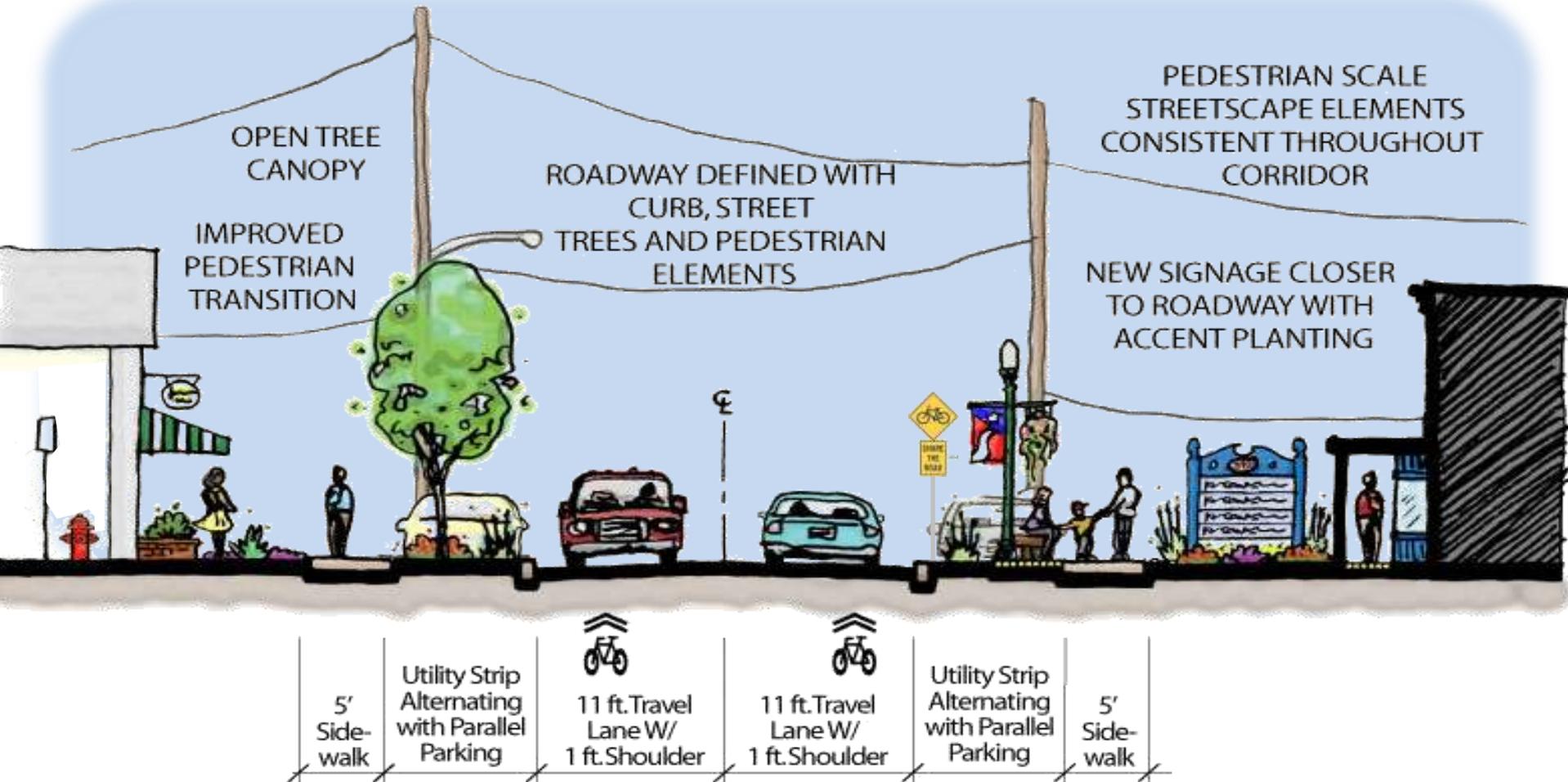


# Kenwood Ave. to Hudson Ave.



## EXISTING STREET CROSS SECTION

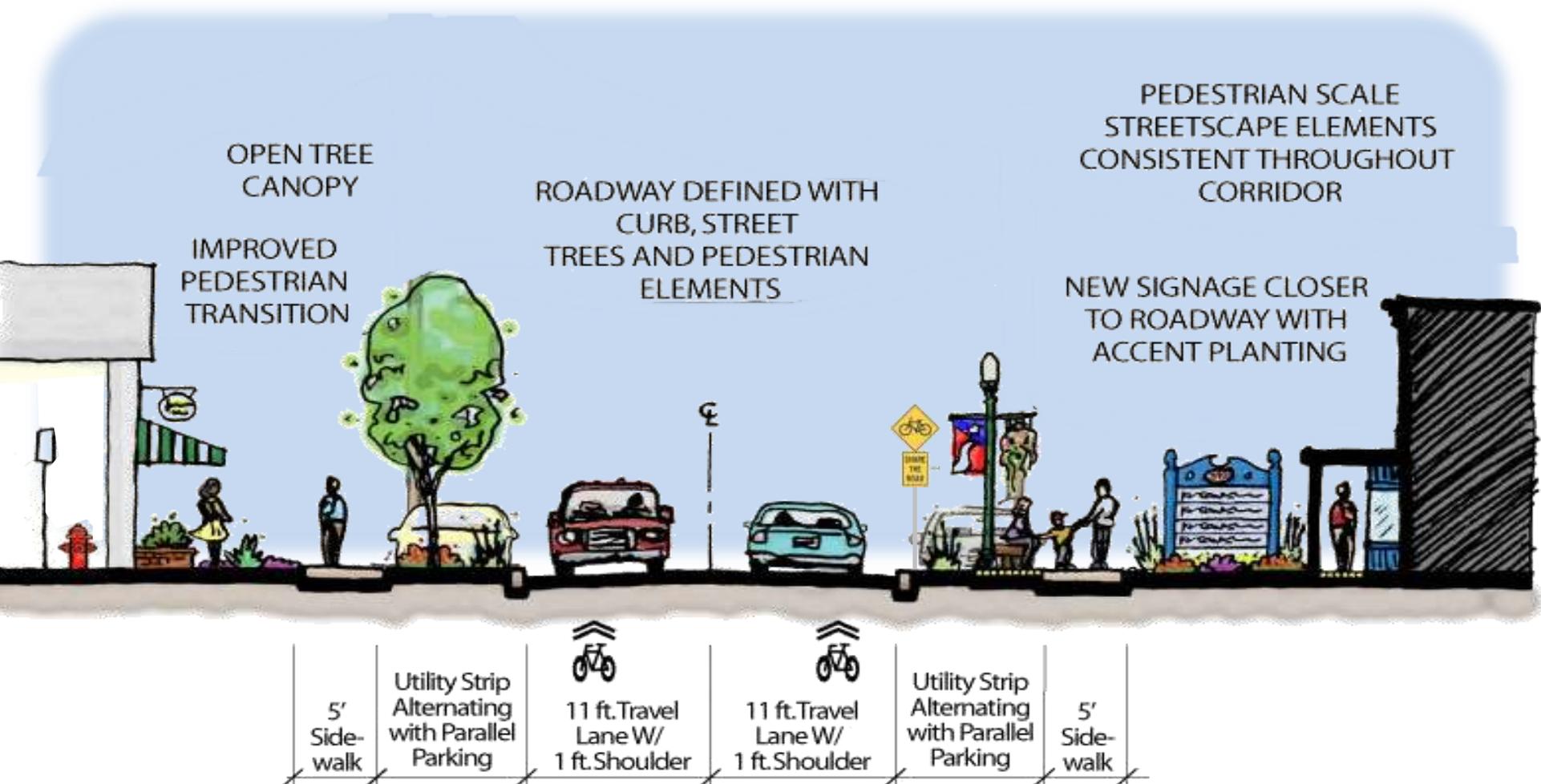
# Kenwood Ave. to Hudson Ave.



## PROPOSED STREET CROSS SECTION

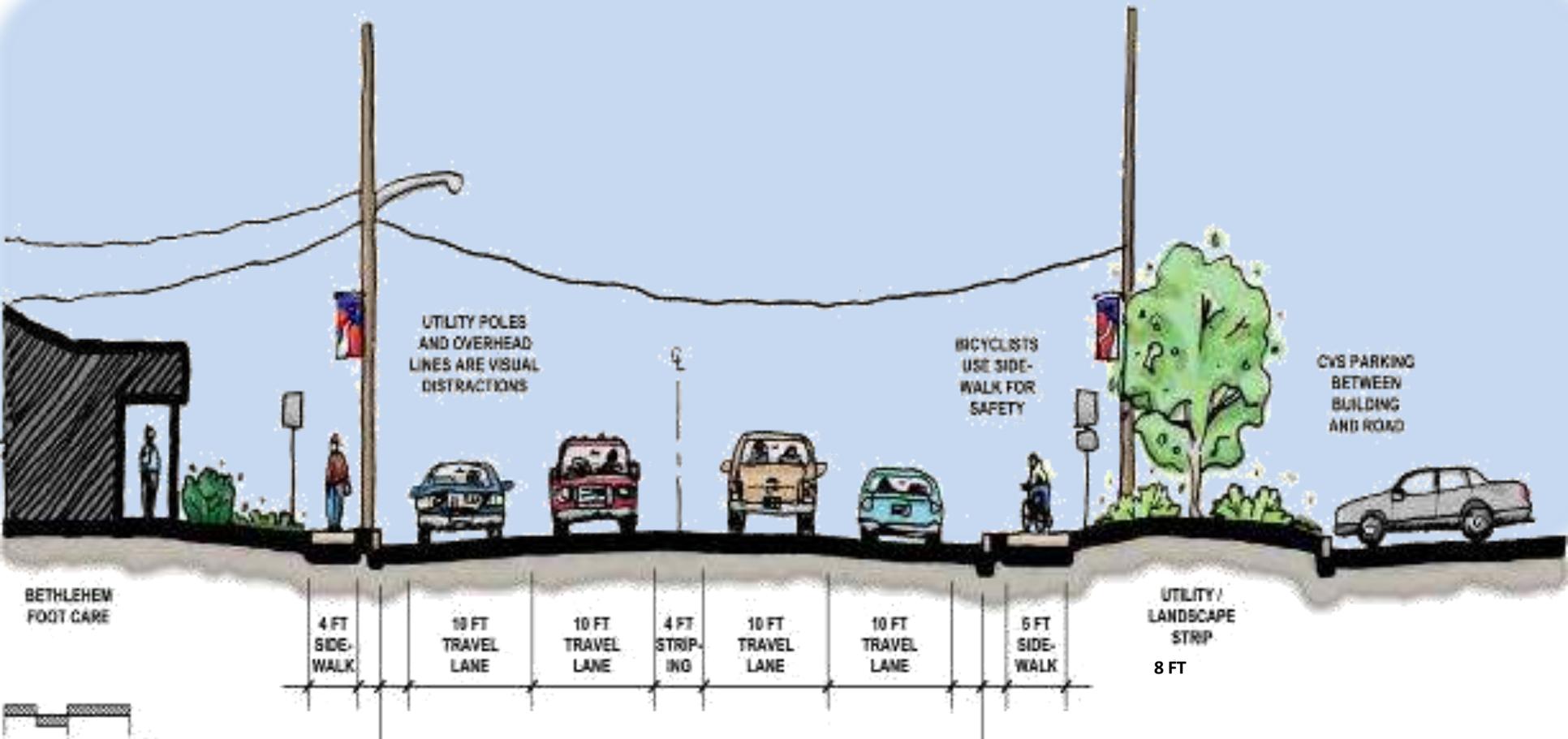
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# Kenwood Ave. to Hudson Ave.



## PROPOSED STREET CROSS SECTION

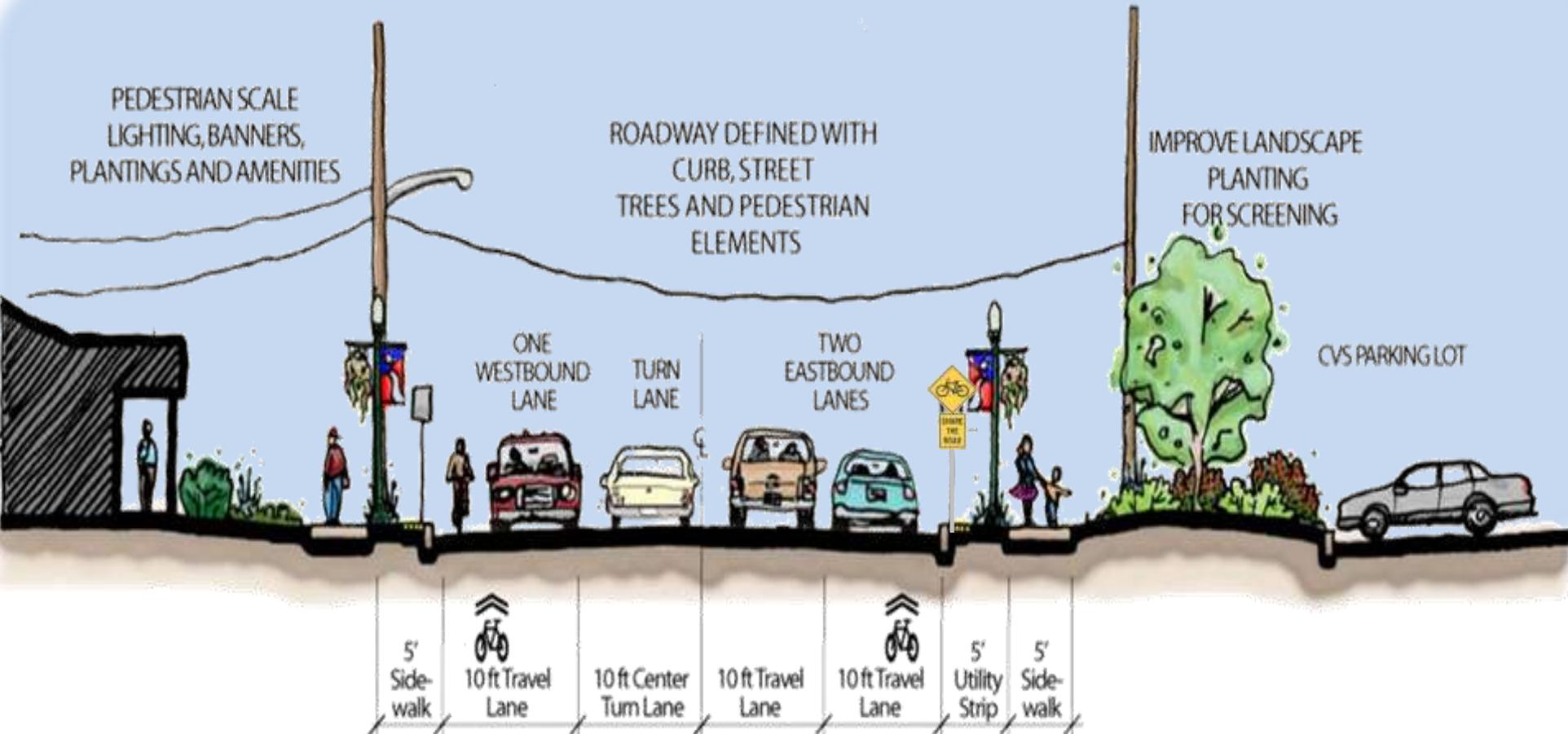
# Hudson Ave. to Elsmere Ave.



## EXISTING STREET CROSS SECTION

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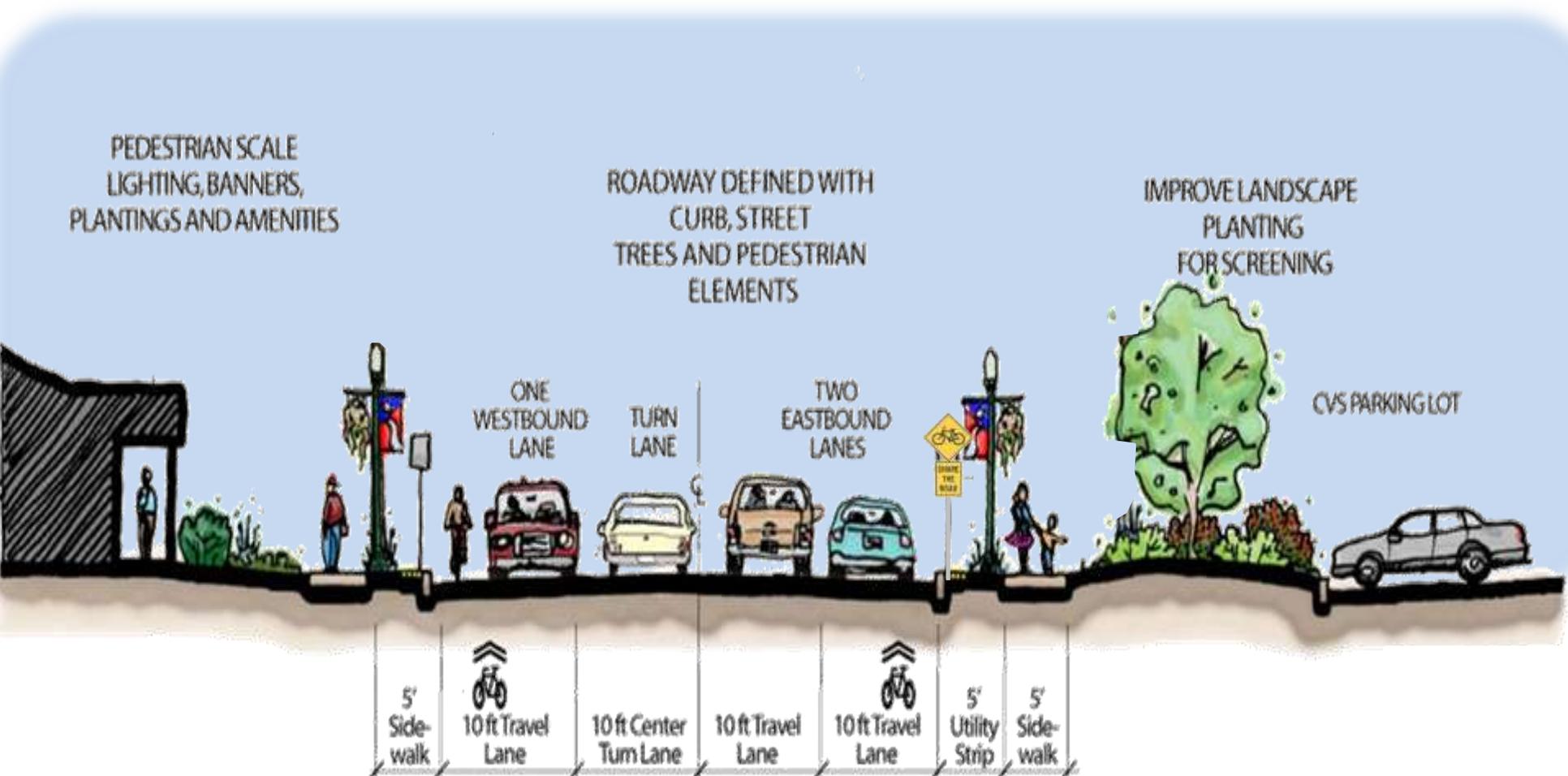
# Hudson Ave. to Elsmere Ave.



## PROPOSED CROSS SECTION

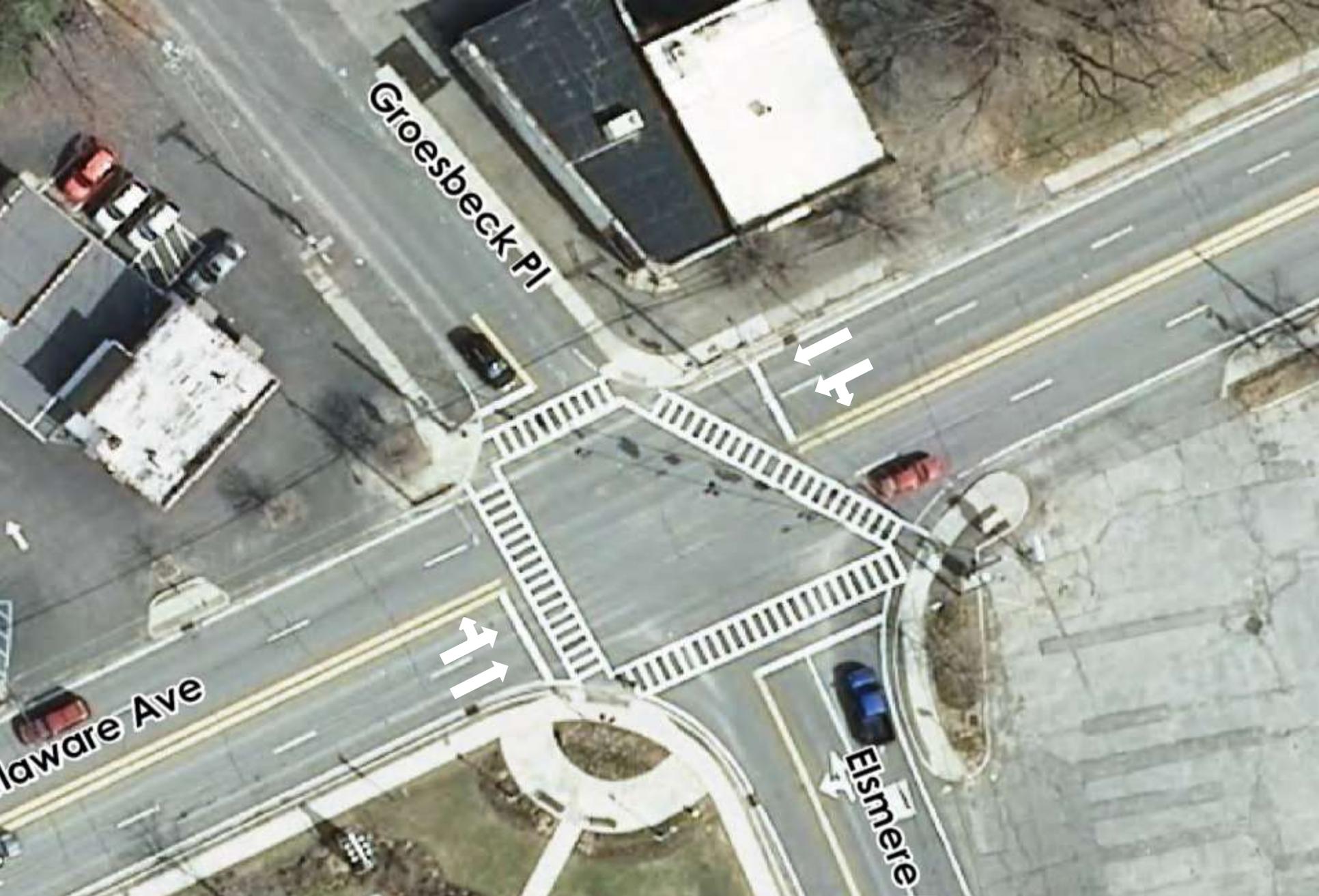
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# Hudson Ave. to Elsmere Ave.



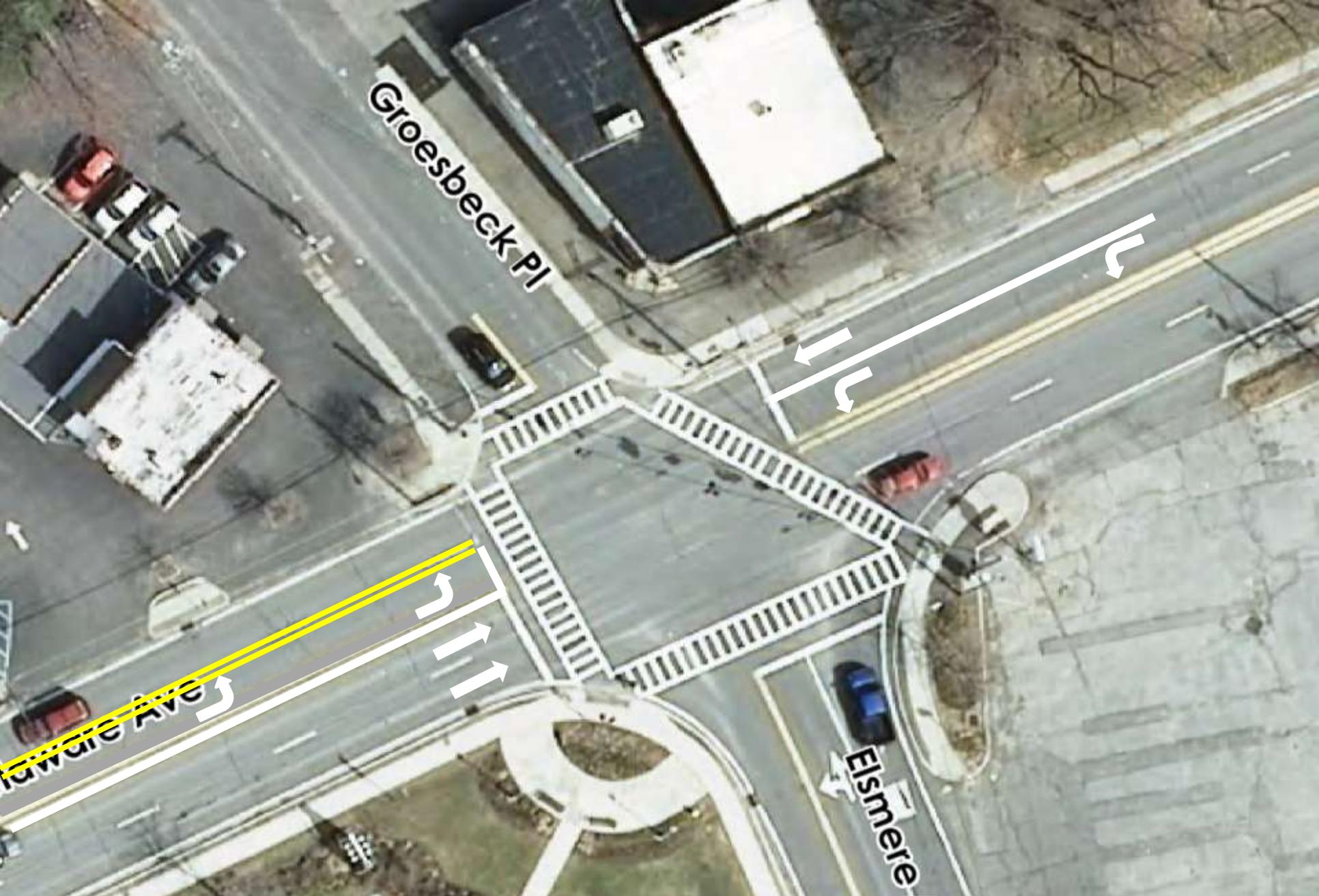
## PROPOSED CROSS SECTION

Delaware Avenue Hamlet Enhancement Study

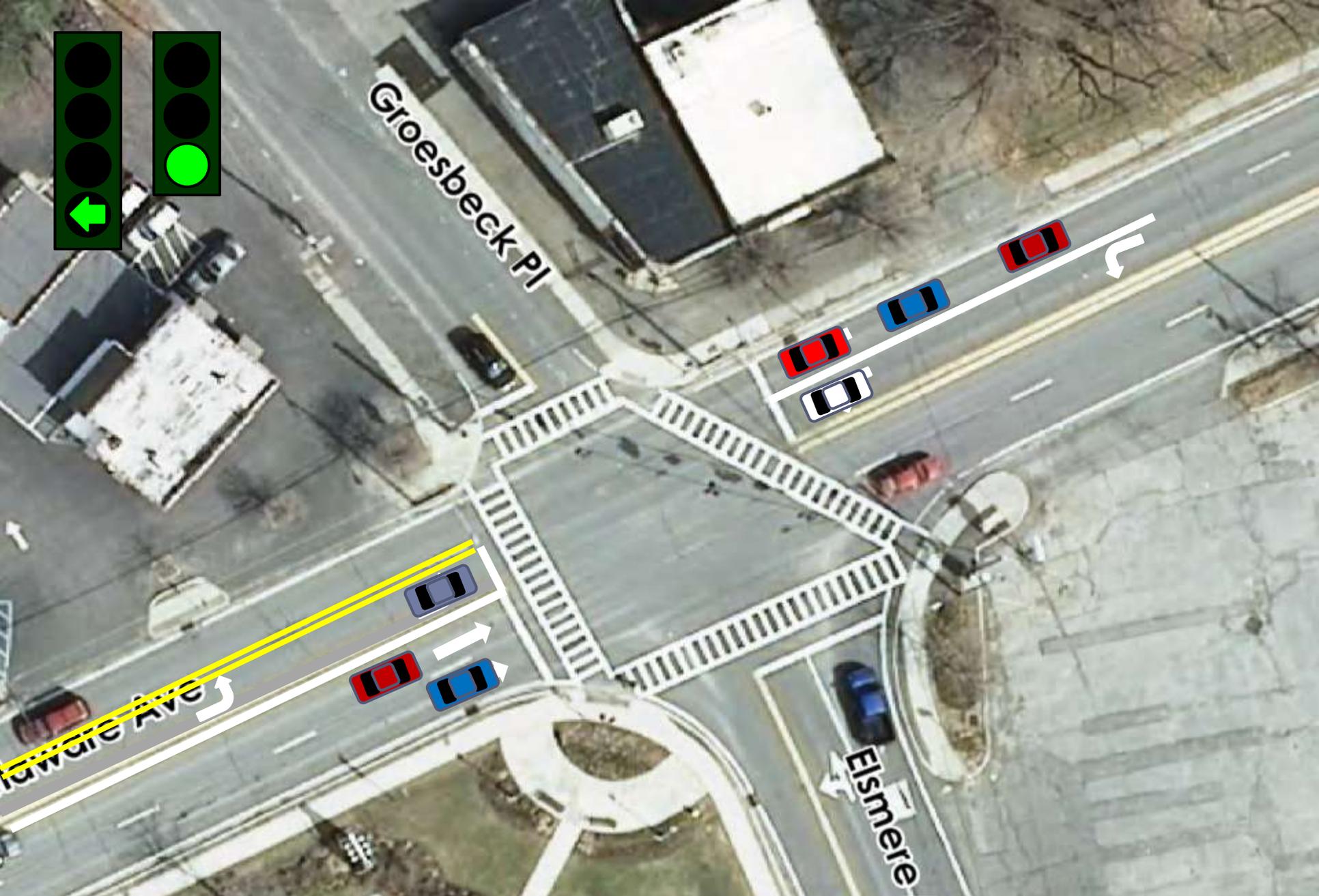


▶ ELSMERE / DELAWARE AVE - EXISTING





▶ ELSMERE / DELAWARE AVE - PROPOSED



▶ ELSMERE / DELAWARE AVE - PROPOSED

# Cost

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- ▶ **Full streetscape improvement - \$2.5 million**
  - ▶ Sidewalk
  - ▶ Decorative Lighting
  - ▶ Bump outs/defined on street parking
  - ▶ Landscaping – Street Trees
  - ▶ Shared lane markings/bicycle signs
  - ▶ Textured crosswalks
  - ▶ Connections the Rail Trail
  - ▶ Textured Intersection Treatments
  - ▶ Granite Curbing
  - ▶ Minor catchbasin improvements

# Cost

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- ▶ Adams Street to Kenwood Avenue
  - ▶ \$180,000
- ▶ Kenwood Avenue to Grove Street
  - ▶ \$390,000
- ▶ Grove Street to D&H RR Overpass
  - ▶ \$1.27mil.
- ▶ D&H RR Overpass to Elsmere Avenue
  - ▶ \$660,000
  
- ▶ Cost to bury utility lines:
  - ▶ \$5.28 mil.

# Implementation

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- ▶ Land Use Review – Site Plan
- ▶ Streetscape Improvements



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Delaware Avenue Hamlet Enhancement Study

# Recommended Next Steps

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- ▶ Town Board authorize Supervisor to submit letter of support to NYSDOT for Elsmere/Delaware intersection improvements
- ▶ Town Board recommends Planning Board and DEDP to use the study as a guide during review of development applications
- ▶ DEDP develop overlay zoning district
  - ▶ Prepare zoning code revisions
- ▶ Pursue funding opportunities to implement streetscape improvements

# Questions / Comments



Delaware Avenue Hamlet Enhancement Study