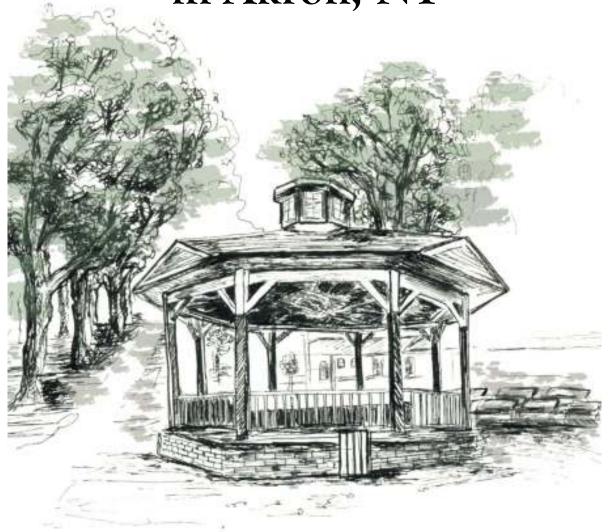
# Revitalizing Public Green Space in Akron, NY



"Making Akron Greener"

University at Buffalo Urban & Regional Planning School of Architecture and Planning Fall 2018 / Environmental Design Studio 3 / END450









State University at Buffalo School of Architecture and Planning Fall 2018

Environmental Design Workshop 3

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## **Executive Summary**

"Making Akron Greener" means opening village owned land to recreational and amenity uses improving the health and well-being of Akron residents. The work to create a healthy, sustainable, and prosperous community is spurred by residents across the village and is not the sole honor of this studio design team. The report is designed to support and build upon these efforts.

Over the course of fifteen weeks, the studio team worked together preparing this plan with the help of village residents, village leadership, and guidance from instructors at the University at Buffalo. The team developed design and programmatic ideas organized around a four-step process. The first step was developing an in-depth understanding of the history and present-day characteristics of Akron. From a demographic standpoint, Akron is in the middle of a developing age gap between the youth and elderly, which is characteristic shared with most rural areas in the country. In terms of its streetscape, the team observed that the street layout of Akron could be better arranged to encourage the utilization of the commercial district and as an attraction for outside clientele. Economically, Akron has a quick business turnover rate over the last twenty years, meaning it is not the case that there are very many vacant buildings in the Central Business District (CBD), rather businesses open and close very quickly compared to other surrounding places. Finally, the team also observed there are significant public spaces (e.g. Russell Park and Akron Falls State Park) and vacant spaces with unrealized potentials.

The team developed concept ideas in the steps based on the above understanding of Akron. In the second step, different planning and policy ideas were developed based on precedent studies to improve Akron's economy, aesthetics and sense of place. The third step was to design and commit to, the best and most realistic, concepts for implementation. The designs were developed herein mostly for the following: Akron owned parcel at 43 East Avenue; Akron owned land along Eckerson Avenue near Cedar Street; and Main Street the Central Business District from Buffalo Street to Church Street. Finally, the team worked out implementation, monitoring and evaluation plans for the concept designed.

Today the village faces some daunting challenges – Main Street storefronts in transition, a legacy of environmental damage to 43 E. Ave., and easements limiting the development of the

Eckerson parcel. However, it also benefits from a strong neighborhood community, service group involvement and quality public state parks. This report works around these problems while leveraging Akron's best asset – its people. The goal of this accumulation of work is nothing less than making the village a safer, healthier and better place for each other.

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### Introduction

#### 1.1 Summary Statement

This study on the Village of Akron provided a unique learning experience for us as urban planning students at the University at Buffalo. While previous studio projects have dealt with urban environments, it has been a pleasure learning about the similar issues faced by rural villages. Akron has touched each and every one of us on our twelve-student team, and we will all take these experiences into our future careers as planners. Akron inspires people to give back to one another, and we hope to give back to Akron through these designs.

#### 1.2 Akron Background

Akron resides just 25 miles east of Erie County; within the rural exterior of Erie County (see Figure 1.1). Prior to the 19<sup>th</sup> century, the 2 square mile lot, located directly within the boundary lines of the Town of Newstead, was home to the Seneca Tribe. At 741 feet above sea level, it was the Native American's who bestowed the name of Akron to the area, meaning "High Place." In the early 1800's, the Holland Land Company surveyed this land and found ample water resources that could help sustain the village.

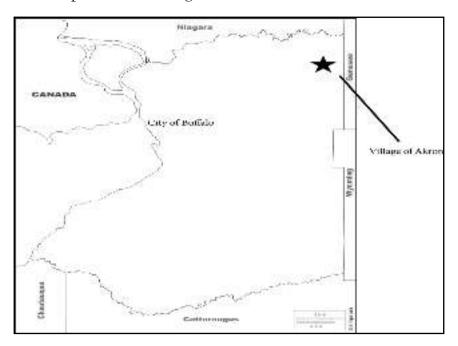


Figure 1.1: Akron within the context of Buffalo and Erie County
Source: Erie.gov.us
Credit: Charles Oakley

Jonathan Russell bought 120 acres of land from the Seneca Nation, erecting its first buildings at what is now the corner of Clinton and Main Street. Russell put aside land for Russell Park which would never be developed upon and remain in the public's hands. By the year 1831, Akron, New York was home to cement factories, barrel making companies, blacksmiths, loggers, cigar makers and much more.

Since that time, Akron's economy has gone through ups and downs. The decline in manufacturing and agriculture jobs have negatively affected housing markets, while suburbanization has helped them. Like many other areas in Erie County, Akron is recovering from the housing market crash of 2008, and competing to boost home ownership. Over the coming decades, suburban style environments are predicted to decline, and Akron may be able to compete by strengthening its rural characteristics and outdoor amenities.

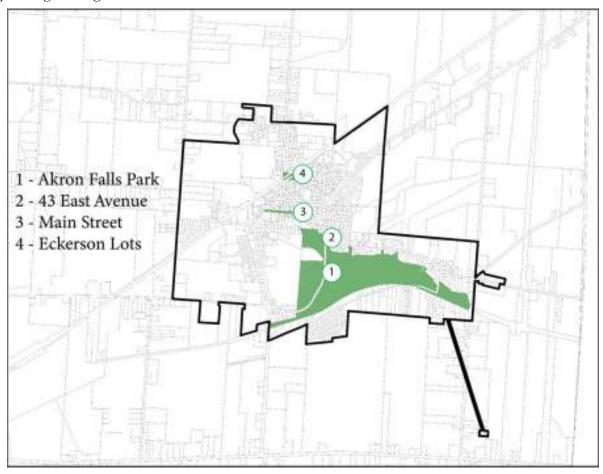


Figure 1.2: Site Map Source: Erie.gov.us Credit: Charles Oakley Edited by: Sean Cook

#### 1.2.1 Main Street

Main Street is 3,000 feet long, with around 4 blocks utilized as a commercial corridor and neighborhood center. Main Street is home to a diverse selection of locally owned stores, restaurants and businesses –all contribute to a historic village character. Although there are noticeable business vacancies along Main Street, these compare evenly with our case studies of similar villages. Enhancing the walkability and comfort of the streetscape will make the commercial corridor more competitive against external competition such as shopping malls, which deliver a similar shopping experience.

#### 1.2.2 Village Owned Property along Eckerson Avenue

The Eckerson site comprises three different parcels around 1.4, 0.6, and 0.18 acres, equaling 2 usable acres of land. The site complex is along the northern entrance to Akron, Cedar Street, and at the terminus of the West Shore Line Bike Trail. Being very close to both these long-range routes, and abutting dense residential areas make the site ideal for improvements. The site's development is limited by two high-voltage electrical line easements prohibiting permanent or tall structures on the 1.4-acre lot. However, non-permanent, and short structures and uses are currently legal.

#### 1.2.3 43 East Avenue

The 1.4-acre, 43 E. Avenue property was used as Akron's storage space for highway and road maintenance. After a new site was found for this activity, the parcel became vacant. The site is situated in a backyard environment with only one access point from East Avenue. Despite this isolation, it abuts Akron Falls State Park, and may be able to create new entrances along Parkview Drive. Its strongest asset is an existing fixed-frame shed previously used for housing maintenance supplies. Its biggest liability is environmental damage from gasoline spills on the land. Currently, the site is recommended for a Phase 2 environmental review.

#### 1.3 Planning Process

Initially, each student completed research into rural communities to better understand the issues they face broadly, and to inform future design decisions. Next, the studio team was divided into three groups - demographics, housing and economic development; environment, park and

aesthetics, and land use and transportation - in order to yield a more well-rounded and comprehensive plan as a class. Once the area was well studied, groups pivoted goal and concept development. Concluding steps of the project included implementation planning and preparing this written report.

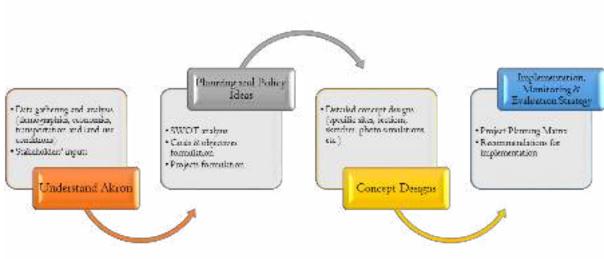


Figure 1.3: The Planning Process

Throughout the duration of the project, the team was in communication with several people from the village that had different contributions to how the area functions on a day to day basis. The different groups in contact with, were: The Community Impact Coordinator, Library Director, Town of Newstead Code Enforcement Officer, Town of Newstead Building Clerk, and the Newstead Town Historian. Each of these people provided information to the study team to increase the overall reputability of their design concepts and how the concepts fit in with the current state of the area.

#### 1.4 Structure of the Report

The introduction describes the study area and provides various data sets and demographic analysis. The SWOT Analysis outlines *strengths*, *weaknesses*, *opportunities* and *threats* for Akron based on research into existing conditions and trends over time. Focus teams were formed in order to ensure that the design process yielded a cohesive and well-informed plan. Concept designs expand upon these ideas incorporating community feedback. The report concludes with policy recommendations supplementing concept designs and outlining sources of funding and implementation phasing.

Making

Akron

Greener

## Chapter 2

Demographic, Housing & Economic Profile



#### 2.1 Introduction

This chapter focuses on its population, health, housing, and income of Akron. These areas are analyzed to explore key development issues that need to be considered in its concepts developed later in to report. The chapter concludes with a synthesis of key issues using SWOT (strengths, weakness, opportunities, and threats) analysis.

#### 2.2 Demographics

The Village of Akron has a population of 2,872 people. It is a very homogenous area where nine out of ten of its residents are white. The 2010 Census reported that the Village of Akron had a total population of 2,868 people, of those 2,868 people, 13 of them were Black or African American, 42 of them were American Indian and Alaska Native alone, 8 were Asian alone. Women have a higher percentage (about 52%) in the population than males. The village lacks youthful population, those between ages 18 and 34.





2,872

51.5% Females 48.5% Males

#### 2.3 Housing Characteristics

There is a total of 1,293 households in the village of Akron. Out of those 1,293 households, there are 771 family households, 562 of them husband-wife households and 209 of them are reported as other family households. Out of those 209 households, 54 of them are reported as being male households with no wife present and 155 of them are female households with no husband present. There are 522 nonfamily households with 444 of them reportedly living alone (see Figure 2.1).

#### Types of Households in Akron, NY

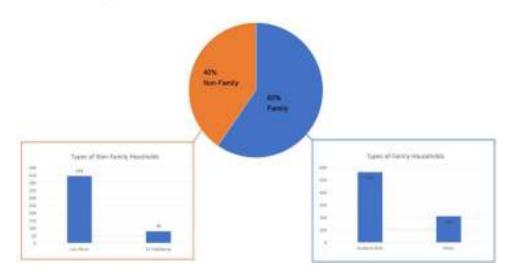


Figure 2.1 Types of Households in Akron, NY Source: Census Bureau 2015

Over 63% of these village's housing units are either owned free and clear or in the process of becoming so, which is a very high number in most scenarios, but not necessarily for a rural community. The average household size is higher for owner-occupied units, coming in at 2.45 people compared to the 1.79 people in a renter-occupied household (see Figure 2.2).

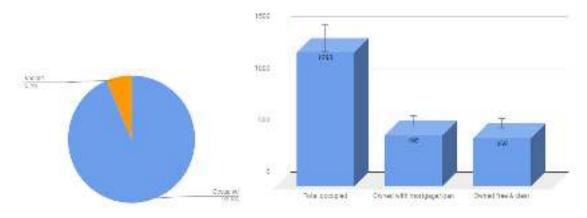


Figure 2.2 Household Figures in Akron, NY Source: Census Bureau 2015

#### 2.4 Health

According to the Census of 2010, The Village of Akron has six types of disabilities: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, independent living difficulty, and self- care difficulty. Cognitive Difficulty is a person who has trouble concentrating, memory, and other functions of the conscious brain. Ambulatory difficulty is when an individual has difficulty walking or climbing stairs (Figure 2.3).

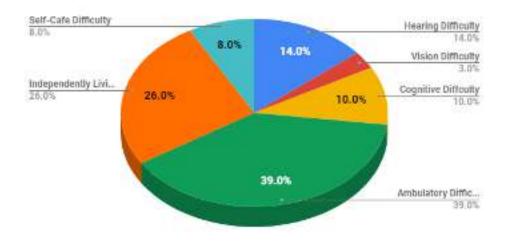


Figure 2.3: Health Difficulties in Akron, NY Source: Census Bureau 2015

#### 2.5 Homes and Income

Roughly 30% of the village's housing stock have medium housing values between \$100,000 and \$174,000. The average property value in the village of Akron is \$117,100, which is 0.57 times less than the nationwide average of \$205,000. Between 2015 and 2016 the average property cost reduced from \$119,400 to \$117,100. The homeownership percentage in Akron is 56.9%; this is lower than the nationwide average of 63.6%. In 2016, the median household income in Akron grew from \$47,311 to \$52,788. The major share of households has income in the \$50,000 - \$60,000 range.

#### 2.6 SWOT Analysis

This SWOT analysis helps identify internal strengths and weaknesses, and external opportunities and threats for the village of Akron. The SWOT analysis here is used to present a summary of the key issue analyzed in the community. This summary is later used to inform the concepts proposed in this report.

Strong sense of community involvement     Availability of housing stock to support future growth     Rich historical context	Lack of youthful population (18-35years)     Relatively old housing stock     Local businesses have limited access to outside clientele
Relatively affordable housing prices compared to surrounding communities     Presence of immigrant communities in Buffalo, who can be attracted to Akron as residents and/or business owners	Relative decline in rural population in the country     Close proximity of commercial outlets in surrounding makes it difficult for local businesses to compete to clients

Table 2.1: SWOT analysis based on demographics, housing & economic development profile of Akron Data Source:

Credit: Sean Cook

## Chapter 3

## Land Use and Transportation Profile



#### 3.1 Introduction

Land use and transportation systems influence the style and character of the communities we live in. When analyzing the land use and transportation patterns, we looked at the walkability of the area, biking infrastructure, and traffic volumes as well as the mix of land uses contributing to community excellence.

#### 3.2 Existing Land Use Profile

It is vital for small communities to have the proper zoning codes and land use policies in place to ensure its success. The Village of Akron has a beneficial diversity of land uses within its borders (See Figure 3.1). All small communities should adhere to certain standards and guidelines for the division of their land for certain uses. For example, percentages of commercial land vary from village to village, however the standard percentages are around 5%-10% of their total land. If the Village of Akron were to use a 5% standard, they would have to convert approx. 1,500 acres over to commercial land in the next twenty years. New commercial areas should be located right in the CBD, inside the Village, near key intersections right outside the Village (NY Route 5/NY Route 93), at municipal boundaries near surrounding communities, or in well serviced areas.

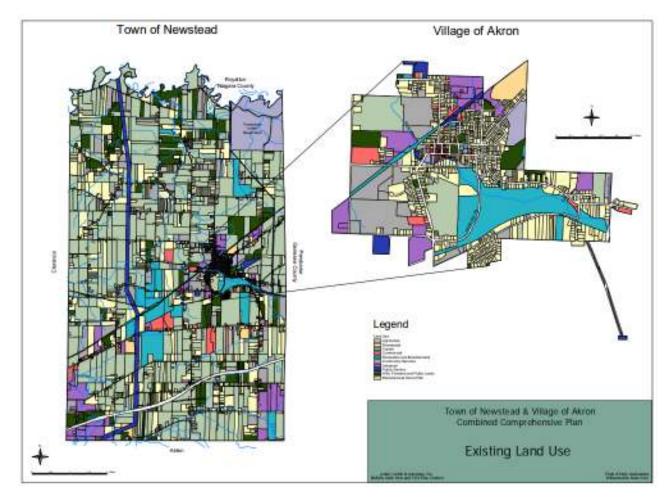


Figure 3.1: Existing Land Use Conditions

Data Source: Town of Newstead & Village of Akron Combined Comprehensive Plan

For industrial land uses and planning, standard guidelines recommend 12 acres of industrial land be put aside for industrial uses per 1,000 residents. In addition to this, an extra 12 acres should be set aside per 1,000 residents for future reserve. The Village should have approximately 100 acres in current reserve and 100 acres in future reserve. Currently the Village and Town combined have approximately 680 acres dedicated from industrial uses if you don't include gravel-mining industries in the town.

The projected parkland and recreation facility needs discussed in the comprehensive plan indicate the village and town have abundant amounts of land for park usage, but lack the necessary acreage needed for play lots (18 acres) and pocket parks (1.5 acres) in the area. The lack of play lots is compensated for with the play equipment at each of the parks. Fully, the Village has 8% of its total land devoted to parks and recreational uses. Some of the parks and recreational

facilities in the village include: Akron Falls, Akron Sports Park, Russell Park, Akron Lodge, Wilder Park, Veterans' Posts (See page 83).

Akron's housing supply is adequate. Projected housing need in the village of Akron for the year 2020, is only around 3,600 units. The village has approximately 3,900 units available; demonstrating a modest surplus (See page 78).

In conclusion, while there is room for improvement, it is safe to assume that the village has the well-balanced set of land uses it needs for the next decade.

#### 3.3 Existing Transportation Infrastructure and Conditions

The Village owns approximately 12.2 of two-lane roads. Using the Asphalt Institute all street segments within the Village were assigned ratings between 82 and 100 averaging 95.2. Scores averaging -95 only need little maintenance such as filling potholes. The village, shown by this assessment, clearly has roads which are in good shape and do not need much repair looking into the future. Using more traffic calming measures or rerouting some trucks coming through the village are possible ways you can expand the lifespan of these roads as well. These roads are still in good conditions but there is still a good amount of car and truck usage (See Figure 3.2).

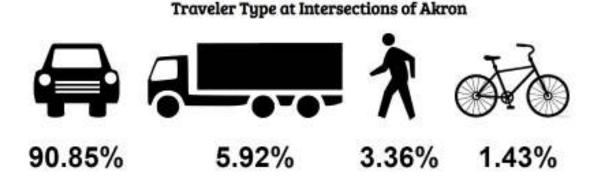


Figure 3.2: Traveler Type at Intersections of Akron
Data Source: Studio Field Survey 2018
Credit: Edward Campany, Sean Cook, Joshua Diamond & Charles Oakley

#### 3.3.1 Traffic Modes

The main traffic modes of the area were cars, bikes, trucks (commercial) and pedestrian traffic. The studio team only counted commercial 18 wheeled vehicles as trucks, and all other types of trucks (pickup truck, garbage truck, etc.) were counted as cars unless otherwise specified (See Figure 3.3).

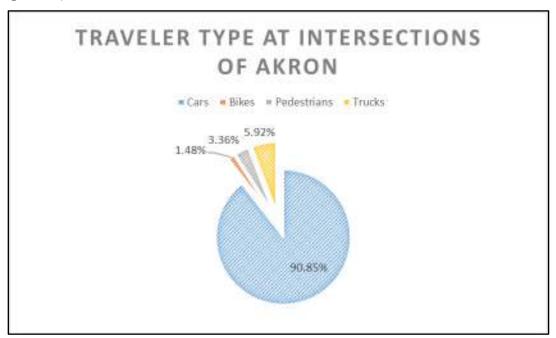


Figure 3.3: Traveler Type at Intersections of Akron, NY
Data Source: Studio Field Survey 2018
Credit: Edward Campany, Sean Cook, Joshua Diamond & Charles Oakley

#### 3.3.2 Traffic Volumes

Transportation studies were completed at 7 various intersections during off-peak and on peak hours for 15-minute intervals, analyzing the direction of the traffic, type of transportation used: car, commercial truck, motorcycle, bicycle, or pedestrian (See Figure 3.4 & 3.5). All recorded data was averaged between 2 separate days and extrapolated to estimate the daily traffic volumes. Volumes were recorded as tallied data and then converted to numerical form.

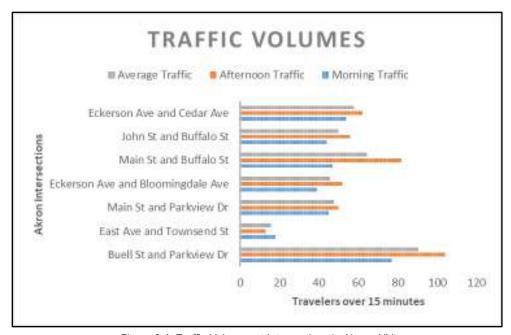


Figure 3.4: Traffic Volumes at Intersections in Akron, NY
Data Source: Studio Field Survey Data 2018
Credit: Edward Campany, Sean Cook, Joshua Diamond & Charles Oakley

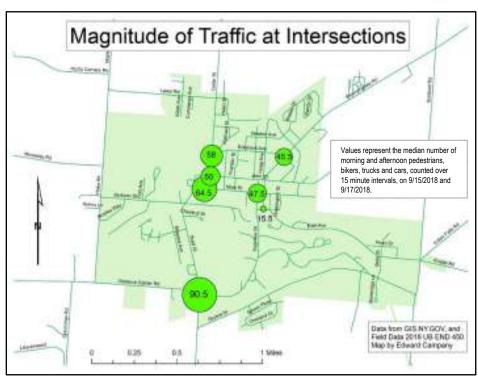


Figure 3.5: Traffic Magnitudes at Intersections in Akron, NY
Data Source: GIS.NY.GOV, and Studio Field Survey Data
Credit: Edward Campany, Sean Cook, Joshua Diamond & Charles Oakley

#### 3.3.3 Walkability

The community has a perfect walking shed, with all amenities being in a ½ mile radius from Main St. Yet, automobile are the most common means of travel, suggesting issues with parking saturation undermining short-distance walking trips. A half-mile radius gives a good sense of the size of a village and in the case of Akron helps to show how many outdoor amenities are within a short walking distance from the center of the Village (See Figure 3.6).

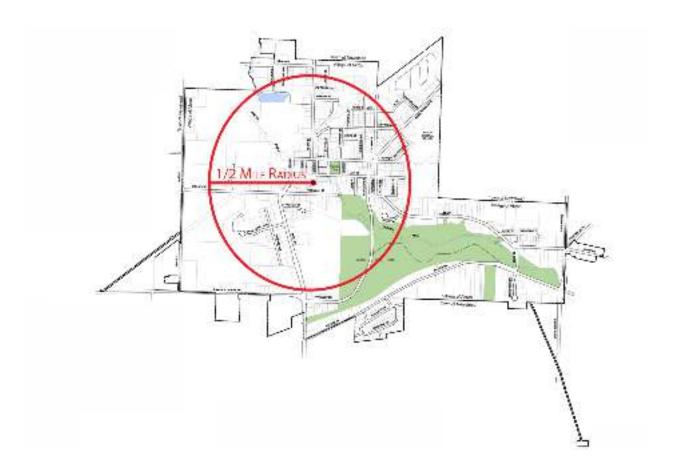


Figure 3.6: Half-mile walkability range map for the village of Akron, NY
Data Source: Google Earth
Credit: Sean Cook

#### 3.3.4 Bicycling

Bicycle traffic was analyzed at 7 intersections, on roads, and with a special focus around the bike ending across from the Eckerson Avenue Site (See Figure 3.7). Few biking trips were witnessed arriving from the bike path with the majority of trips being departures from the

Village. This suggests the bike trail is used primarily for local recreation but could become a gateway to the village if street conditions improve.

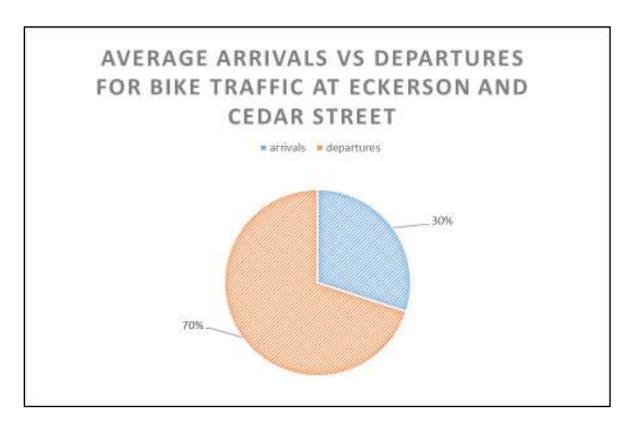


Figure 3.7: Arrivals vs. Departures for bike travel at Eckerson Ave. and Cedar Street
Data Source: Studio Field Survey 2018
Credit: Edward Campany, Sean Cook, Joshua Diamond & Charles Oakley

#### 3.3.5 Pedestrian and Parking Quality

Pedestrian sidewalks, bike lanes, and on street parking on each street were classified as present or non-present, to locate streets needing infrastructure improvement. Streets with sidewalks on both sides were given the classification of "green," while those without sidewalks on both sides were given the classification of "red." Conversely, parking, and pedestrian crossings were also combined to reveal a pattern spatially by roads. The current conditions of the roads of Akron show that the Village is in good current condition, but could use some improvements in areas such as Eckerson Ave., Buffalo Street, John Street, & Cedar Street (See Figure 3.8).



Figure 3.8: Pedestrian Infrastructure and Crosswalk Current Conditions
Data Source: Studio Field Survey 2018
Credit: Charles Oakley

#### 3.3.6 Means of Transportation to Work

According to NYS Census Data, over 80% of residents in Akron use automobile or other forms of solo gas-powered transportation to get to and from work (See Figure 3.9). Only 7% walk to work, which can be reflected in the transportation analysis completed during site visits on various intersections.

## Means of Transportation to Work Village of Akron, NY



Figure 3.9: Uses of transportation of the people of Akron. NY

Data Source: U.S. Census Bureau; American Community Survey, 2016 American Community

Survey 5-Year Estimates, Table S0802

Credit: Sean Cook

#### 3.3.7 Average Travel Time to work

Akron has short commute times, averaging under 10 minutes. However, much of the commuting activity is by car, which does not effectively leverage the existing pedestrian infrastructure (See Figure 3.10).

#### Travel Time to Work: Village of Akron

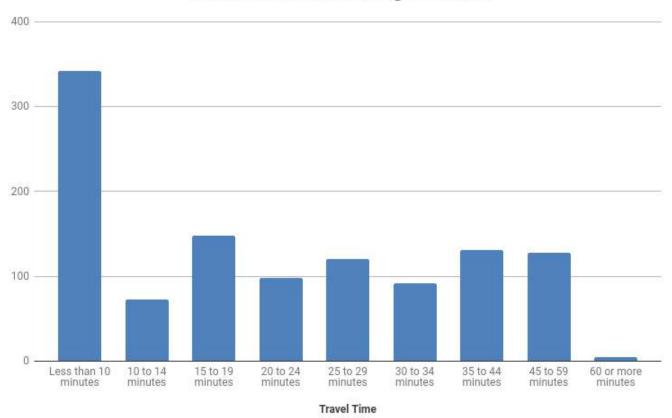


Figure 3.10: Travel Times for commuters in Akron, NY

Data Source: U.S. Census Bureau; American Community Survey, 2016 American Community

Survey 5-Year Estimates, Table B08303

Credit: Edward Campany

#### 3.4 Traffic & Transportation Infrastructure

The intersections at Main Street, Buffalo Street, Eckerson Avenue, and Cedar Avenue are the most problematic to pedestrians and bicyclists crossing the roads. New crosswalks should reflect those already in the community. Crosswalks are missing at the intersections shown in Figure 3.11. The village of Akron already has good infrastructure in regard to its sidewalks and pedestrian crosswalks, but there could be a few more crosswalks implemented to make it a safer and more walker/biker friendly area. Specific areas where crosswalks can be added are at the intersection of Eckerson Ave. and Cedar Street, where the West Shore Line Trail comes to an end, and on Main Street near the village hall and library.

Traffic lights could be added to intersections to buffer traffic and pedestrians, improve traffic and control commercial vehicles. Considerations include reducing speed limits on Main Street or add two stop light intersections on the street, helping to slow down vehicles. There also may need to be intervention on Cedar Street where the West Shore Line Trail ends currently.

The Bike Path (West Shore Line Trail) intersects Cedar Avenue and going through Akron and other South Eastern communities ends abruptly; many bicyclists were viewed turning around upon reaching Cedar Avenue, instead of continuing through Akron. An essential part of creating a more bike friendly village is transitioning safely between the trail and the road. In addition, the bike lane has inadequate parking for people to get out of their vehicles and a lack of wayfinding and connectivity to the roadways (Figure 3.11).



Figure 3.11: Current and Proposed Bike Path(s)
Data Source: Studio Field Survey 2018
Credit: Charles Oakley

#### 3.6 SWOT Analysis

The SWOT analysis presented is a very useful technique to help determine the transportation and land use strengths and opportunities as well as the weaknesses and threats possible to improve upon. Akron has a very rich sense of pride; a walkable village that has a lot of great scenery in all corners (See Table 3.1).

S - STRENGTHS  1.) Alron's history can be leveraged to create a sense of pride 2.) The homogeneous demographic population creates a strong sense of identity 3.) Street grid that helps with the diffusion of traffic 4.) Walkability around Central Business District and proximity of services to residents 5.) Eckerson Ave site is located at the terminus of the West Shoreline Trail 6.) Good indoor and outdoor spaces	W- WEAKNESSES  1.) The history of Akron could be represented  2.) Lack of youthful population (age 18-34)  3.) Underutilization of public spaces (three vacant lots at Eckerson Ave & 43 East Avenue)  4.) Lack of infrastructure to support active fixing.  5.) There is generally poor signage in Akron.
OPPORTUNITIES     The underutilization of Akron's history to create a sense of place     Spaces for social activities are available     The West Shore Line Trail     Route 5 and 93 are two main highways that are extremely useful transportation tools that could be used to the village's advantage by increasing signage near exits     Russell Park has proven to be a successful space in Akron     Akron Falls provides a regional attraction for people to come and visit	T - THREATS  1.) Preservation and implementing desirable attractions that glorify the neighborhoods history 2.) Lack of youthful activity may get in the way of attracting younger residents 3.) Drop in Main Street business presence; competition with large parcel businesses outside village. 4.) Environmental damage, and potentially undiscovered brownfield sites. 5.) Existing Power lines poles interfere with visual appeal and project feasibility

Table 3.1: SWOT Analysis of Akron from the Land Use and Transportation profile

Data Source:

Credit: Sean Cook

# Chapter 4

# **Environment and Aesthetics Profile**



#### 4.1 Introduction

Programing public spaces will help enhance the sociability of the community by providing a forum for public activities. We hope to enhance public spaces for rest, leisure, and activity. This connected park system will help guide people through the village improve on the livability of the village.

### 4.2 Existing Environmental Conditions

#### 4.2.1 Storm water infrastructure

According to the Town of Newstead and Village of Akron Comprehensive Plan Update (2018,) "The Village of Akron has a dedicated storm water collection system (municipal separate storm sewer system – MS4), but the age of the lines associated with the system and the age of the system as a whole is unknown. In addition, the system is not mapped, so the extent of which it serves the Village is unclear." Current practices recommend the implementation of eco-friendly rainwater catchment systems, such as rain gardens, to deal with the issue of surface runoff. A water pipeline is currently being installed at the intersection of Eckerson and Cedar Street with plans to implement a drinking fountain for bicyclists.

#### 4.2.2 Tree canopy

In Russell Park, there are many white oak trees that have been around for between 300-400 years; before Akron Village was even built. The tree canopy on Main Street is not as lush as the Russell Park, and is much smaller in comparison. There are some trees that are already decaying on both sides of Main Street. At the Eckerson Avenue area site there are a few trees concentrated in one corner while the majority of the area is open grass. One side of this parcel is a power station surrounded by pine trees. At 43 E Avenue, there are many high-quality tall trees on the side of Parkview drive, but they are concentrated on one side of this site. The surrounding environment in general has healthy old trees. However, the tree canopy on Main Street can be improved to a more desirable state by implementing new trees and using best tree care practices.

#### 4.2.3 Public furniture construction

In public space, public furniture gives the environment definition and encourage people to use the space. They're very good public spaces with high quality public facilities and furniture in the Russell Park area of the Main Street.

At the Eckerson Avenue site, there is no completed public facility or furniture, except for one very small bocce ball court. It is a blank area that can be redefined at this point. The 43 East Ave does not have any construction that can be called "public furniture". There is a storage shed on this site, which is surrounded by debris and waste. Private homes and garages are also at this site with no barriers between them, so it is difficult to distinguish between public and private areas here. The entrance to this site is on East Ave, which is hidden between two private houses, which is very inconvenient for a public space.

#### 4.2.4 Street lights and road surface condition

Along Main Street, lights are well furnished and placed on both sides of the street. There are not any street lights in the Eckerson Avenue area site. After sunset, lighting at this site was poor, which affected the public sense of safety. Moreover, some of the pavements and road surface are completely unbuilt. Most of the area is grassland and the quality is good for quality living.

#### 4.3 Existing Aesthetic Conditions

Signage and banners are inadequate in the Village. A welcome sign and a village map will help address wayfinding issues.

#### 4.3.1 Public Art

During the site visit, the studio team were able to see the public art located at Russell Park and the library (See Figure 4.1). There are cannons and bronze statues featuring historical individuals and monumental events. At the library there is artwork engraved in the ground encouraging children to read and a statue of a child reading on the balcony.



Figure 4.1: Public art – Statue memorializing those who fought for our country Source: Brandon Doring

#### 4.3.2 Main Street

Buildings vary in height, shape, and color—which is appealing to the eye. The street lights are aesthetically pleasing with American flags, clocks and flowers to symbolizing patriotism. Seasonal banners such as the Oktoberfest banner are a great way to aesthetically bridge the street and create a cohesive environment.

#### 4.3.3 Rich Twinn Octagon House

The Octagon House located on 145 Main St is also a landmark for the Village. This house stands out because of its octagonal shape (See Figure 4.2). According to the Newstead Historical Society, "The Rich-Twinn Octagon House is of Greek Revival architectural style with the exception of the cupola, which is of Italianate design. This is evident in the rounded Italianate

windows, believed to be the earliest examples of Italianate windows in the area. It is approximately 2,600 square feet, having three floors plus a cupola, and is of "Post and Beam" construction. The house sits partially underground, a feature of approximately 10% of octagon homes. Inside is a beautiful restoration with interesting historical features, among them [are] inwall speaking tubes and a dumbwaiter."



Figure 4.2: Rich-Twinn Octagon House Source: Brandon Doring

#### 4.4 Existing Parks and Recreation Conditions

Parks in this area are well managed and are kept clean for visitors. There are currently two main parks and a few smaller parks within the Akron village limits and two open spaces for proposed park or public space. The largest and most well-known park in the village is Akron Falls Park. The next most popular park is Russell Park in the center of town. Both of these parks offer unique facilities and equipment to attract visitors. In regard to Akron Falls, the list of activities include basketball, bicycling, fishing, hiking, ice skating, picnic area, playgrounds, cross-country skiing, sledding, softball, and tennis. The variety of amenities would support all age groups that want to visit the park.

Russell Park, on the other hand offers live music within the gazebo and a kids playground. Another attractive feature offered by this park are the several large old white oak trees. This park seems to be the designated meeting place for village folks when there's an event going on.

The latest proposed park space, which will be called Eckerson Park for now, is located at the terminus of a bike trail and currently offers a bocce ball court. This area is characterized as a long flat triangular area with many power lines and an electric substation in the background. Some features that we thought were lacking in the park areas and streetscape were drinking fountains, public restrooms, seating, public art, and adequate wayfinding. Fun places for teenagers are limited, so facilities for that age group are recommended.

Another property at 43 East Ave is available to redevelop into some sort of public space. Currently the only entrance to this property is a driveway shared by two somewhat dilapidated residential buildings. The property seems as if it's in someone's backyard. If possible, an alternate entrance should be created on Parkview Drive, as to not interfere with the neighboring properties and increase aesthetics.

## 4.5 S.W.O.T. Analysis

SWOT Analysis is a technique used to identify current strengths and weaknesses of a village. The analysis helps to show that the Village of Akron has a lot of great assets but can also improve upon its existing conditions. The village can increase pedestrian walkability and improve connectivity via green trail while implementing sustainable designs and park activities to appeal to all demographics and promote societal interactions. The SWOT Analysis also helps to point out that the Village can revitalize existing green space by incorporating self-sufficient designs

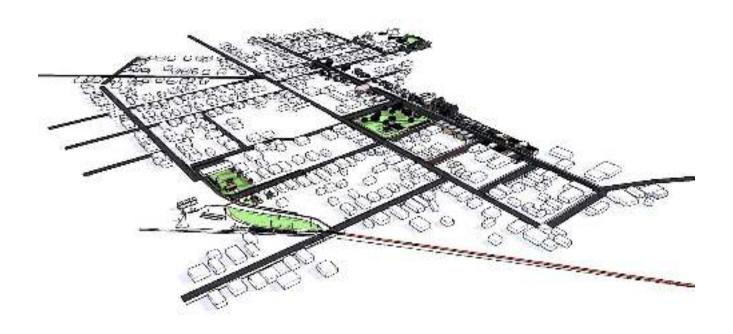
that would be resilient throughout the seasons to bring the community together all year-round (See Table 4.1).

S - STRENGTHS  1.) Edwarson Ave, sile is beside the Clearance Bike Pathway which is an advantage due to its high user rates 2.) There are existing bocce trail fields at Eokerson Ave. 3.) Main Street is the fown business center, which attracts people who live and enter the village 4.) Russell Park and the library are both very important public spaces in the village 5.) The property at 43 East Ave. is near Akcon Falls Park; a great potential community resource 6.) 43 East Ave. is not far away from the Rich-Twinn Octagon House; a signature historic sitre in Akcon	W- WEAK NESSES 1.) Edicerson Ave. lacks signage on both sides of Cedar Street 2.) Limited street lights at Eckerson Ave. which negatively impacts the feeling of safety in the area 3.) There is heavier traffic occurring at Cedar Street, which could be a problem for connecting the Eckerson site to the West Shore Line Trail 4.) The existing cable lines influence the aesthetics of the site in a negative way.
O-OPPORTUNITIES  1.) By linking the West Shore Line Trail and creating a more appealing environment, the community could benefit by attracting more visitors for exercise  2.) Public art, wayfinding, and public facilities could give this site more character  3.) An improved streetscape on Main Street could help businesses and attract more people  4.) Opening a new enhance on Parkview Dr. at 43 East Ave. may enhance the site's visibility and successfully transform the area into a functional public space  5.) Opportunities to use existing businesses in Akron such as Perry's Ice Cream	T - THEREATS  1.) The traffic volume is high at Cedar Street; the addition of a bike path could amplify this 2.) Street Parking may affect the results of any plans at Eckerson Ave. in a negative way 3.) More visitors will need more parking space, which could be a challenge for the village 4.) It is hard to showcase 43 East Ave. because of its existing conditions and unknown toxicity 5.) Advertising is needed for this site and to let more visitors know about options around Akron

Table 4.1: SWOT Analysis Data Source: Credit: Sean Cook

# Chapter 5

# **Concept Designs**



#### 5.1 Main St. Site Breakdown

The main purpose of the Main Street streetscape concept designs is to create a better quality mixed-use transportation in the CBD corridor. The street is divided into *Section A* and *Section B*, and they have different design options. The two sections both chose to remove on-street parking to enhance the streetscape and overall walkability. At the same time, the pedestrian lane has been expanded and improved drastically to support the community and local businesses.

Section A has benches facing towards the store fronts, which could avoid users being disturbed by traffic, while encouraging shoppers to stay in the area instead of utilizing automobiles for a quick "in and out" experience. Reasonable amount of trash and recycle bins, flower boxes, and bike racks are also added to make Main Street more conducive and attractive to foot and bicycle traffic. The designed street medium has small heighted shrubs and solar ground lights, which would prevent blocking the view of sight from both sides of the traffic lane, while providing a safer and greener environment. The goal is not only to beautify Main Street to the citizens of Akron, but to attract people from outside locations to visit and spend time.

*Section B* focused on streetscape beautification across from Russell Park. Sidewalks with bike lanes are separated from automobile traffic by a green zone. The green zone has marble planters, grass land, and cobblestone sidewalk trim in place of concrete. Street amenities like bike racks are also placed on both sides of the street, as in *Section A*.



Figure 5.1: Main St Section Breakdown Credit: Joshua Diamond & Yiran Niu

## 5.1.1 Design Scheme 1 Plan View: Main St. "Section A", Version 1

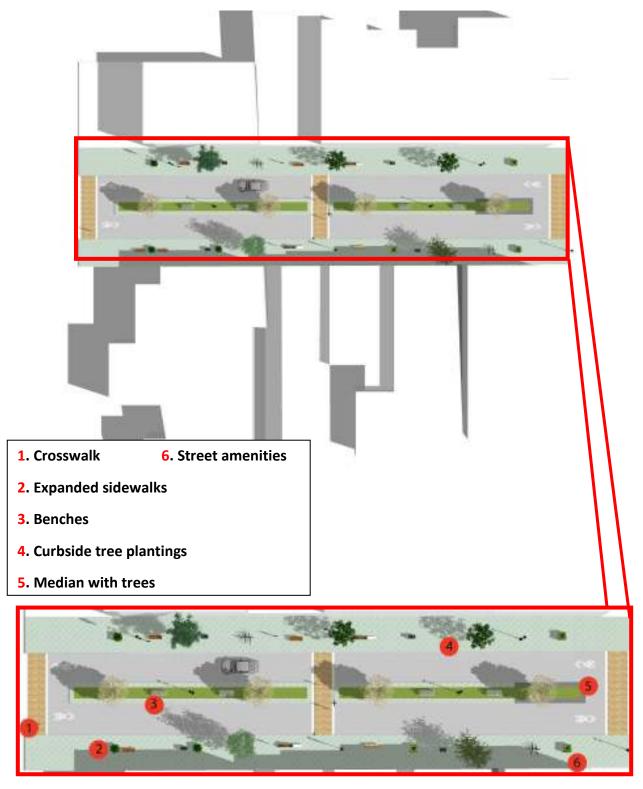


Figure 5.2: Main St "Section A" Plan View Rendering

Credit: Charles Oakley and Joshua Diamond

# 5.1.2 Design Scheme 1 3D renderings







Figures 5.3: Multiple 3D renderings of Design Scheme 1 Credit: Charles Oakley and Joshua Diamond

## 5.1.3 Design Scheme 2 Plan View: Main St. "Section A", Version 2



- 1. Sidewalk and bike path
- 2. Benches, bike racks, trash and recycles bins, flower boxes
- 3. Shrubs, flower planters, and solar ground lights
- 4. Tree canopy



**Figure 5.4:** Main St Section A Rendering Credit: Yiran Niu

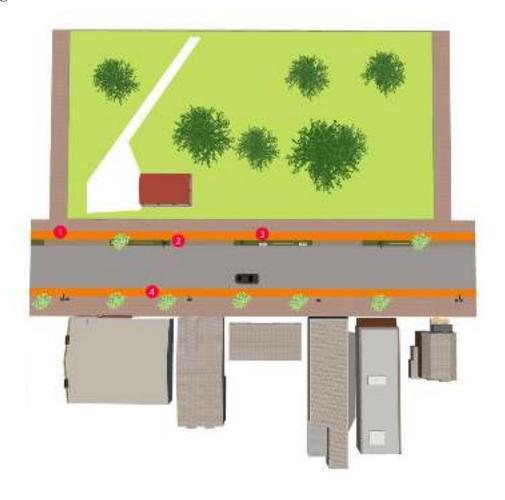
# 5.1.4 Design Scheme 2 3D renderings





**Figure 5.5:** Multiple 3D renderings of Design Scheme 2 Credit: Yiran Niu

## 5.1.5 Design Scheme 3 Plan View: Main St. "Section B"



**Figure 5.6:** Main St Section B Rendering Credit: Yiran Niu

- 1. Bike path
- 2. Benches, bike racks, trash and recycles bins, flower boxes
- 3. Shrubs, flower planters, and solar ground lights
- 4. Curbside tree plantings

# 5.1.6 Design Scheme 3 3D renderings

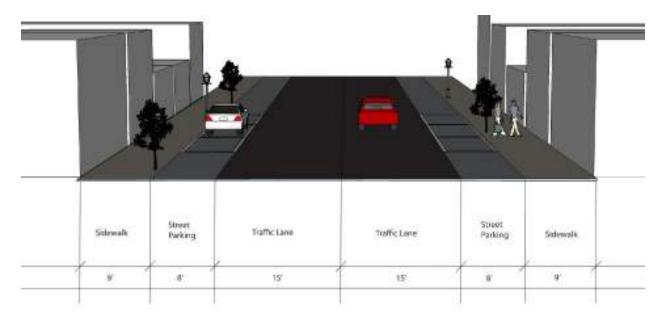




**Figure 5.7:** Multiple 3D renderings of Design Scheme 3 Credit: Yiran Niu

## 5.1.7 Main St. Sectionals, Current

Current sidewalks are only 9 ft. wide, with a designated 8 ft. on-street parking shoulder on both sides of Main Street.



**Figure 5.8:** Main Street Sectional, Current Credit: Yiran Niu

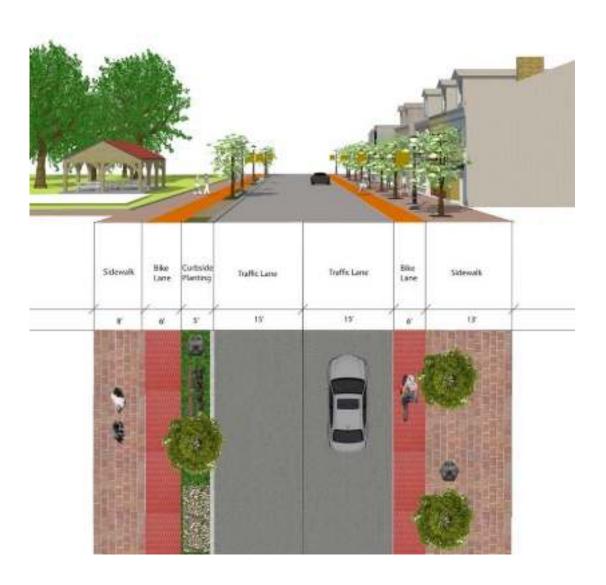
## 5.1.8 Main St. Sectionals, "Section A" Proposed

Here, on-street parking is removed, and sidewalks have been expanded to 11 ft. wide, with a designated 3 ft. Bike Lane. This design change opens up the street to have the possibility to house an 8 ft. median, and still be able to retain amply wide 15ft traffic lanes for automobile traffic.



**Figure 5.9:** Main Street Section A, Proposed Credit: Yiran Niu

## 5.1.9 Main St. Sectionals, Section B Proposed



**Figure 5.10:** Main Street Section B Proposed *Credit: Yiran Niu* 

#### 5.1.10 Main St. Lighting Design, Photographic Rendering, Day and Night



Figure 5.11: Day Version of Main Street Section A proposed

Credit: Yiran Niu

A more walkable and safer environment is introduced by adding benches facing business, wood standing planters, garbage bins, bike racks, and trees with metallic guards. The pedestrian zone is separated by a traffic lane marked clearly by different ground texture.



Figure 5.12: Night Version of Main Street Section A proposed

Credit: Yiran Niu

Street lights located on sidewalk and solar ground lights at the road medium improve the lighting system on Main Street.

#### 5.1.11 Main St. Store Front Revitalization, Before and After



Current example of conditions of store front on Main Street, Akron, NY



Rebuilding storefronts to make them livelier and more open. Adding ample amount of amenities such as garbage and recycling bins would help stress the idea of keeping Main Street clean, beautiful and attractive to people.

Figure 5.13: Before and After, Main St. Revitalization Credit: Stefany Bueno

# 5.2 43East Concept Designs



Figure 5.14: 43 East Ave.

## 5.2.1. Design Scheme 4 Plan View: 43 East Ave. (Coffee Shop)

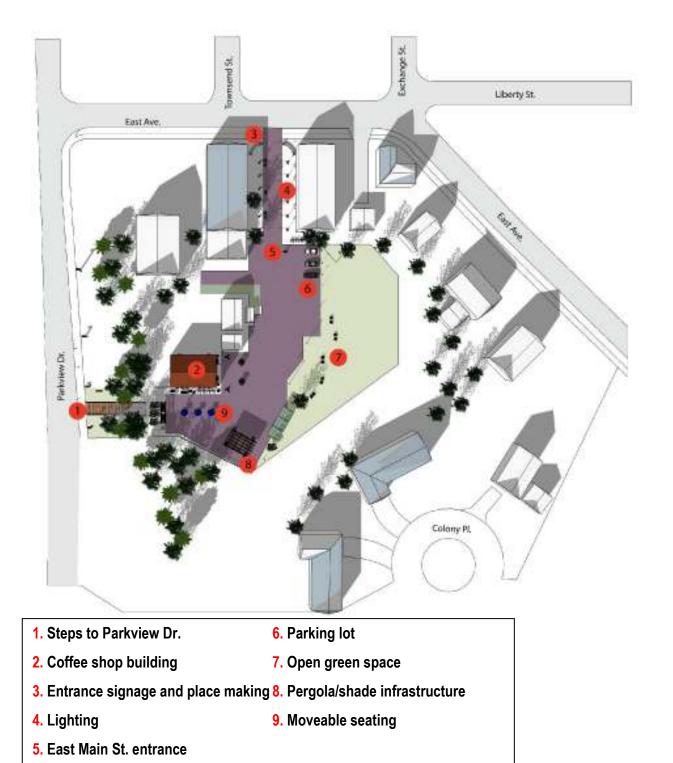


Figure 5.15: 43 East Ave. Design Rendering

Credit: Sean Cook and Joshua Diamond

#### 5.2.2. Design Scheme 4 3D Renderings

A small coffee shop in a hidden forested area, separated from the street, can be a successful endeavor to help benefit a community.

This can also act as an informal community center helping more people connect.

Beautification of the East Ave. entrance with strong lighting, signage, and place making will invite people into the space. Lighting is an important part of the entire design to make it attractive and safe to pedestrians.

A separate entrance down to Parkview Drive makes the site more accessible.







Figure 5.16: Multiple 3D renderings of Design Scheme 4

Credit: Sean Cook and Joshua Diamond

## 5.2.3. Design Scheme 5 Plan View: 43 East Ave. (Community Garden / Tool Share)



Figure 5.17: 43 East Ave. Design Rendering

Credit: Sean Cook and Joshua Diamond

- 1. Separate entrance to Parkview Dr.
- 6. Community garden plots

2. Tool share building

- 7. Parking spots
- 3. Beautification of East Ave. entrance
- 8. Open area

- 4. Bike rack
- 5. Gazebo

#### 5.2.4. Design Scheme 5 3D Renderings

Secondary entrance to Parkview Drive helps create more walkability and attractiveness to pedestrians at the site.



Reusing the salt mine building helps keep costs down, while staying true to the site history.



A community garden helps generate more activity in the south eastern region of the village, helping foster a greater culture in Akron.



Figure 5.18: Multiple 3D renderings of Design Scheme

Credit: Sean Cook and Joshua Diamond

## 5.2.5. Design Scheme 5 Community Garden Rendering, Current and After



Current and After photographic rendering of 43 East Ave, depicting a community garden, repaving over brownfield, and the salt mine being reused as a community tool share.



Figure 5.19: 43 East Ave, Community Garden Design Rendering

Credit: Sean Cook

## 5.2.6. Design Scheme 6 Plan View: Snowmobile Trail



Figure 5.20: 43 East Ave, Snowmobile Trail. Design Rendering Credit: Christopher Graham and Joshua Diamond

#### 5.2.7: Design Scheme 6 3D Renderings

This 43 East Ave site would be a suitable fit for the snowmobile parking lot, helping cater to a snowmobile trail through Akron Falls State Park.



The parking lot is large enough to accommodate plenty of trucks and trailers, a potential future restaurant or other commercial infrastructure, and it is extremely close to the State Park, whereof winter use is currently being promoted in.



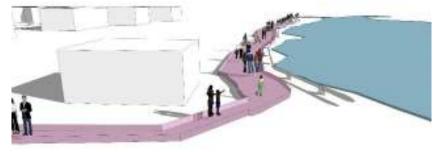


Figure 5.21: Multiple 3D renderings of Design Scheme 6

Credit: Christopher Graham and Joshua Diamond

# 5.2.8. Snowmobile Trail through Akron Falls, Before and After





Figure 5.22: Snowmobile Trail Design Rendering

Credit: Christopher Graham

## $5.2.9. \, \text{Salt Mine}$ Conversion Photographic Rendering, Before and After





Figure 5.23: Salt Mine Conversion Photographic Rendering

Credit: Christopher Graham

#### 5.2.10. Snowmobile Trail Proposal

The Office of Parks, Recreation and Historic Preservation (OPRHP) has been promoting the expansion of new snowmobile trail constructions in state parks, much like Akron Falls State Park. With the help of NYS and local municipalities, a new snowmobile trail would be helping to create a more active winter atmosphere and produce numerous benefits for the Village of Akron. Here, the current snowmobile trail is represented in blue, and the new proposed trail through Akron Falls State Park in yellow.

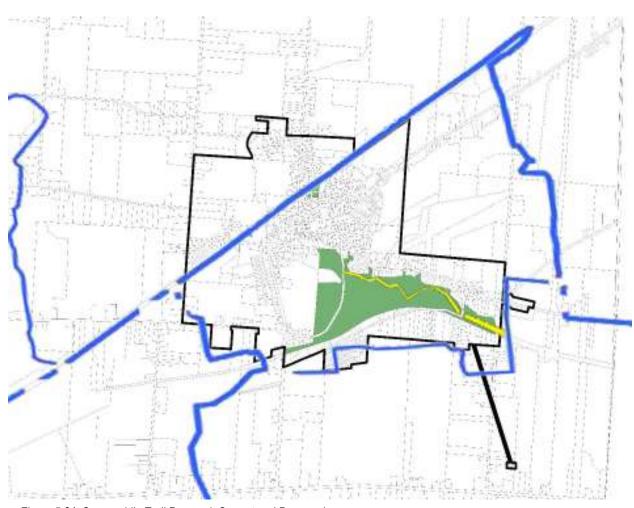


Figure 5.24: Snowmobile Trail Proposal, Current and Proposed

Credit: Christopher Graham

## 5.2.11 Design Scheme 7 Plan View: Community Greenhouse (classroom) & Glasshouse Café



- 1. New entrance on Parkview Dr.
- 2. Glass house (coffee shop & dessert bar)
- 3. Green house & event place
- 4. Outdoor classroom / activity area
- 5. Picnic zone & outdoor fire place
- 6. Parking lot
- 7. Streetlight construction on East Ave. entrance



Figure 5.25: Plan view of 43 East. Ave Greenhouse Cafe Concept

# 5.2.12. Design Scheme 7 Plan View 3D Renderings





Figure 5.26: Multiple 3D renderings of Design Scheme 7



Figure 5.27: Multiple 3D renderings of Design Scheme 7 Scheme 2





Figure 5.28: Design Scheme 7 Lighting Design, Photographic Rendering, Day and Night

## 5.3 Eckerson Lot Breakdown

The Eckerson vacant lots were broken down into  $Lot\ A$ ,  $Lot\ B$ , and  $Lot\ C$  — with  $Lot\ B$  in Design Scheme 8 being a single lot between the American Legion and Clinton St. vacant lots, and  $Lot\ C$  being a privately owned vacant parcel of land adjacent to the Bike Path opening.



Figure 5.29: Overview Map of Eckerson Ave. Sites

## 5.3.1. Design Scheme 8 Plan View: Eckerson Lots, Version 1

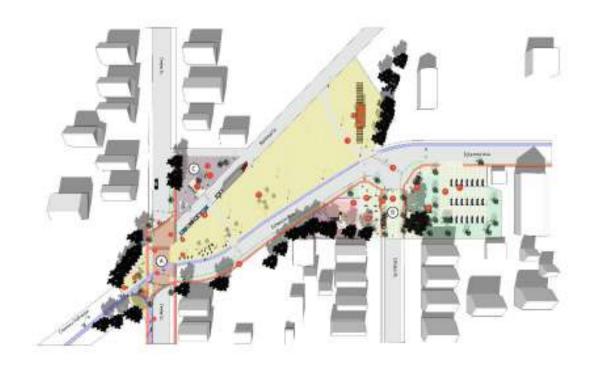


Figure 5.30: Plan view of conceptual design plan for Eckerson lots

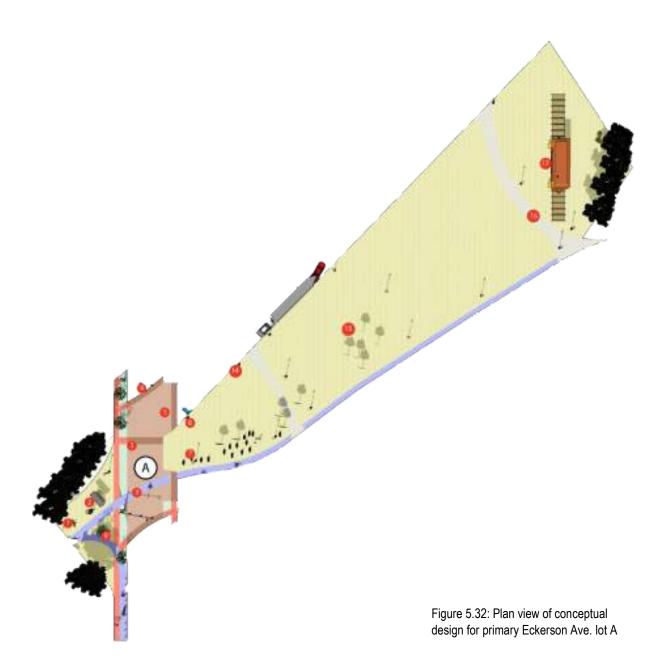
#### 5.3.2. Lot A / Intersection of Cedar St. & Eckerson Ave.



- 1. Bike rack
- 2. Bike Path entrance signage
- 3. Proposed bike path
- 4. Pedestrian crosswalk timers /
- signage
- 5. Brick design intersection
- 6. Lighting
- 7. Moveable seating / tables
- 8. Traffic barrier for bike path

- 9. Curbside trees
- 14. Road-side parking on Railroad St.
- 15. Small tree plantings
- 16. Preserved informal paths, paved / unpaved
- 17. Railroad historical train car / facilities bathroom

Figure 5.31: Plan view of conceptual design plan of Eckerson Ave. lots (focus on primary lot A)



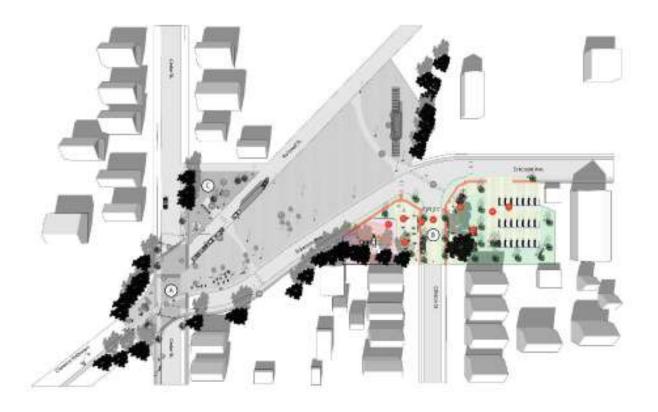
## 5.3.3. Lot A 3D Renderings





Figure 5.33: Lot A 3D Renderings

### 5.3.4. Lot B / Combined Clinton St Lot & American Legion Lot



- 19. Parking lot
- 20. Green infrastructure pavement
- 21. Native American monuments
- 22. Large bike rack / bike share
- 23. Brick design intersection
- 24. Side street tables
- 25. Moveable seating
- 26. Garbage / recycling amenities
- 27. Playground with toddler fence

Figure 5.34: Plan view of conceptual design plan of Eckerson Ave. lots (focus on American Legion Lot B)

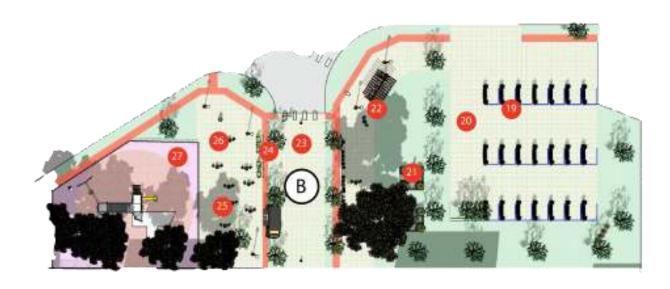


Figure 5.35: Plan view of conceptual design for American Legion and Clinton Street lots B

## 5.3.5. Lot B 3D Renderings





Figure 5.36a: 3D Renderings for American Legion and Clinton Street Lot B





Figure 5.36b: 3D Renderings for American Legion and Clinton Street Lot B (Zoomed In)

### 5.3.6. Lot C / Potential Private Vacant Lot for acquisition



Figure 5.37: Plan view of conceptual design plan of Eckerson Ave. lots (focus on lot C)

- 11. Open green space
- 12. Historical statue / monument
- 13. Small brick terrace / seating area

Credit: Joshua Diamond

This small lot between Cedar St. and Railroad St. is currently privately owned, but vacant. The land parcel is over 7000 sq. ft., and could easily be acquired by the village to further improve green space in the area due to the limitations already present at Eckerson Lot A (e.g. easement restrictions around power lines in *Lot A*). The acquired area could be utilized to make a more vibrant area of connectable pocket parks, and could house a small open green space with an informal seating area.

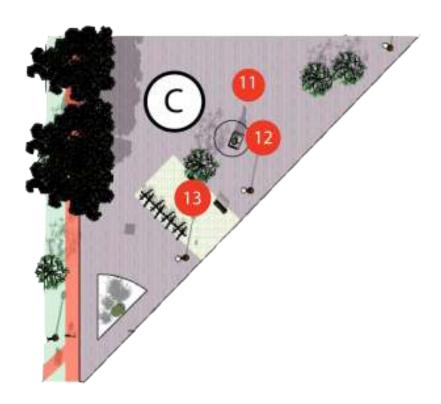


Figure 5.38: Plan view of conceptual design for lot C

# 5.3.7. Lot C 3D Renderings



### 5.3.8. Design Scheme 8 Alternative: Green Infrastructure Splash Pad

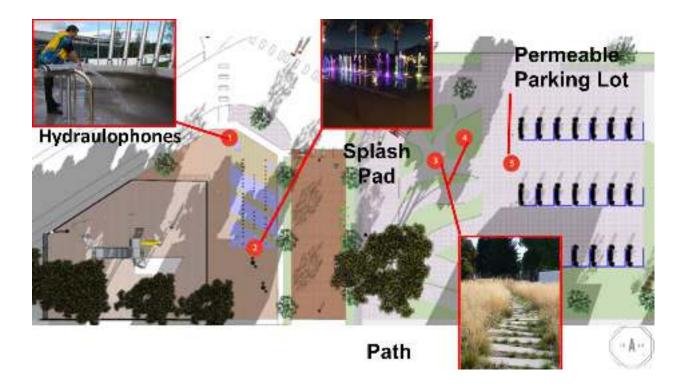


Figure 5.40: Project Idea Map for Clinton Street and American Legion lots

Credit: Joshua Diamond

An alternative to *Lot B* in Design Scheme 8 is a splash pad, which houses hydraulophones for multi-age interaction and attraction next to an inclusive gathering with moveable seating for customizable placemaking. The water used for the splash pad would be recycled from the permeable parking lot across Clinton St., increasing the green infrastructure aspect of the area, helping attract people of all ages. Such a splash pad would focus on having LED lighting at night. Such elements throughout Design Scheme 8 are focused on making the sites in Akron an attraction of green infrastructure for the greater regional area.

## 5.3.9. Design Scheme 9 Plan View: Eckerson Lots, Version 2

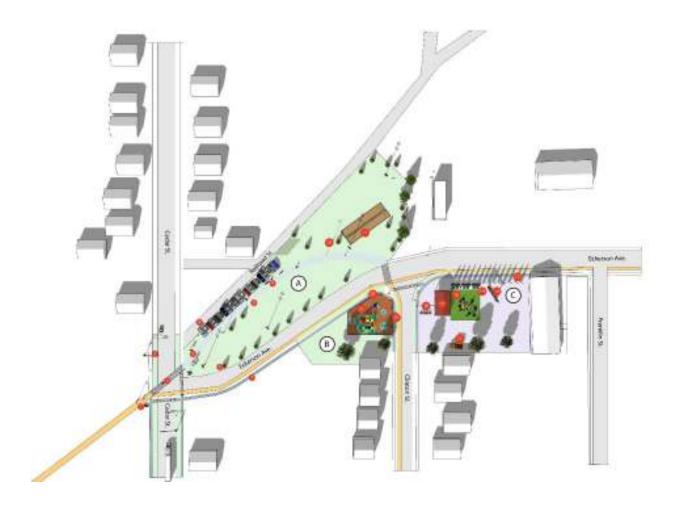
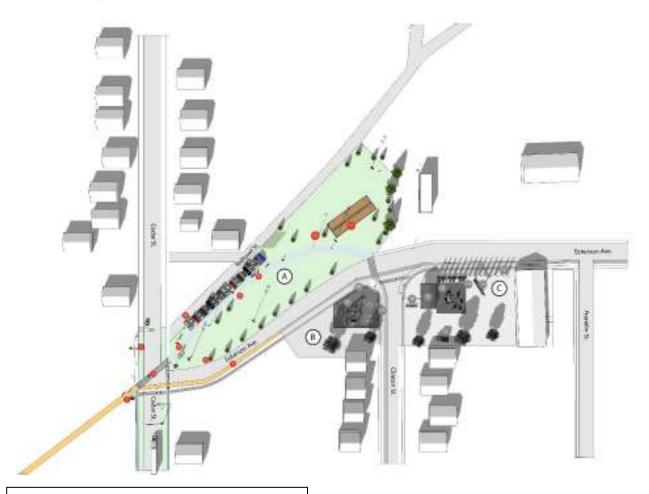


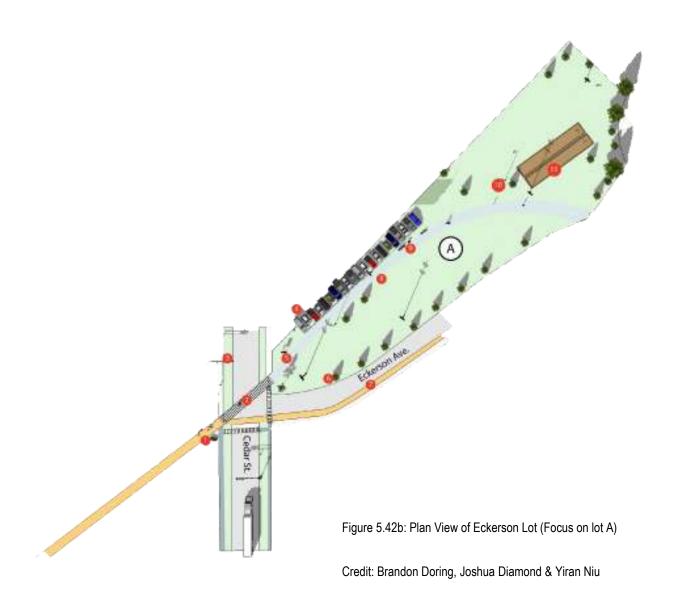
Figure 5.41: Plan view of conceptual design of Eckerson lot (2<sup>nd</sup> Design)

### 5.3.10. Lot A / Intersection of Cedar St. & Eckerson Ave.



- 1. Bike path entrance sign
- 2. Crosswalk
- 3. Intersection light/crosswalk timer
- 4. Parking on Railroad Street
- 5. Path through Lot A
- 6. Tree canopy
- 7. Bike path
- 8. Electric pole
- 9. Benches and seating
- 10. Lighting
- 11. Bocce court

Figure 5.42a: Plan View of Eckerson Lot (Focus on lot A)



## 5.3.11. Lot A 3D Renderings





Figure 5.43: 3D Renderings of Eckerson lot (Concept Design B)

### 5.3.12. Lot B / Clinton St Lot

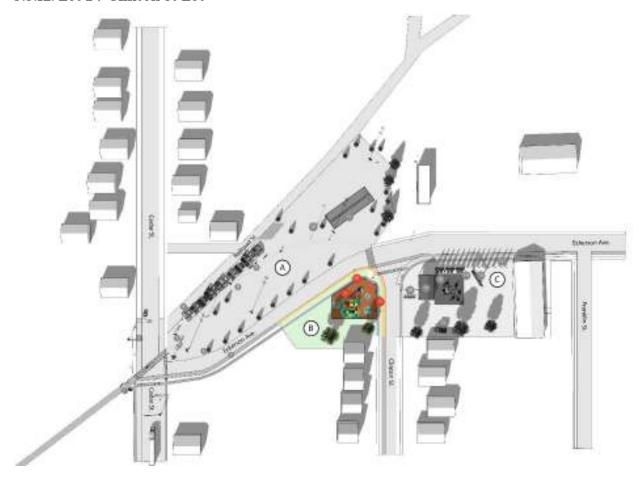


Figure 5.44: Plan view of Eckerson lots (focus on Clinton Street lot)

- 19. Wooden benches
- 20. Toddler fence
- 21. Playground infrastructure (made from renewable materials)

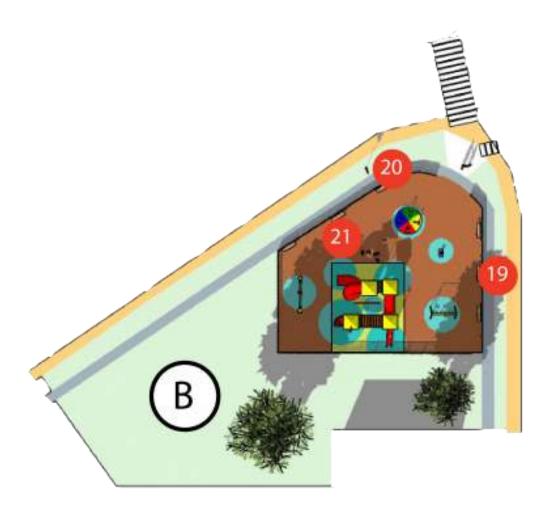


Figure 5.45: Plan view of Eckerson lots (focus on Clinton Street lot)—Zoomed In

## 5.3.13. Lot B 3D Renderings





Figure 5.46: Lot B 3D Rendring

## 5.3.14. Lot C / American Legion Lot

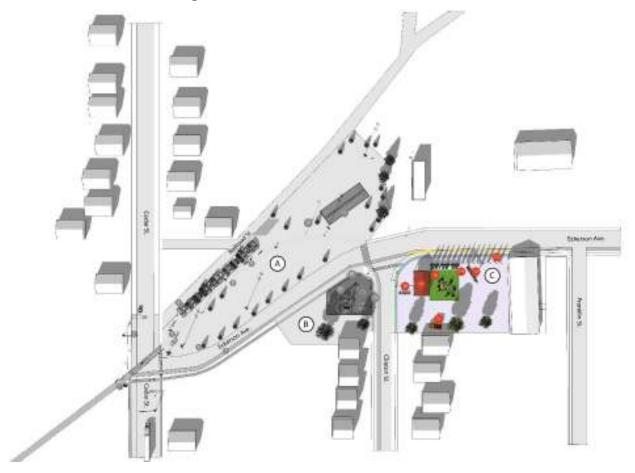


Figure 5.47: Lot C/American Legion Lot

- 12. Tree canopy
- 13. Projector screen
- 14. Grass area
- 15. Food truck
- 16. Moveable seating
- 17. Pavilion / community picnic area
- 18. Bike rack

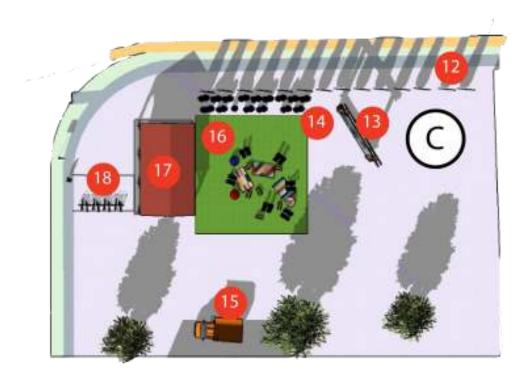


Figure 5.48: Lot C/American Legion Lot (Zoomed In)

## 5.3.15. Lot C 3D Renderings





Figure 5.49: Lot C 3D Rendering

Credit: Brandon Doring and Joshua Diamond

## 5.3.16. Farmers Market Photographic Rendering



Adding a farmer's market to Akron would not only give a purpose to the vacant *Lot A*, but also expand and connect Akron to its bordering communities in the region and the greater Buffalo Metropolitan area.



Figure 5.50: Farmers Market at Eckerson park, photographic rendering, Current (above) and Proposed (Below) Credit: Jackson Pavlakis

# 5.4 Existing and Proposed Bike Path



Figure 5.51: Proposed Bike Path Map

Credit: Charles Oakley

# Chapter 6

# Implementation, Monitoring and Evaluation & Conclusion



## 6.1 Implementation, Monitoring, and Evaluation Plan

The following Implementation, Monitoring, and Evaluation Plans (IMEPs) are examples of how specific Design Schemes can be accomplished and planned through cost and phasing, and monitored with success indicators by varied deadlines.

## 6.1.1 Example of IMEP for Main Street $S\!ection\,A$

Phase	Projects	2019	2020	Location	Lead	Collaborating	Success Indicators
1	Replace and extend sidewalks	X		Along Main St. between Buffalo St. and Clinton St.	Department of Public Works		Sidewalk is extended by two feet from South curb, and 5 ft. 6in. from the North curb by June 1, 2019
2	Remove curb bump outs	X		Along Main St between Buffalo St. and Clinton St.	Department of Public Works		Curb bump outs in excess of 2 ft. from the North curb are removed by July 1, 2019.
3	Increase street amenities		X	Along Main St between Buffalo St. and Clinton St.	Village of Akron	Akron Main St Business Community	Amenities would increase and include street lights, flag poles, trees, tree beds, planters, benches, and historic plaques.
4	Redirect vehicular traffic to one-way streets	X		Along Main St. between Buffalo St. and Clinton St.	Department of Public Works		Traffic is redirected along 2 new 14 ft. wide one-way lanes, 15 ft. from the Southern curb and 15ft. 6in. from the Northern curb – to be completed 2 weeks from the conclusion of Phase 1.

5	Build new raised median each with one pedestrian crossing passing 6 ft. though midpoint of median.	X		Along Main St. between Buffalo St. and Clinton St.	Department of Public Works	Construction of 9 ft. street and median 16 ft. from current Southern curb line, and 19ft. 6in. current Northern curb line complete.
6	Plant 4 new trees in the new medians.	X		Along Main St. between Buffalo St. and Clinton St.	Department of Public Works	Oak trees are planted on four median sections.
7	Replace existing crosswalks		X	Along Main St. between Buffalo St. and Clinton St.	Department of Public Works	All existing crosswalks converted to standard thermoplastic markings.
8	Repave road		X	Along Main St. between Buffalo St. and Clinton St.	Department of Public Works	All existing vehicular roadway repaved with asphaltic concrete.

### Materials and Resources:

- Sidewalk replacement labor:
- Sidewalk material:
  - o Recommended: concrete with "London Paver" style pattern
  - o Budget: dark pigmented concrete
- Curb Replacement Labor:
- Curb Material
  - o Recommended: Granite
  - o Budget: unpigmented concrete
- Road paving:
- Sidewalk replacement
- Bur Oak: \$40-75 each, \$160-300.
- Median material:
  - o Recommended: raised dark pigmented concrete with granite curb.

# 6.1.2 Example of IMEP for Main Street Section B

Phase	Projects	2019	2020	Location	Lead	Collaborating	Success Indicators
1	Plant 5 trees	X		Both sides of sidewalk on Main St.	Akron Village Board	Planning Board	5 trees planted.
2	Remove street parking	X		Main St. (between Buffalo St. & Clinton St.)	Akron Village Board	Planning Board	Street parking removed.
3	Construction work: expansion of sidewalk and addition of bike path	X		Both side of Sidewalk on Main St. (between Buffalo St. & Clinton St.)	Akron Village Board	Planning Board	Sidewalk expanded and addition of bike path present.
4	Place 5 bike racks, 10 flower boxes, 5 tree guards, 5 benches		X	Both side of Sidewalk on Main St. (between Buffalo St & Clinton St)	Akron Village Board	Planning Board	5 bike racks, 10 flower boxes, 5 tree guards, 5 benches placed and in use.
5	Construction of road medium		X	Between Buffalo St. & Clinton St.	Akron Village Board	Planning Board	Road medium is built and completed.
6	Place 10 solar ground lights, 4 flower stone planters, 18 shrubs to road medium		X	In the middle of Main St.	Akron Village Board	Planning Board	10 solar ground lights, 4 flower stone planters, 18 shrubs added to the road medium.

#### Materials/ Resources Needed:

- Sidewalk build materials \$1000, \$7.95 \$9.79 per square foot
- Lab hours for Sidewalk construction, \$40-\$80 per hour (for 10 hours)
- 5 Bike rack, \$300 \$500 per rack
- 10 Flower boxes, \$100 \$150
- 5 Trees, \$400 \$500
- 5 Tree guards, \$300 \$500
- 3 Wooden trash cans, \$300 \$450
- 5 Benches, \$1200 \$1600
- Lab hours for road medium construction, \$100-\$250 per hour (for 10 hours)
- 10 Solar ground light, \$10 \$15 each
- 4 Flower stone planters, \$100 \$200
- 18 shrubs, \$50 \$80

# 6.1.3 Example of IMEP for 43 East Avenue

Phase	Projects	2019	2020	Location	Lead	Collaborating	Success Indicators
1	Cleanup site		X	43 E Ave. site	Akron Village Board	Environmental Protection Agency	Site passes all EPA tests and remediation processes.
2	Take down barn and remove salt	X		Salt barn	Akron Village Public Works	Planning Board	Barn and salt are removed
3	Plant grass on entire site	X		43 E Ave.	Akron Village Public Works	Planning Board	Grass is grown
4	Open entrance on Parkview Dr. by taking down trees and	X		Trees in the middle of Parkview Dr. on 43 E Ave.	Akron Village Public Works	Planning Board	Trees are taken down and entrance is opened up
5	Plant evergreen shrubs	X		Along the perimeter of the 43 E Ave.	Akron Village Public Works	Planning Board	Evergreen shrubs planted
6	Build a greenhouse with an indoor cafe		X	Salt barn	Akron Village Board	Nexus Greenhouse Corporation	The structure is built and functioning
7	Plant a garden outside of the greenhouse	X		Outside in front of the greenhous e and indoor café building	Akron Village Public Works	Planning Board	Garden is implemented
8	Build a children's playground with sand surface material	X		Top left corner of the 43 E Ave.	Akron Village Board	Planning Board	Playground is built and kids are enjoying it
9	Add brick walkway	X		Path from the children's playgroun d to the pavilion	Akron Village Public Works	Planning Board	The walkway is installed and is walkable

Phase	Projects	2019	2020	Location	Lead	Collaborating	Success Indicators
10	Add four pavilions and patio furniture	X		Along the perimeter on the right side of 43 E Ave.	Akron Village Public Works	Planning Board	Pavilions and picnic tables on the site and are encouraging citizen use.

### Materials/ Resources Needed:

- Brownfield remediation: average \$602,000
- Barn demolition and removal: \$5,000 \$6,000
- "Hydroseed" and planting for grass: \$2,250 \$3,500
- Tree removal: \$150 \$1,500, Stump removal: \$60 \$350, Stump grinding \$75 \$1,000
- Street lights: \$110 \$180 each, Street light installation: \$1,000
- Planter boxes: \$52 \$62 each
- Plants for the planter boxes: \$3 \$4 each
- Evergreen shrubs: \$30 \$60 each
- Labor to plant shrubs: \$36 per hour
- Greenhouse: \$13,000 \$25,000
- Indoor cafe: \$60,000 \$200,000, Staff: \$10.40 per hour
- Outdoor garden landscaping: \$3,000 \$8,000
- Sand foundation: \$2.35 per square yard, Playset: \$1,800
- Brick walkway: \$8 \$18 per square foot
- Pavilions: \$1,950 each
- Patio furniture set: \$455 per set

## 6.1.4 Example of IMEP for Eckerson Ave. Lot A

Phase	Projects	2019	2020	Location	Lead	Collaborat	Success
						ing	Indicators
1	Survey and maintain grass of Eckerson Ave. Lot A	X		Cedar and Eckerson Vacant <i>Lot A</i>	Akron Village Board	Planning Board	A healthy- looking lot of grass.
2	Build wooden fence blocking the view of industrial building on the far end of the site	X		Cedar and Eckerson Vacant <i>Lot A</i>	Akron Village Board	Planning Board	Visibility of the industrial building in the back reduced
3	Plant shrubbery acting as a protective fence on both sides of the site		X	Cedar and Eckerson Vacant <i>Lot A</i>	Akron Village Board	Planning Board	Fence of shrubbery planted
4	Add Native American themed art, in conjunction with the nearby Reservation, on the back fence and electrical poles		X	Cedar and Eckerson Vacant Lot A	Akron Village Board	Planning Board	Successfully incorporating the rich Native American history of Akron

### Materials/Resources Needed:

- 6-8 Picnic Tables: \$250 \$350 Per Table
- 250-1500 feet of fencing (Roughly \$1,000 \$6,250)
- Increased Maintenance of Eckerson/Cedar Vacant Lot: \$18 \$30 per hour (10 hours)

## 6.1.5 Example of IMEP for Programmatic Concepts

Phase	Projects	2019	2020	Location	Collaborating	Success
						Indicators
1	Add banners	X		Main St.,	Akron Village	5-10
				Cedar St.	Board	banners
2	New signage	X		Cedar St.,	Akron Village	3-4 new
				Eckerson Lot	Board	signs
3	Light		X	Eckerson Lot	Akron Village	5- 10 new
	infrastructure				Board	light
	systems					systems
4	Gardening		X	Cedar St.,	Library / Akron	5-6 Garden
				Main St.	Village Board	bins
5	Programmatic		X	Main St.	Akron Village	Increase in
	idea for				Board /	youth
	student				Department of	engagement
	rebuilding				Education /	
	program				Library	

## Materials/ Resources Needed:

- Banners
- Light infrastructures
- Benches
- Labor hour for planting and installing signs/banners
- Garden bins

# Conclusion

Over the course of the Fall 2018 semester, the studio team work on ideas aimed at

revitalizing the greenspace in the Village of Akron. There were several areas of focus including the lots at the Eckerson area, 43 East Ave., Main Street, and Russell Park. Based on analysis of field and secondary data, the team was able to develop concept designs for these areas with community input. The concept designs were targeted at opportunities to help revitalize Akron's green spaces.



With this portfolio or report, the team hopes to give a clear understanding of what the

Village of Akron is, how the community works, and the opportunities to improve on the Village's amenities and infrastructure. The Village of Akron is a beautiful, family orientated community. It has a strong sense of community pride, which can be leveraged to think through and implement some of the designs presented in this report.

















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