

4. Circulation

Streetscapes in the Project Area are meant to be pedestrian friendly environments, featuring a consistent pallet of signage, lighting, paving, and furniture. Streets should be well lit, active, human scaled, and feel safe day and night.

All streets in the Project Area will handle both vehicular and pedestrian traffic. Main Street will be the central spine of the Project Area, combining multiple modes of transit including pedestrians, vehicles, and light rail. Main Street and Pearl Street are important vehicular streets, as they connect the Project directly to downtown. Scott Street/Marine Drive is an important avenue for through traffic and will have a bus stop within the Project Area. The canals running through the Project Area will have continuous pedestrian paths on both sides.

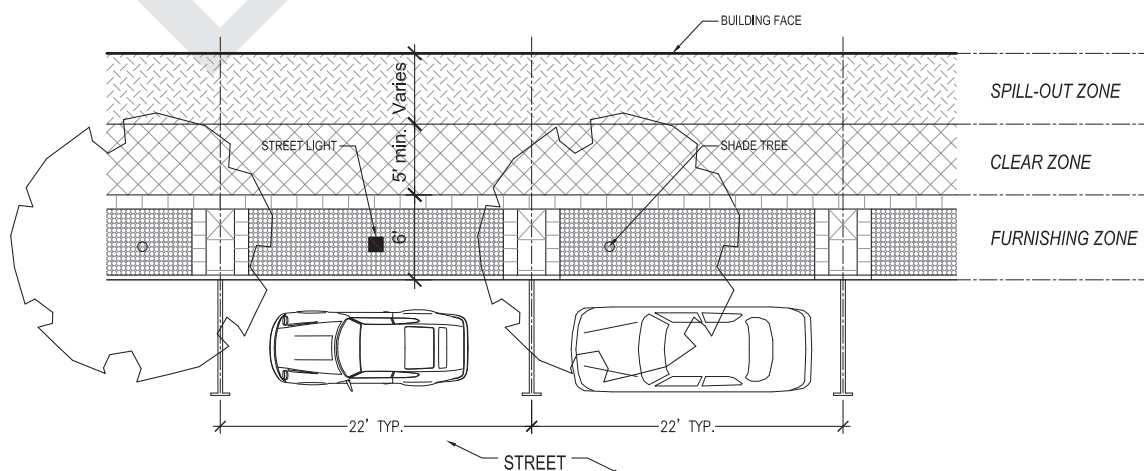
4.1 Streetscape

Street paving materials shall be finished with City approved materials. Where possible at significant locations, materials will be used that evoke the historic character of the Project Area, including rehabilitated medina sandstone pavers (or stone pavers of equivalent/similar materials in the event that the amount of recovered medina pavers is not sufficient to fully achieve reconstruction), cut stone sidewalks and ramps, and sandstone or granite curbs.

Standards for the design treatment of streets is established to ties the entire Project Area together while permitting individual expression to highlight the unique character of important places. Sidewalks shall be designed in accordance with the illustration below. Sidewalks may be a combination of concrete, patterned concrete, brick, and concrete pavers. Within the sidewalk, space must be provided for a clear zone (5 feet minimum) to allow for the unimpeded flow of pedestrian traffic, and a furnishing zone for the placement of vegetation, lighting, signage, equipment, benches, waste baskets, bike racks, and other furnishings. The furnishing zone will continue as a strip of consistent width along the linear distance of the sidewalk, broken into regular modules to allow for crossing paths.

Streetscape vegetation will include a combination of designated street trees accompanied by street tree grates, shrubs and planters. A tree planting plan shall be prepared according to the City of Buffalo Tree Ordinance. Street tree planting within sidewalk areas shall be placed in continuous trenches that have a minimum depth of 4 feet. A prepared planting medium shall be utilized that is capable of permitting the percolation of water and air, while also supporting the sidewalk above. Aeration and drainage measures should be included.

Streetscape furniture such as benches, waste baskets, and bike racks shall be consistent in design and character in areas throughout the site.



4.2 Parking

Throughout Canal Side, parking is intended to be convenient, but not dominate the view. Parking, where located, will be set back or otherwise screened to not be visible from key locations (especially from Main Street and the Riverfront). Liner buildings are suggested for the Webster Block.

There are no minimum requirements for the provision of off-street parking within the Project Area. Non-enclosed surface parking areas shall be screened, where practical, from rights-of way by means of landscaping or solid walls consistent with the architectural guidelines. Intended sites for structured parking can be found in Exhibit 6.

4.2.1 Structured Parking

Structured parking areas are intended to be shared and to be hidden from major rights-of-way, such as Main Street, or key view corridors. Above-ground structured parking within a development parcel should be either completely encapsulated (i.e. clad in such a manner that it is indistinguishable from the building elements around it), or visually screened by means of other uses, by substantial perimeter planters, or by architectural elements which effectively shield vehicles within the structure from view at grade level. Where parking is visible, the exteriors fronting on public thoroughfares are to be designed as street oriented architecture with the same rules found in these guidelines for traditional occupied buildings, except for mandatory ground floor use. The design of these exteriors should be treated with special sensitivity to the public environment where they are opposite existing building entrances. Elevator towers should be designed as a prominent feature, to help introduce visual interest and wayfinding.

Ceiling-mounted lighting within structures should be screened from grade-level view. Where parking exists on top floors, elements such as trellises or plantings shall screen views from above. At street level, other uses, preferably active uses, shall screen above-grade parking from predominant public views where possible.

Designated locations for access to structured parking can be found in Exhibit 6.

4.3 Access and Entrances

Vehicle access to all parking and service areas are restricted to zones allowing curb cuts as shown in Exhibit 7. Within these zones, curb cuts should not be located within 50 feet of the end of any block or intersection. The maximum width of a singular curb cut shall be 25 feet. All parking or service entries are to be designed with attractive doors. Signage and lighting are to be integrated into the building design. Washington Street shall maintain an overall pedestrian friendly environment, while accommodating service and parking access. A maximum of 2 curb cuts are allowed within each block of Washington Street.

4.4 Refuse Collection

Refuse collection areas and dumpster locations shall be fully enclosed within portions of principal buildings for which they proposed to serve and shall be screened from view so as not to affect other views from around the site.



Parking at key locations should be screened or wrapped by other uses.



Where parking is visible, it should maintain the scale, materials, and architectural expression of the district

Exhibit 6: Structured Parking Locations

