



Crossroads of the Adirondacks

# Tupper Lake Smart Growth Project

## Demars Boulevard (NYS Route 3) Design Concepts

### Volume III



FINAL EDITION

April 2011

**Barton & Loguidice, P.C.**

Engineers • Environmental Scientists • Planners • Landscape Architects

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## I. INTRODUCTION AND BACKGROUND

The Town and Village of Tupper Lake are located in the heart of the Adirondacks, at the crossroads of the Olympic Scenic Byway and Adirondack Trails Scenic Byway at the intersection of Routes 3 and 30. This community of 6,000 people is the western gateway to the Olympic Region, resulting in a long history as a tourist destination. The community was also a key forest product and health care center in the 20th Century.

While Tupper Lake faces the same challenges the late 20th century brought to many Adirondack communities, including loss of its timber products industry and the out migration of its young people, the community has met that challenge with optimism and energy, as evidenced by its many successes and current and prior projects. Tupper Lake is a key community in the Raquette River Corridor, which has developed a Local Waterfront Revitalization Program funded by New York State Department of State Division of Coastal Resources. Tupper Lake will also be able to take advantage of opportunities presented by its location on the 90 Miler Trail, for which a Community Revitalization and Blueway Trail Strategy was developed with DOS funding. When the Adirondack Park Community Smart Growth Grant program was announced in the fall of 2007, Tupper Lake was in the process of reviewing and updating its revitalization efforts, which includes the **Tupper Lake Community Revitalization Strategy** (2000), the **Strategic Revitalization Plan** (Camoin Plan, 2002), **Village of Tupper Lake Downtown Revitalization Plan** (2003), the **Master Plan for Multi-Use Recreation Trail and Transportation Network** (2006), and the **Economic Development Strategy** (2007), among others.

An analysis of the above referenced revitalization efforts indicate the community has made plans for physical enhancement and design improvements to support revitalization. The Village of Tupper Lake commissioned a "Downtown Revitalization Plan" in 2003, and is using that document in discussions being held with the Department of Transportation in preparation for the planned reconstruction of Routes 3 and 30 by DOT in 2010. In that context, this report is intended to build on the Downtown Revitalization Plan with a particular focus on expanding similar design concepts from Park Street to the Demars Boulevard commercial corridor adjacent to the waterfront parks and within The Junction. Presented herein are design concepts for the corridor that reflect the design guidelines and visual themes presented in

Volume I and that support the Waterfront Parks Master Plan presented in Volume II of this Smart Growth Project.

## II. DEMARS BOULEVARD (NYS ROUTE 3) DESIGN CONCEPTS

### II.A. The Corridor

A substantial portion of NYS Route 3 travels east–west across northern New York and passes through the northern part of the Adirondack Park. Much of this section of the highway is named as part of the Olympic Trail Scenic Byway. It is locally known as Demars Boulevard where enters Tupper Lake. The corridor is classified mainly as a minor arterial road.



Demars Boulevard currently serves as Tupper Lake’s western gateway into the community at The Junction. Currently, its identified by two distinct areas along the corridor; the Junction segment dominated by higher density residential, retail and service uses, and the commercial segment of the corridor where it is bordered by a mix of commercial strip plazas, the former

Jarden site, naturalized areas and open space, and the waterfront parks, before it ultimately intersects with Park Street (NYS Route 30), the Village’s “Main Street” and central business district. Tupper Lake’s economic, cultural, educational, and governmental institutions and centers line this corridor. Design concepts illustrated in this document seek to reestablish and enhance the corridor as a visually cohesive, economically viable, and functional roadway that will provide the community with a suitable gateway into the community from the west and provide additional safety and traffic calming measures to compliment adjacent property owners and enhance aesthetics in line with the Design Guidelines in documented in Volume I.

## II.B. Existing Conditions Inventory

### II.B.1. Zoning Districts

The existing zoning designations along the Demars Boulevard corridor are as follows:

- **Residential / Commercial (R/C)** within The Junction.
- **Industrial (I)** on the north side of the corridor just east of The Junction. This district includes the former Jarden/Oval Wood Dish site.
- **Shoreline Resort Development (SRD)** on the south side of the corridor just east of The Junction.
- **Commercial (C)** zoning to the east of the former Jarden site on the north side of the road.
- **Open Space / Recreation** on the south side of the corridor in the area of the existing waterfront parks.
- **Commercial (C)** zoning where Demars Boulevard intersects with NYS Route 30 within the Uptown retail area.



*Wetlands in existing Shorefront Resort Development zoning district*

The existing zoning districts and their associated permitted uses are all appropriate for types of development that can occur along the corridor between The Junction and the Uptown Park Street area. However, the majority of the area designated as Shoreline Resort Development is largely encumbered by wetlands and non-buildable areas,

limiting any kind of development to a lawn area closest to the road across from the former Jarden site. That said, there is currently a proposal before the Village for condo units to be developed in this area shown in the image above. This type of development could help provide an architectural identity in this area, and expand the permanent base of residents within proximity to the waterfront parks and the Junction.

See Appendix A for a copy of the existing zoning map.

### **II.B.2. Former Jarden / Oval Wood Dish Site**

The former Jarden site currently contains buildings and structures associated with its past industrial uses over the history of its existence. The Jarden Plastics Company closed in the summer of 2009, yet its facilities still remain. The site itself is encumbered by the abandoned railroad corridor immediately to the north, wet areas to the west, a commercial plaza to the east, and the Demars Boulevard corridor to the south. This site provides prime real estate for many types of uses, particularly adaptive reuse of existing facilities for new commercial or industrial uses.



### **II.B.3. Roadway**

Demars Boulevard is currently a NYS highway (NYS Route 3) and contains two 11' to 13' asphalt travel lanes that could be classified as poor to good condition depending on specific location. Portions of the asphalt and associated shoulders show cracking and/or heaving and erosion, creating sedimentation along the shoulders, while other areas have been improved by milling and overlaying of new asphalt. However, in other areas the asphalt conditions appear to be in good condition. Turning lanes are currently present in the commercial areas across from the waterfront parks that service vehicles making left-hand turns from the west.

### **II.B.4. Sidewalks**

Much of Tupper Lake's sidewalks are in disrepair, with large cracks caused by frost heave and salt damage from constant salting by merchants. Presently the State of New York is responsible for snow removal along Demars Boulevard, however, because of state budget restraints snow removal is minimal thus creating large snow banks making it difficult and

dangerous for residents and visitors to navigate. Often snow is plowed onto the sidewalk itself. When snow is finally removed the large bucket loaders have to drop their buckets on the sidewalk further damaging the walkways.

At present, large portions of the existing sidewalks are not wheelchair accessible.



### **II.B.5. Lighting**

Lighting is very important to a community's visual appearance. Although lighting-levels are sufficient on much of the corridor, the designs of the existing light standards reflects any highway anywhere and are outdated. Furthermore, many electrical wires are visible. Visible electrical wires diminish the scenic beauty of the community and create obvious safety hazards.

### **II.B.6. Vegetative Plantings and Preservation**

Tupper Lake main streets like Demars Boulevard, Park and Main Street have lost many of the larger mature trees that once lined their roadsides. Many of the larger trees are uplifting sidewalks as their root systems grow. Strategic plantings of flowering plants and shrubs, the placement of flowerpots and preservation of mature trees adds to the scenic beauty of a community.

Specific plantings of certain species of shrub will encourage use by wild life, specifically birds.

## **II.C. Design Schematic**

The Demars Boulevard corridor within Tupper Lake carries several opportunities for improvement from both a functional and aesthetic standpoint. Traffic-calming, gateway features, "green" infrastructure, streetscaping, parking, and landscape improvements are all

fundamental components of the overall design aesthetic of the Demars Boulevard corridor (see Figure 1 – Design Schematic). Similar to the proposed improvements for the Park Street/NYS Route 30 corridor suggested in the Downtown Revitalization Plan, this document provides Tupper Lake a basis for future design discussions with NYSDOT and neighboring property owners as future buildout occurs within the Right-of-Way in The Junction and adjacent to the waterfront parks. Outlined in the following sections are design concepts for the Demars Boulevard corridor that are in line with the vision of the community and that adhere to the Design Guidelines in Volume I.

### **II.C.1 Western Gateway**

The opportunity exists to provide a welcoming gateway at the western entrance to The Junction, visually providing a sense of arrival and welcome to the visitor and resident. An invaluable asset in the rehabilitated train depot site exists at this gateway into Tupper Lake. Design elements include the continued rehabilitation of the train depot site combined with streetscape elements along Demars Boulevard in The Junction including “green” infrastructure landscaping, new pedestrian scaled lighting, enhanced sidewalks, bike lanes, decorative paver treatments and bumpouts (flush or curbed) at crosswalks, and welcome signage. The Village



of Tupper Lake prefers to keep any future bumpouts at roadway grade so as not to obstruct winter plowing operations and to minimize potential maintenance costs associated with repairing curbs, pavers, etc if damage were to occur during the winter plow season. Flush at-grade bumpouts can still be an effective traffic calming design technique and still provide refuge and shorter crossing distances for pedestrians at those intersections.

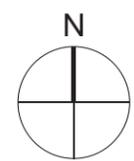
### **II.C.2** Streetscaping

The design and implementation of an aesthetic, functional streetscape within the Demars Boulevard corridor provides economic, operational, safety, and social benefits. The creation of a pedestrian-friendly environment encouraging unhurried convenient access to the stores and commercial and governmental institutions which line roadway will enhance and revitalize the Village economy. The key to the revitalization of our community Main Streets is rediscovering this unique sense of place and reclaiming a portion of the space now allocated to the automobile.

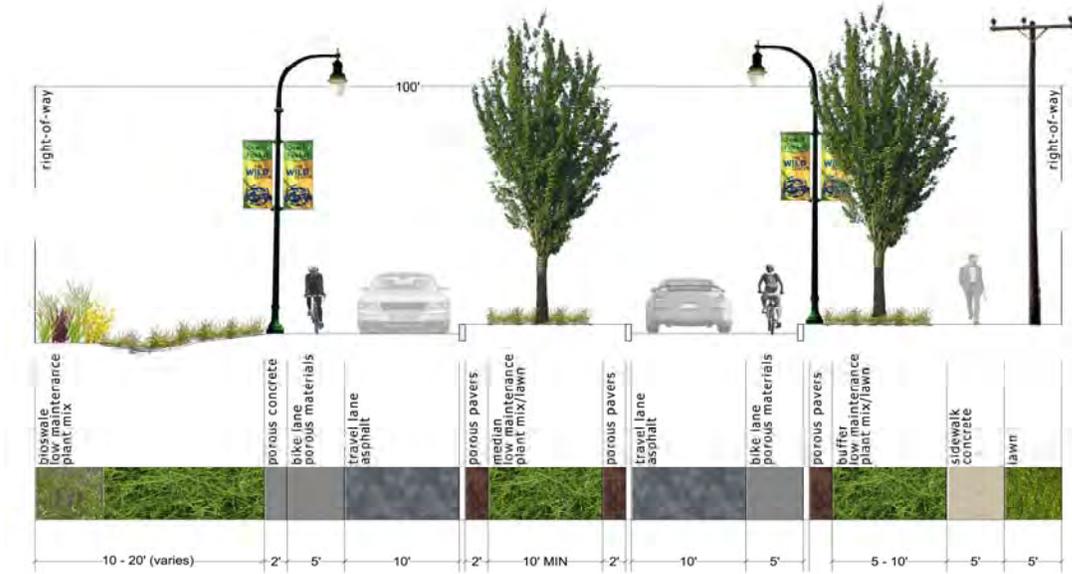
Specific design proposals include the provision of off-street parking where feasible, the introduction of decorative pavement treatments, street tree and ornamental plantings, pedestrian scale period lighting, attractive trail blazing and informational signage, street furniture, and traffic calming and access management elements. Also key is the retention and rehabilitation of the historic buildings which line Demars Boulevard within The Junction and the revitalization of the former Jarden Site. Suggested streetscape elements and an



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appropriate design within the Demars Boulevard ROW will provide ample benefits to surrounding land uses, like screening of parking lots, lighting and entry signage, as illustrated below.



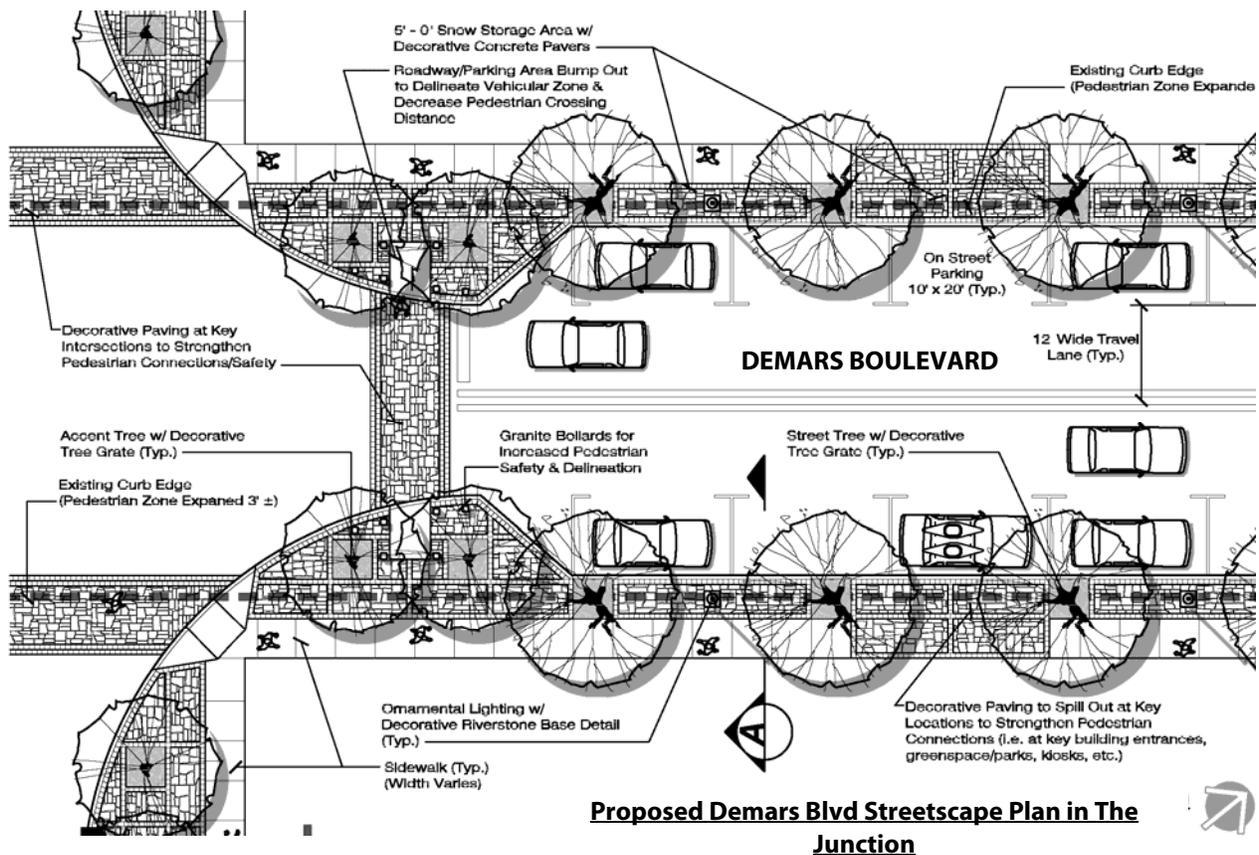
**II.C.3 Parking**

One of the key elements in the smart growth of Tupper Lake, particularly in The Junction downtown and Park Street Uptown areas, is the provision of ample, convenient parking, both on street and off street. Presently, many of the on-street parking spaces are occupied by business owners and their employees. Compounding the perceived absence of on-street parking within and adjacent the Junction and Downtown is the lack of a cohesive, comprehensive pedestrian system with common design elements, signage, and linkages connecting the adjacent streets and the on and off-street parking facilities. Presently there are no on-street parking facilities for the portion of Demars Boulevard between the Junction and the waterfront parks. However, there is overflow parking adjacent to the road shoulder at the edge of Waterfront Park when events at the parks warrant such.

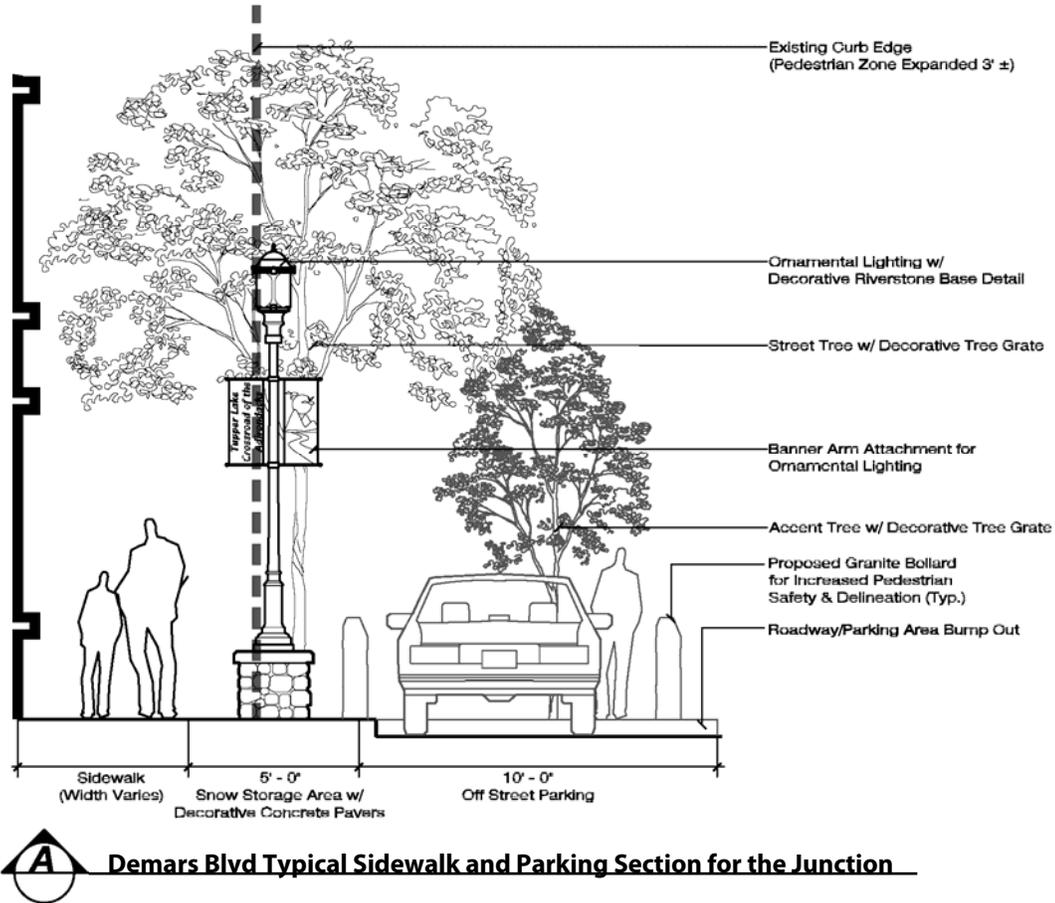
The Downtown Revitalization Plan addresses these issues by suggesting the creation of additional on-street parking within a two block radius of Park Street and the Central Business District. As part of this Smart Growth project, it is suggested the same design principals apply to the Junction as well. Demars Boulevard, although wide enough to accommodate diagonal

parking on one side; should retain its current configuration of on-street parallel parking with the inclusion of new bumpouts at key intersections to provide pedestrian provisions in accordance with NYS DOT traffic-calming principles and to retain the neighborhood character and culture. Off-street parking spaces are suggested at the redevelopment site of the former Jarden Plastics company, at the rehabilitated train depot site, and at the proposed Welcome/Information Center within the Municipal Park. Back-lot or on-site parking is available as well for Village residents and owners and employees for several businesses within the Junction.

The implementation of the proposed Streetscape, Pedestrianization, and Linkage Plans will encourage residents and visitors to park within or adjacent the Junction or Uptown areas and will provide convenient access to the community's businesses, restaurants, waterfront parks and service and governmental centers.



**Proposed Demars Blvd Streetscape Plan in The Junction**



**II.C.4** The Former Jarden / Oval Wood Dish Site

The existing site of the former Jarden and Oval Wood Dish factories represents Tupper Lake’s industrious past, while also providing opportunities for future revitalization. This complex site of approximately 16.25+/- acres contains remnants of the former Oval Wood Dish operations as well as the more modernized facilities for the former Jarden Plastics Company. The existing site is along the transitional portion of Demars Boulevard between the Junction downtown and the commercial areas across from the waterfront parks. This site contains one of the few areas along the transitional portion of the corridor that can handle large-scale commercial or industrial development as other areas along the corridor in proximity to the site are largely

wet non-buildable areas programmed for nature trails, open space preservation and wildlife habitat.

The future revitalization of the former Jarden / Oval Wood Dish site would provide a major catalytic redevelopment project that could provide a unique mixed-use destination area in Tupper Lake. The trick would be to develop the site with uses that complement existing local business and retail establishments, and not detract from them. The design of any future development on the site would be a critical feature in the overall make up of Tupper Lake as it represents the first large-scale development that motorists see traveling into the community from the west. Physical design elements should build on the visual themes outlined in Volume I of this project, be in keeping with the Vision established for the community, and represent Tupper Lake much like The Wild Center does today. Proposed improvements to Demars Boulevard, enhancements at the waterfront parks, and future redevelopment of the Jarden site and any other commercial site within proximity of the Jarden site along the corridor should all complement each other from a design aspect and include many of the same features such as signage, lighting, green infrastructure, landscaping, and building materials.



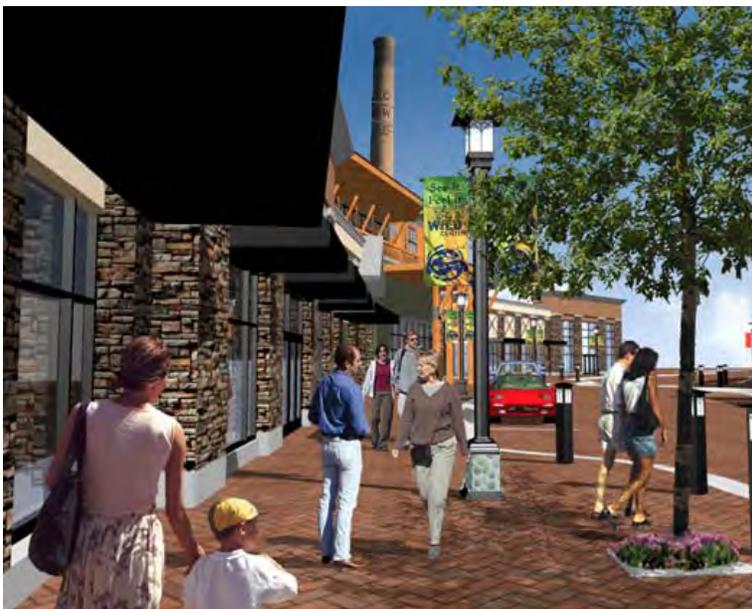
Design concepts below illustrate how potential redevelopment of the site from a commercial or retail / mixed-use standpoint could be sited, coordinated with adjacent existing commercial plazas, and how site and architectural design treatments would remain in keeping with the

Design Guidelines summarized in Volume I. Although a different land use, the site and architectural design for industrial uses would largely follow the same principles and practices regarding parking, landscaping, architectural integrity, etc.



*Concept design illustrating how new development could be built within the context of existing adjacent site elements such as a plaza and its associated parking facilities while including new elements such as stormwater features, landscaping, parking buffers and shared driveways.*

Site design components as illustrated above in the site design concept for the former Jarden site include the use of permeable paving treatments at the main entrances to the building, bioswales, rain gardens, and planted medians as green infrastructure practices, shared access control and entry driveways with adjacent properties for better access management along the Demars Boulevard corridor, and pedestrian provisions to provide connectivity to surrounding areas – again, all building on the visual themes outlined in Volume I.



With the opportunity to be one of the larger revitalization projects along the Demars Boulevard corridor, appropriate land uses and the incorporation of design principles established in the Site and Architectural Design Guidelines could make the future development a prime destination area for Tupper Lake. By ensuring quality design of any future redevelopment

efforts should blur the interface between pedestrians, architecture and the ground plane to function as one cohesive development.

Also, the opportunity for historic interpretation and reflection of the site's booming industrial past can also be built into any future revitalization by incorporating some of the more

prominent existing features such as the unmistakable Oval Wood Dish smoke stack that still exists on site today. Building and site materials, signage, lighting, landscape and provisions for pedestrians should all build on the precedent set by The Wild Center and further summarized in Volume I.

### **II.C.5** Community Connectivity

More than any other singular functional aspect, the Demars Boulevard corridor provides a principal conduit for vehicular and pedestrian connectivity within the Village of Tupper Lake. Enhancements to the corridor (and NYS Scenic Byway), both in the Junction downtown and along the transitional commercial portion of the roadway, would provide long lasting operational, safety, and aesthetic benefits to the corridor and the community as a whole, while providing a multi-modal linkage between the Junction, the waterfront parks, and the Park Street Uptown area. Working with the NYSDOT and the Adirondack Park Agency in developing the corridor to include critical pedestrian improvements will relieve congestion and enhance safety while providing residents and visitors a more inviting and comfortable means to patronize local shops, regional trail networks, nature areas, and community destinations and parks.



### **III. IMPLEMENTING DESIGN CONCEPTS**

The proposed design concepts illustrated in this report are in accordance with New York State DOT's "Strategies for a New Age: New York State's Transportation Master Plan for 2030" as well as the American Association of State Highway Transportation Officials (AASHTO) "Guidelines for the Development of Bicycle Facilities" in order to provide a truly multi-modal transportation corridor within the community.

These concepts for the Demars Boulevard corridor articulate not only the vision for the community but also NYSDOT's long-term Vision for New York's future transportation corridors as seamless systems in which travelers can conveniently shift between modes of transportation to complete trips that meet their individual needs. Coordinating and working with the NYSDOT is the most critical implementation strategy to begin to fund and build improvements within the ROW of Demars Boulevard – a critical east-west New York State Route in the Adirondack Park. Concepts identified in this report provide the basis for the design and funding negotiations with NYSDOT and other funding agencies that could help construct incremental improvements in accordance with these concepts along the length of the corridor.

#### **III.A. Preliminary Costs for Proposed Corridor Enhancements**

Tupper Lake is now well positioned to actively engage the NYSDOT, NYS Department of State, and other funding agencies and opportunities in its efforts to implement design concepts illustrated in this document. To assist in planning and programming for future funding applications and transportation planning, outlined below is a summary of improvements that reflect the proposed Design Concepts and Schematic discussed above. These improvements are in conformance with a typical NYS transportation enhancement project within the State ROW for Demars Boulevard. Also included are associated order of magnitude costs.

<b>DEMARS BLVD. - JUNCTION IMPROVEMENTS</b>	
<b>Description</b>	<b>Probable Cost</b>
1) Road limits reconstruction, curb extensions, parking lanes, signage	\$150,000.00
2) New sidewalk, accent paving, ADA crosswalk improvements	\$100,000.00
3) Streetscape improvements: lighting, banners, pedestrian amenities	\$125,000.00
4) Planting enhancements: street trees, stormwater plantings, planters	\$75,000.00
<b>Subtotal</b>	<b>\$450,000.00</b>
<b>DEMARS BLVD. - COMMERCIAL CORRIDOR IMPROVEMENTS</b>	
<b>Description</b>	<b>Probable Cost</b>
1) Traffic calming and complete street reconfigurations new striping, flex lanes, bike lanes, new pedestrian crossings	\$75,000.00
2) Construction of physical traffic calming elements and improved access control, installation of raised medians, complete safe crossings, new signage	\$325,000.00
3) Streetscape plantings, median and street trees, and stormwater plantings for "green" infrastructure and roadway	\$200,000.00
4) Streetscape improvements: lighting, banners, benches, site amenities	\$250,000.00
<b>Subtotal</b>	<b>\$850,000.00</b>
<b>Total - Junction and Commercial Corridor Improvements</b>	<b>\$1,300,000.00</b>

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# Crossroads of the Adirondacks



## APPENDIX A



FINAL EDITION

April 2011

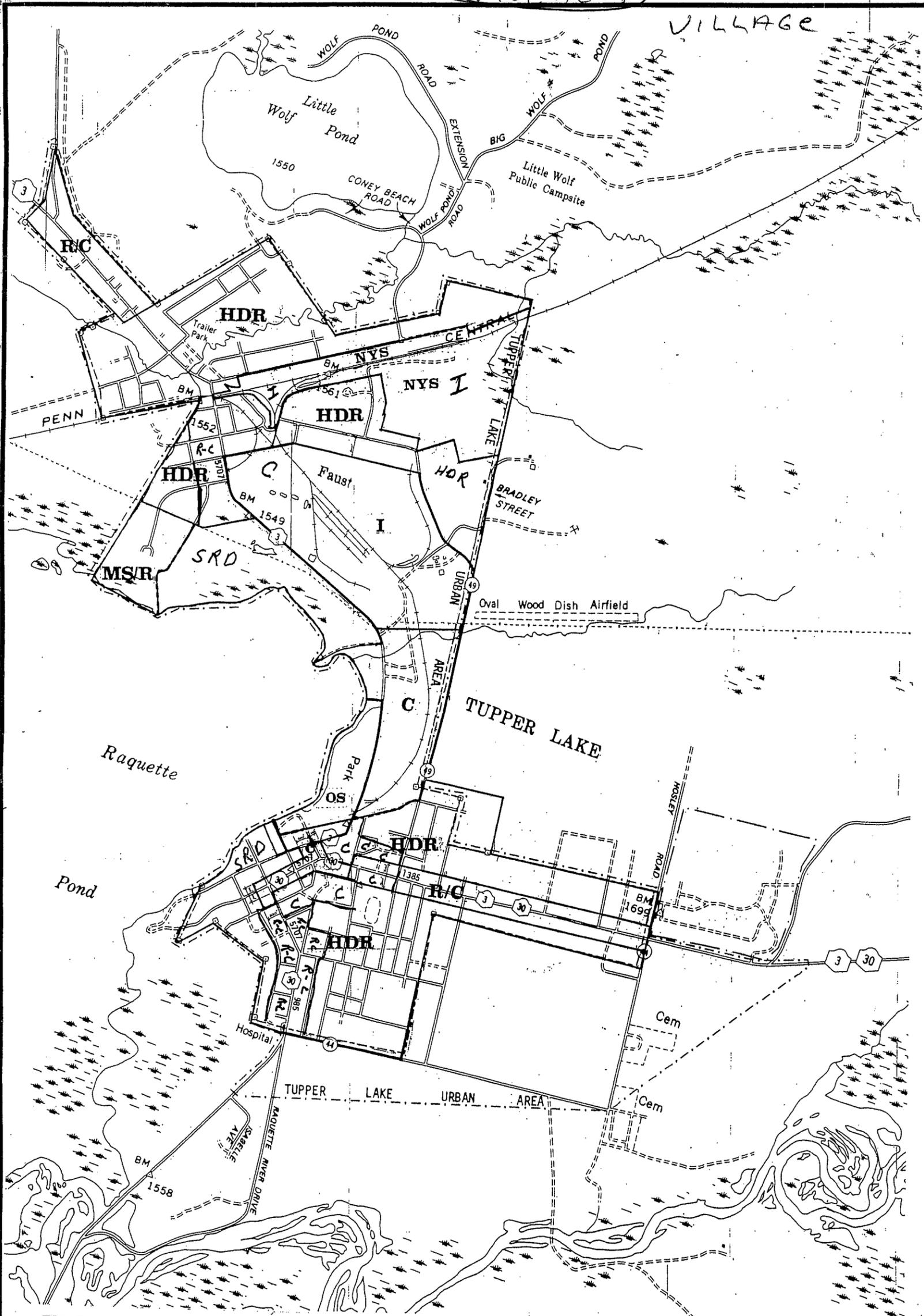
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Village

VILLAGE



# ALTAIRMIONT / TUPPER LAKE

## ZONING MAP

- HDR - High Density Residential
- R/C - Residential / Commercial
- C - Commercial
- I - Industrial
- MS/R - Municipal Services / Recreation
- OS - Open Space / Recreation
- SRD - SHOREFRONT RESORT DEVELOPMENT

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A GRANT FROM THE STATE OF NEW YORK, PURSUANT TO CHAPTER 62, SECTION 1 OF THE LAWS OF NEW YORK 1960

