

Cornhill Revitalization

Public Realm Improvement Plan



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COUNTY EXECUTIVE





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Section A - Planning Overview



Cornhill
Revitalization Project

Utica, New York



A1: Introduction

Project Purpose

This planning report was developed through a partnership between the Community Foundation of Herkimer & Oneida Counties and Oneida County to create a streetscape improvement plan for the Cornhill neighborhood of the City of Utica. The project stems from the collaborative vision of Alicia Fernandez Dicks, Community Foundation of Herkimer & Oneida Counties President/CEO, and Anthony J. Picente, Jr., Oneida County Executive, on how best to approach planning for the future of Utica's culturally diverse central neighborhood, Cornhill.

The plan builds off a catalytic \$45M strategic investment by the Community Foundation, City of Utica, and People First (Utica Municipal Housing Authority) to develop, construct, and operate two Impact Centers in the neighborhood. The Impact Centers will provide critical resources for Cornhill residents as the community works to address decades of decline, generational poverty, and public health issues. The Impact Centers will complement existing neighborhood services and Community Foundation investments, including:

Veterans Outreach Center (Utica Center for Development) Johnson Park Center
MUCC (Mid-Utica Community Center) Artspace Westside Senior Center (50 Forward)

The two Impact Centers are critical components of THRIVE: To Heal and Revitalize an Innovative Vibrant Economy, a strategy that will couple essential human services and a strengthened education-to-workforce pipeline to provide a life-changing spectrum of opportunity linked to regional and statewide growth strategies. The Impact Centers will provide affordable housing, educational enrichment, entrepreneurial innovation/workforce development services, small business incubation, and community recreation assets to help rebuild and revitalize the City's core for all its residents.



James Street Impact Center



- Converts vacant lots to mixed-use
- Includes 24 units of mixed-income housing
- Introduce uses such as an urban grocery, marketplace, commercial test kitchen, retail/microenterprise flex space, small-scale business-support incubation/programming, creative spaces (recording studio, multimedia lab).

West Street Impact Center



- Converts the former Leisure Time Center property and adjacent underutilized parcels to a mixed-use campus (25,000 SF facility)
- Includes 84 units of mixed-income housing
- Introduces uses such as senior programming (health, wellness, social), recreation and fitness (sports leagues, integration of adjacent outdoor park space for recreation), student-centered programming (academic support, college-prep), youth and child programming, workforce training programs (job and mentorship, coding academy), shared kitchen space, café/store area for startups, office space (flexible office, co-working and meeting rooms for nonprofits).

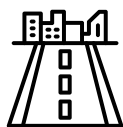
The Impact Centers will combine much-needed affordable housing and supportive, enriching services to serve as critical neighborhood assets. Adding nearly one hundred units in a neighborhood containing the City's oldest housing stock and a large percentage of renters will provide housing opportunities all life stages. Seniors will be able to age in place and younger residents will be able to rent affordably as they prepare for eventual home ownership in a revitalized neighborhood. Utica's longtime affordable housing and supportive services agency, People First (Utica Municipal Housing Authority), will provide comprehensive management of the two Impact Center housing units.



Goals and Objections

Given the substantial investment in the Impact Centers and the catalytic potential of these two signature mixed-use facilities, there is a strong need to plan for complementary public realm improvements supporting the initiatives. Sound planning efforts will provide the critical function of seamlessly connecting these assets to all residents of Cornhill and surrounding areas of the City. The strategic streetscape and public realm improvement strategies recommended in this planning report build on the community engagement findings documented in the *UFA Feasibility Study Community Engagement Report* (February 2020).

The report focuses on an approximately 20-square-mile study area bounded by Utica's Genesee St, South St, Mohawk St, and Memorial Parkway. Recommendations and strategies included in this planning report focus on public realm improvements to neighborhood streetscapes and parks, with priority given to the following topics of interest:



Streets & Sidewalks



Arts



Parks & Recreation



Signage & Lighting



History



Additional considerations include food access, public health, economic development, educational initiatives, workforce development, housing, transportation, and green infrastructure.

The Community Foundation, building on the success of its Community Navigation Program, served the role of community representative for the planning process. Plan development included various public and stakeholder engagement efforts to ground-truth existing conditions and develop implementable project opportunities based on a realistic vision for the future of Cornhill. The report is intended to assist in providing compelling data and visualizations in support of the Community Foundation, City of Utica, People First (Utica Municipal Housing Authority), and partner organizations' fundraising efforts to bring the vision to reality. Recommendations leverage existing community assets and best practices in urban and regional planning to promote a vibrant, safe, and stable Cornhill neighborhood.



A2: Historical Overview

Cornhill sits on land originally inhabited by the Oneida Nation. In the early 19th century, this area consisted of forests and cornfields on the borders of Utica (Goodmen). As Utica's population expanded with the introduction of train lines, trolleys, and booming industries, the city annexed more land, expanding its roads to create a neighborhood in the area now known as Cornhill (Hartman).

The Welsh were the first to call the neighborhood home, as they moved from their houses around Whitesboro St and created a new center for the Utican Welsh community from 1865 to 1900. In 1875, Irish populations came to the area as well. In the 1950s, these middle-class Welsh and Irish populations began relocating to the suburbs, following the national pattern of 'White Flight' from cities. Following this exodus, many Black families took residence in the area, blocked out of moving elsewhere due to racial discrimination. By the Late 20th Century, the neighborhood was home to a mostly Black community, along with a mix of European-descended populations, including Irish and Italian descendants and immigrants ("Cornhill's History and Notable Residents").

At the same time, discriminatory lending practices and landlord speculation, combined with the economic decline of Utica as a whole, pushed Cornhill and the people who lived there into a state of increasing poverty and distress (Baum). Starting in the 1950s-60s, businesses began to close, houses were set on fire, and gang activity and drug sales increased. With many of the nearby large employers such as General Electric laying off their workforce, the population was thrust into poverty; residents stated to feel Utica was no longer somewhere they wanted to call home (Hartman).



Source: <https://www.bygonely.com/utica-ny-historical-photos/>

Yet members of the community did not give up on their neighborhood, creating organizations such as Corn Hill People United (CHPU), which provided residents with a hub for collective activism, information, and resources. They held a youth program, created a newspaper, and hosted community meetings, among many other services. CHPU demanded that Utica put the people of Cornhill first and pushed for their primarily Black community to have a voice in the face of neglect and exploitation (Baum).

Although CHPU no longer exists, their efforts for empowerment and revitalization are still being carried out by several organizations in the area, and recently a push for revitalization has taken place at local levels of government as well. Community centers, community gardens, and park upgrades are just a few examples of additions to the area over the past twenty years. Many local organizations are working to provide the dedicated Cornhill community resources to make it a safe, healthy, and prosperous neighborhood ("Our View: Revival of Cornhill Takes a Community").

Though Cornhill lost nearly one in four residents in the 1990s, it has increasingly become a hub for ethnic diversity, with refugees and immigrants from all over the world moving into the area. A large influx of immigrants from Asia and Latin America has helped to mitigate the large outflow of residents in previous decades ("A Sustainable Neighborhood-Based Master Plan").

A3: Planning Activities and Milestones

Community input is an important part of creating a vibrant, sustainable, and inclusive neighborhood. The Community Foundation has facilitated a wide range of public engagement activities as part of the Cornhill Revitalization Project. Public involvement took place at key points throughout the planning effort to ensure plans to upgrade infrastructure, enhance public spaces, foster local business activity, and celebrate historical and cultural heritage reflect community desires.

Site Visit

The planning team conducted a site visit to gain a deeper understanding of the Cornhill neighborhood, context, and challenges. The visit allowed the team to ground-truth existing conditions at the Impact Center sites and along key corridors such as James St and West St.

Community Outreach

The Community Foundation, building on the success of its Community Navigation Program, served the role of community representative for the planning process. The strategic streetscape and public realm improvement strategies recommended in this planning report build on various existing plans developed for the neighborhood including community engagement findings documented in the *UFA Feasibility Study Community Engagement Report* (February 2020).

A unique engagement effort took place on October 23rd, 2024 at the Community Foundation-hosted Cornhill Community Dinner. The free event was open to the public and featured updates about the Cornhill Revitalization Project along with outreach activities (The Cornhill Project in Utica). Over one hundred guests attended and all were encouraged to provide their ideas for neighborhood public realm improvements by taking a brief survey and participating in a posterboard map exercise. Attendees were presented five categories of streetscape improvements to consider.



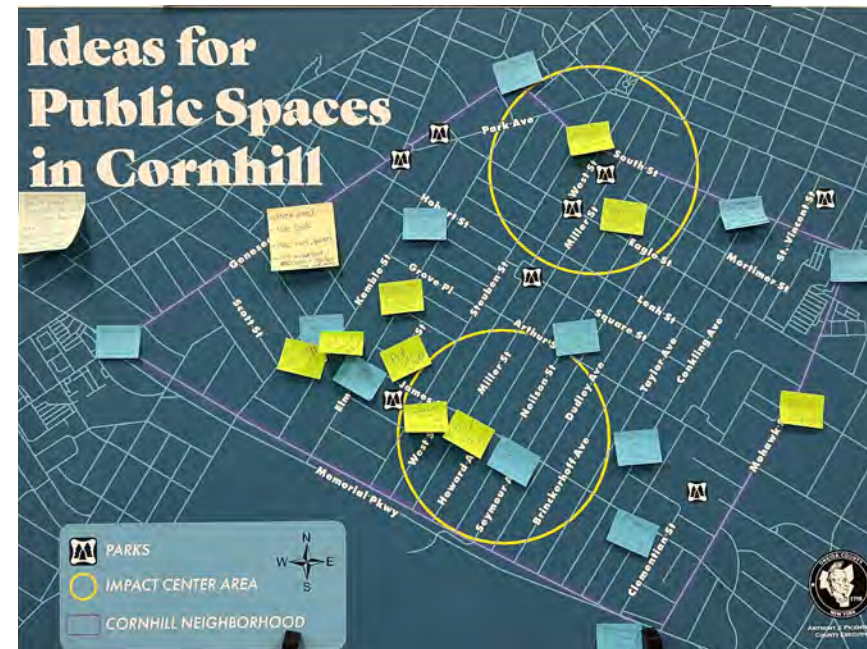
Cornhill Public Spaces

Attendees were asked to provide open-ended feedback on sticky notes and place them at relevant locations on a large-format map. Of the 23 notes collected, most were located along James St and the western area of Cornhill in the vicinity of Kemble Park.

Many comments expressed interest in improvements to parks and recreation. Planters and benches were frequently requested streetscape amenities along James St. Road and sidewalk surface improvements were desired in various locations throughout Cornhill.

A brief online survey complimented the map exercise and was promoted using QR codes (see Appendix for complete survey results). Open-ended feedback from 14 respondents indicated an interest in preserving and celebrating community history at the Impact Centers and other locations in the neighborhood with murals and statues. Respondents also expressed interest in public art (murals/wall art) reflecting the diversity and values of the community.

The survey highlighted that many community members want safer public spaces and more opportunities for activities and entertainment in the underutilized parks. Respondents do not feel safe using parks and recreational facilities and suggested better lighting, cleanliness, and maintenance would make them feel more secure. New amenities, programming, landscape improvements, and greenery could enhance the public realm and encourage a more active public realm.



A4: Vision and Goal

Vision

Public spaces are critical to Cornhill's revitalization as a vibrant, safe, connected, and welcoming neighborhood. Improvements to streets and parks will complement transformative local efforts to ensure a thriving and sustainable community for future generations. Collaborations with community partners will integrate art, history, and recreation into investments to improve infrastructure, foster economic opportunity, and celebrate the cultural heritage of residents.

Goals

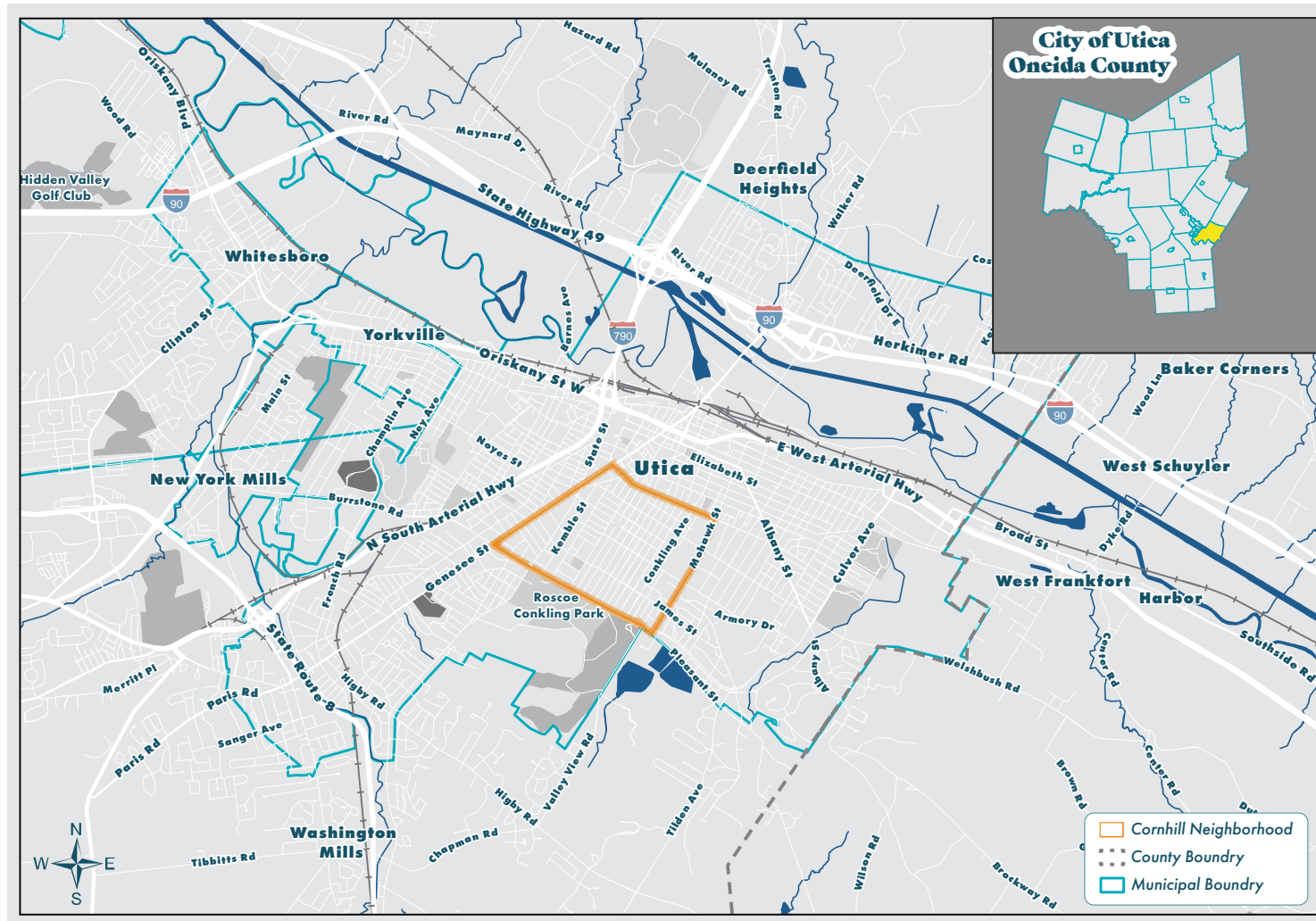
Current goals focus on stimulating economic growth, fostering community engagement, enhancing public infrastructure, and celebrating the area's cultural and historical heritage. These goals are structured to address key community needs and provide a comprehensive framework for sustainable development.

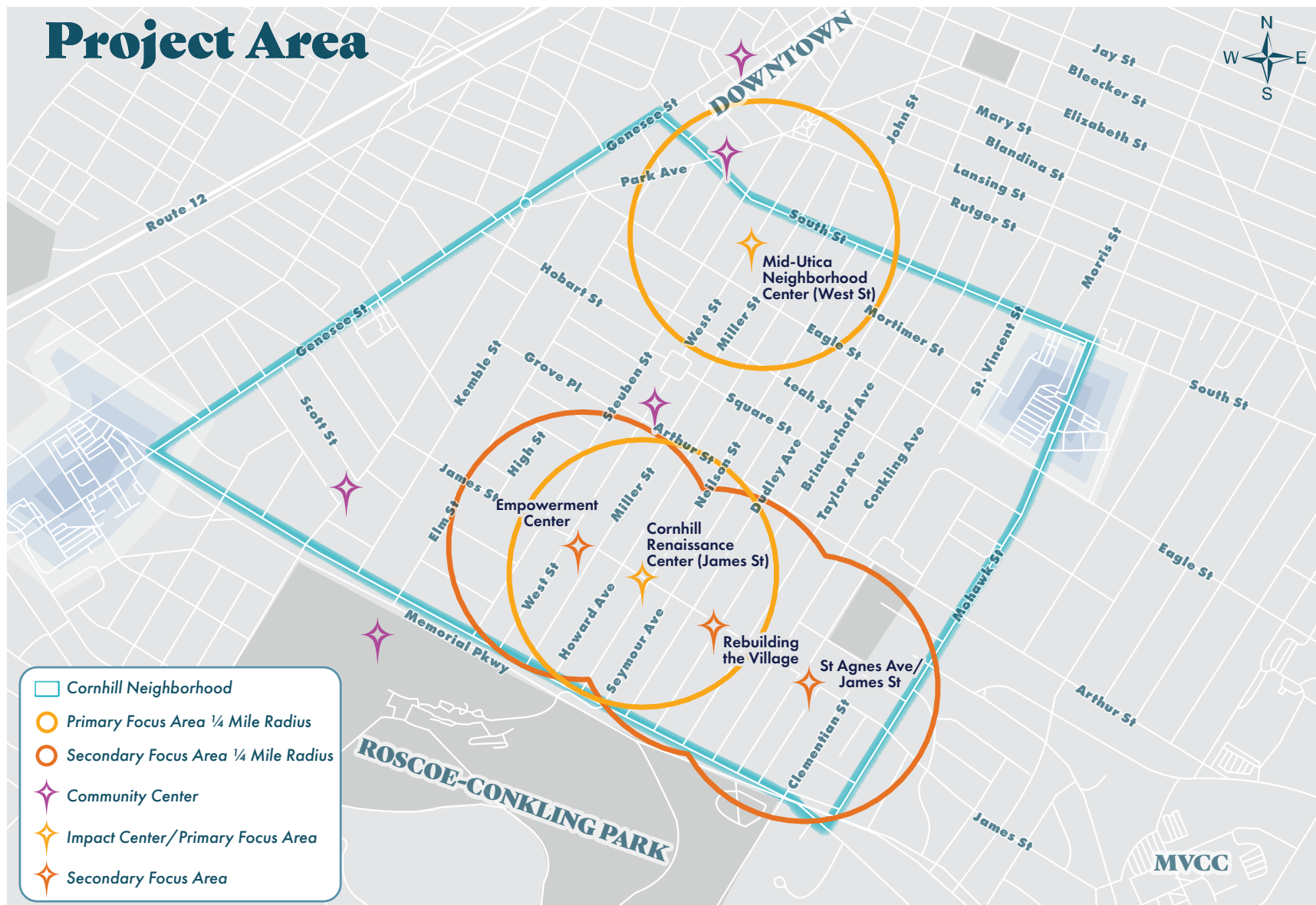
ECONOMIC	COMMUNITY ENGAGEMENT & EMPOWERMENT	PUBLIC INFRASTRUCTURE	SAFETY & CRIME REDUCTION	CULTURAL & HISTORIC PRESERVATION	SMART GROWTH & SUSTAINABILITY	HEALTH & WELLNESS
<p>Stimulate the Local Economy: Encourage the growth of local businesses through grants, incentives, and creating welcoming commercial nodes.</p> <p>Job Creation and Small Business Support: Encourage startups and promote entrepreneurial activities to grow businesses with ties to the neighborhood.</p> <p>Attract Investment: Foster a strong business community, promote existing neighborhood assets, and enhance the public realm to attract investment in underutilized spaces.</p>	<p>Involve Residents in Decision-Making: Utilize input from residents, ensuring local needs and preferences are reflected in neighborhood planning efforts.</p> <p>Strengthen Community Connections: Build community centers, social programs, and events to foster relationships and encourage civic participation.</p> <p>Support Vulnerable Populations: Ensure that the revitalization efforts prioritize the inclusion of senior citizens, low-income families, and other marginalized groups.</p> <p>Youth Support: Ensure the youth of the area have opportunities for enrichment outside of school.</p>	<p>Upgrade Roads and Transportation: Improve roads, sidewalks, bike lanes, and public transport access to create a safer, more connected neighborhood.</p> <p>Enhance Green Spaces: Improve parks, gardens, and recreational spaces to promote outdoor activities, and increase the neighborhood's livability.</p> <p>Maintenance and Sanitation: Conduct regular maintenance of public realm amenities and strive for high sanitation standards to maintain an aesthetically pleasing, safe, and healthy environment.</p>	<p>Enhance Law Enforcement and Security: Improve street lighting, install security cameras, and partner with local law enforcement to increase public safety.</p> <p>Community Policing Programs: Foster positive relationships between police officers and residents to reduce crime rates and gang activity to create a sense of security.</p>	<p>Preserve and Promote Historic Landmarks: Identify, preserve, and promote historically significant buildings and areas to maintain the neighborhood's cultural heritage.</p> <p>Cultural Programming: Offer community-driven cultural events, performances, and public art to celebrate the local culture and bring the community together.</p>	<p>Adaptive Reuse of Buildings and Re-development of Vacant Sites: Repurpose underutilized structures and sites for new purposes like community centers, offices, housing, or reducing environmental impacts.</p> <p>Look for opportunities to integrate green infrastructure into development projects.</p>	<p>Promote Healthy Lifestyles: Create walking and biking trails, outdoor fitness equipment, and health education programs to encourage residents to lead healthier lifestyles.</p>



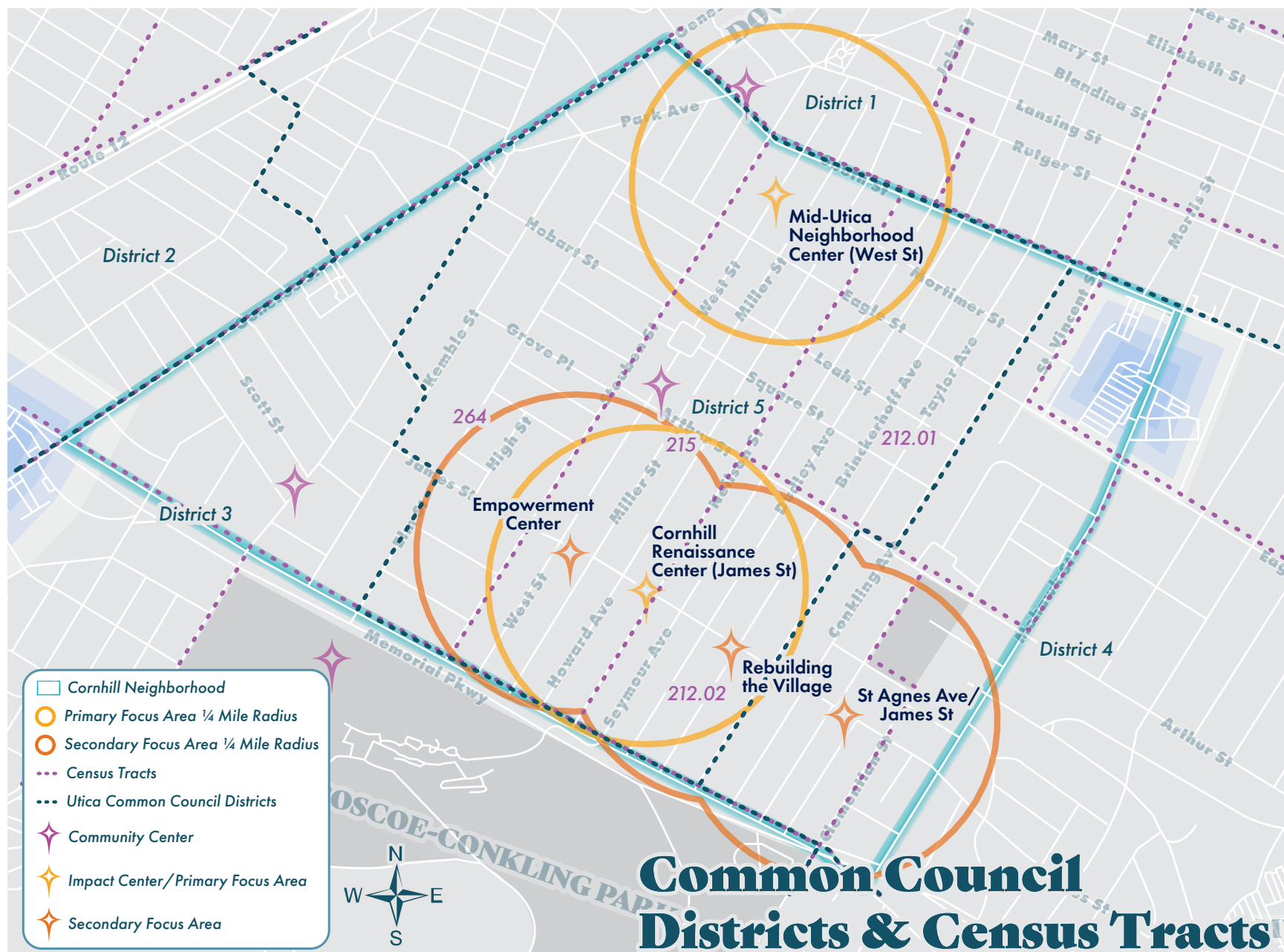
Section B - Existing Conditions

Cornhill is centrally located near downtown Utica, bounded by South St to the northeast and Mohawk St to the southeast. Utica's primary commercial corridor, Genesee St acts as the northwestern neighborhood edge. Memorial Parkway serves as a transition from Cornhill's residential neighborhood character to parkland and open space to the southwest.





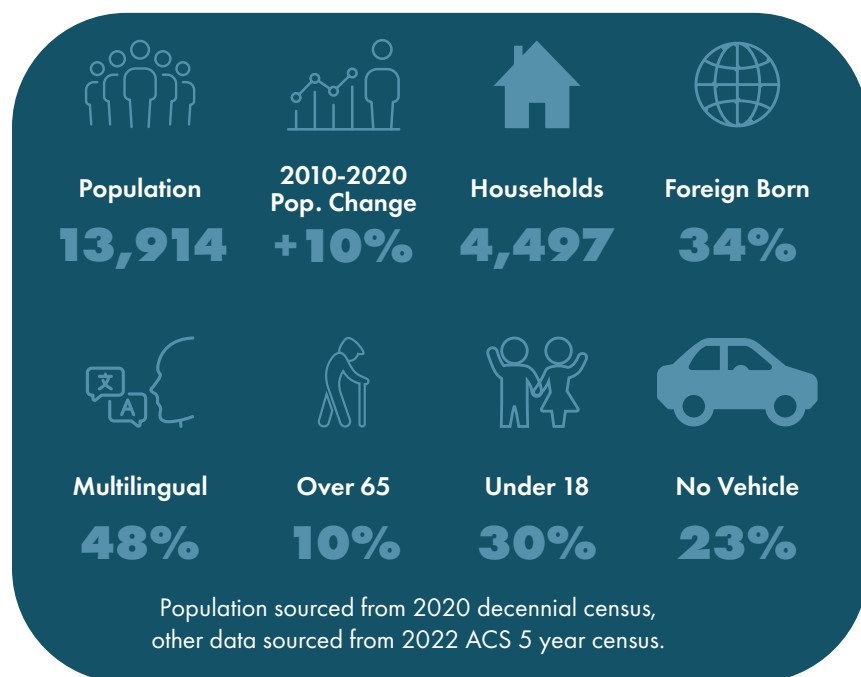
Cornhill is primarily composed of U.S. Census tracts 212.01, 212.02, 215, and 264. These tracts define the neighborhood for purposes of presenting the demographic data in this plan. Utica Common Council District 5 represents much of the neighborhood, with District 4 representing a smaller portion to the east.



U.S. Census demographics provide a clear, objective understanding of the current state of social and economic attributes of the Cornhill neighborhood. Analysis in this section is presented in the form of charts, tables, and maps.

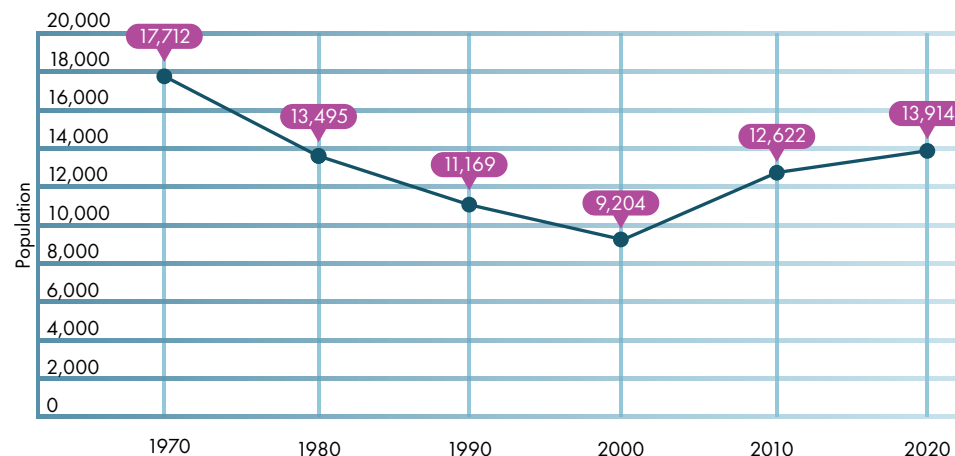
B1: Demographics and Neighborhood Context

To plan effectively for Cornhill's future, it is important to understand the present demographic, geographic, social, and economic characteristics shaping the neighborhood. City, regional, and state data comparisons provide a comprehensive look at how this community fits within its broader context. Maps are provided to show additional context by highlighting assets and constraints within the community and surrounding region. Many measures feature context provided by comparisons to City, County, and State geographies. Temporal trends reveal any meaningful changes in neighborhood composition over time. All demographic data is sourced from U.S. Census ACS 5-Year Estimates for the geography and year specified (unless otherwise noted). Additional demographic charts, data sets, and maps are available in the Appendix.



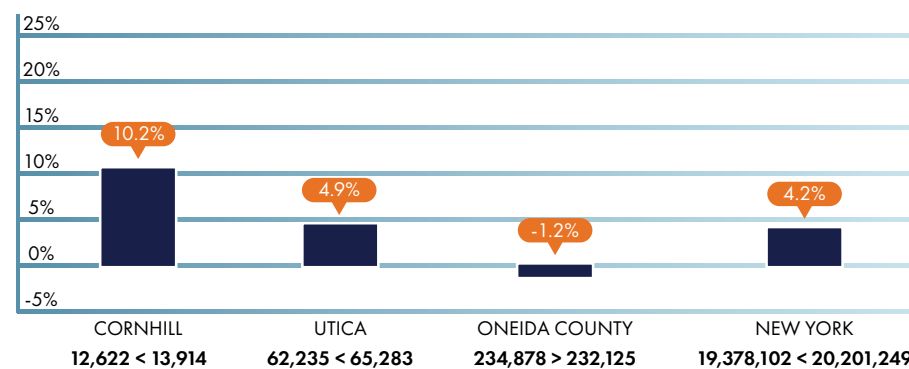
In the late 20th century, Cornhill experienced a large population decline. The neighborhood's population in 2000 was approximately half of what it was in 1970. The neighborhood has since made a steady recovery, reaching 13,914 residents as of the 2020 Decennial U.S. Census. This rapid growth stands out in the region as Cornhill's population increase in the 2010s was twice that of the City of Utica and also outpaced Oneida County (which saw a decrease) by 11%.

Cornhill Population Trends

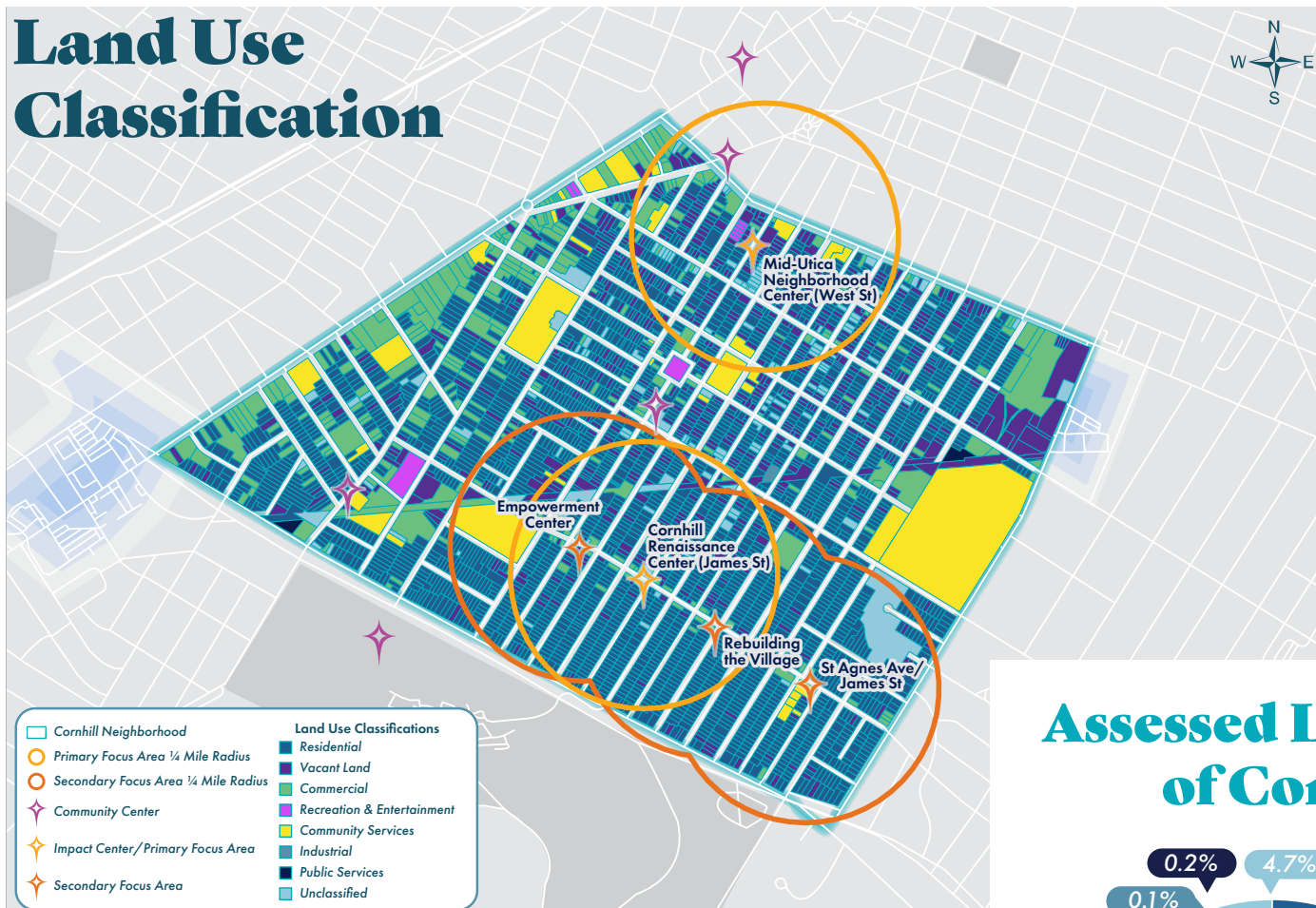


Note: From 1970-2000, the neighborhood census areas are slightly smaller than 2010-2020. The census tract boundaries have changed South of James Street and West of Steuben St. Source: 2010-2020: U.S. Census Bureau. "PROFILE OF GENERAL POPULATION AND HOUSING CHARACTERISTICS." "Decennial Census, DEC Demographic Profile, Table DP1, 2020

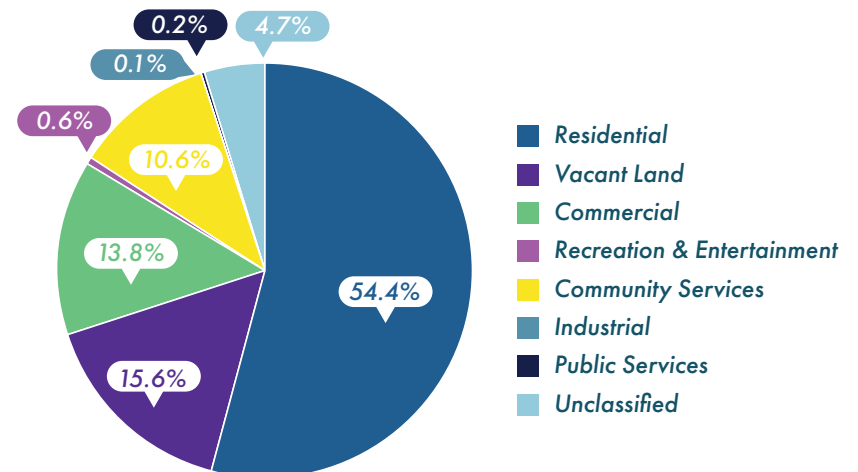
2010-2020 Population Change



Land Use Classification

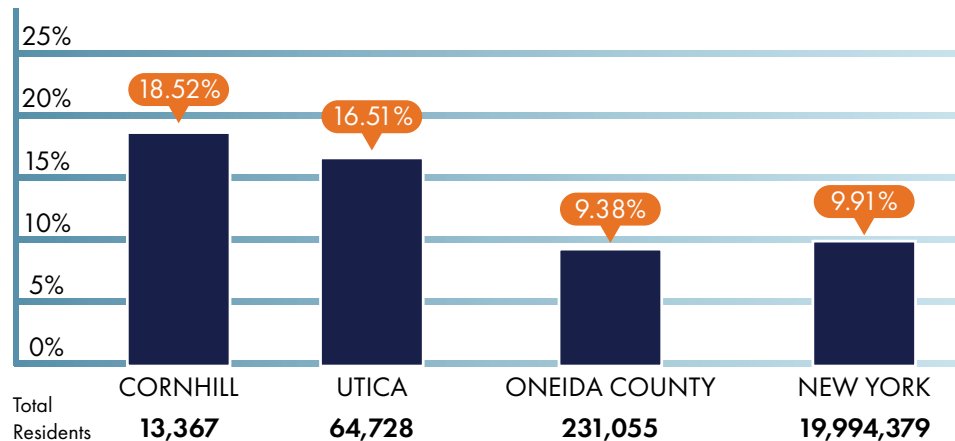


Assessed Land Classification of Cornhill Acreage



Cornhill encompasses 587 acres of land. The City of Utica uses eight distinct property assessment classifications to characterize land use in the neighborhood (City of Utica Assessor, 2024). More than half of the property in Cornhill is assessed as residential. Except for neighborhood commercial uses along James St, the southern part of Cornhill is almost exclusively residential with few vacant lots. Commercial uses (clustered to the northwest along Genesee St and east towards Mohawk St) and community services (scattered throughout) each comprise over one-tenth of the land in Cornhill. One-fifth of land in the neighborhood (mostly dispersed throughout the northern half) is vacant or unclassified (see the "Land Classified as Vacant" map located in the Appendix).

2022 Citizens Living below the Poverty Line



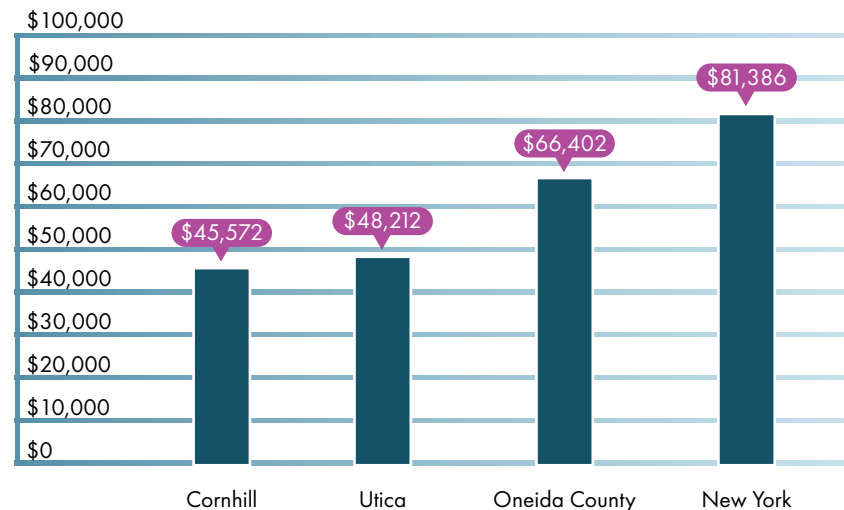
Note: The Current Poverty Line is anyone that makes less than \$14,580 and this data includes anyone making less than \$14,999.

2021 Employment Inflow/Outflow in Cornhill

■ Live in Cornhill, employed outside
■ Employed in Cornhill, live outside
■ Employed and Live in Cornhill



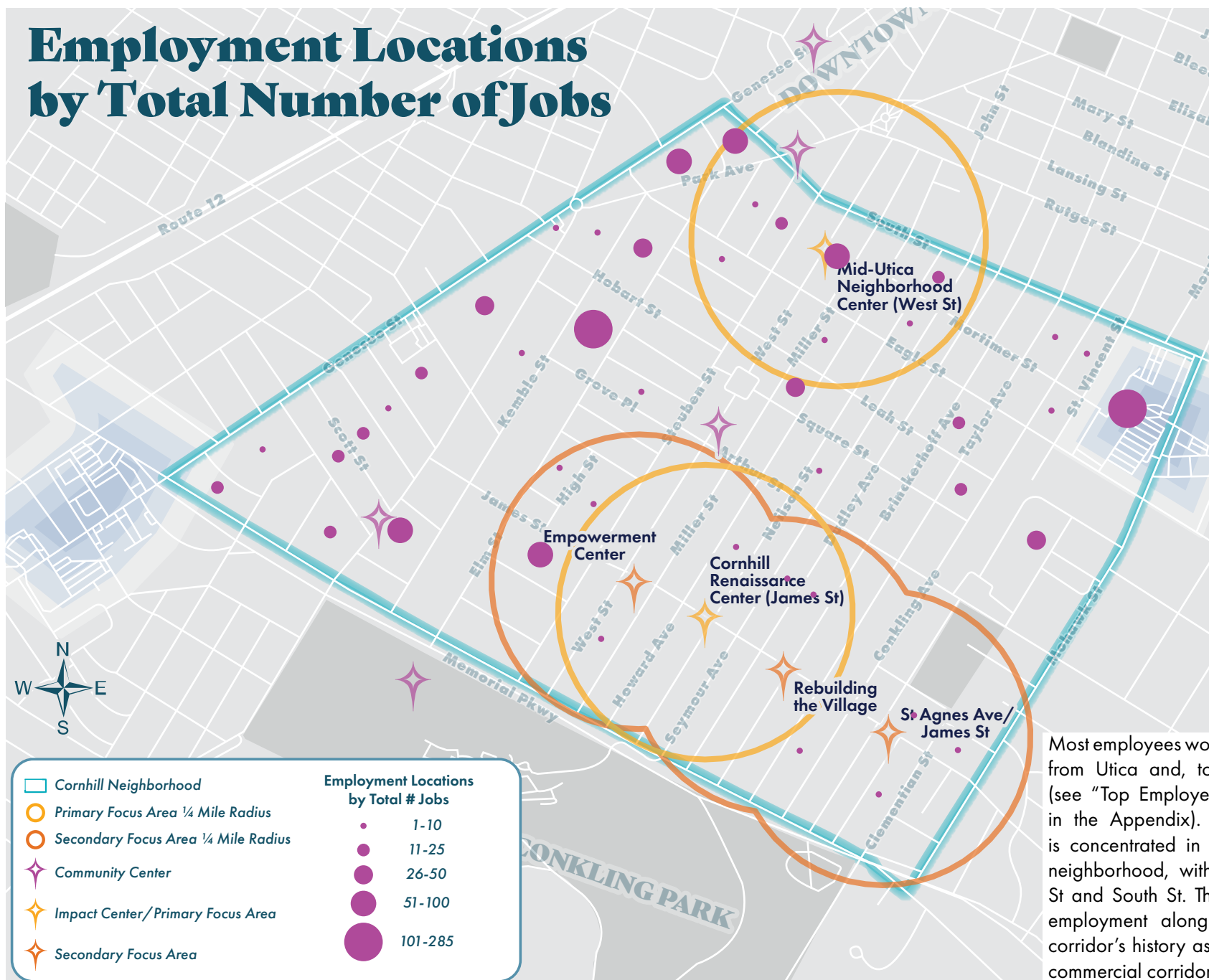
2022 Median Household Income



Cornhill has a higher percentage of residents living in poverty than parent geographies (City of Utica, Oneida County, and New York State). The poverty rate in Cornhill is twice that of Oneida County. The median household income in Cornhill increased 7% from 2012 to 2017 and matched the national CPI (Consumer Price Index) inflation rate published by the U.S. Bureau of Labor Statistics for the same period. From 2017 to 2022, the median household income in Cornhill increased 57% and outpaced the inflation rate of 16% for the same period. Median household income in Cornhill is slightly lower than that of the City of Utica, but over \$20,000 less than that of Oneida County.

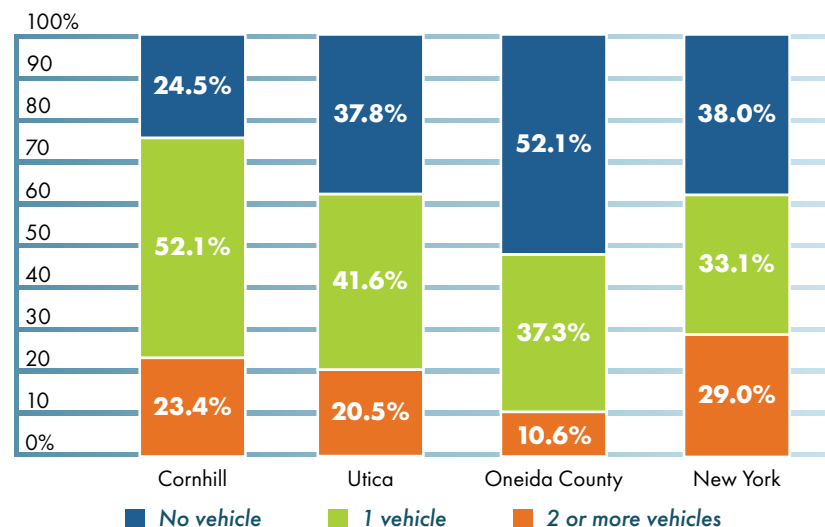
Most Cornhill residents work in education, health care and social assistance. Service sector employment is also common. Cornhill has a net outflow of workers; nearly four times the number of residents leave each day to work than come into the neighborhood to work (see "Employee Destination" maps located in the Appendix for more details regarding employment destinations of Cornhill residents). This employment outflow can partially be accounted for by the fact that the neighborhood is mostly residential in character. Less than 3% of employed Cornhill residents work in the neighborhood where they reside.

Employment Locations by Total Number of Jobs



Most employees working in Cornhill commute from Utica and, to a lesser extent, Rome (see "Top Employee Origins" map located in the Appendix). Employment in Cornhill is concentrated in the northern half of the neighborhood, with clusters near Genesee St and South St. There is a notable lack of employment along James St, despite the corridor's history as a vibrant neighborhood commercial corridor.

2022 Household Vehicle Availability

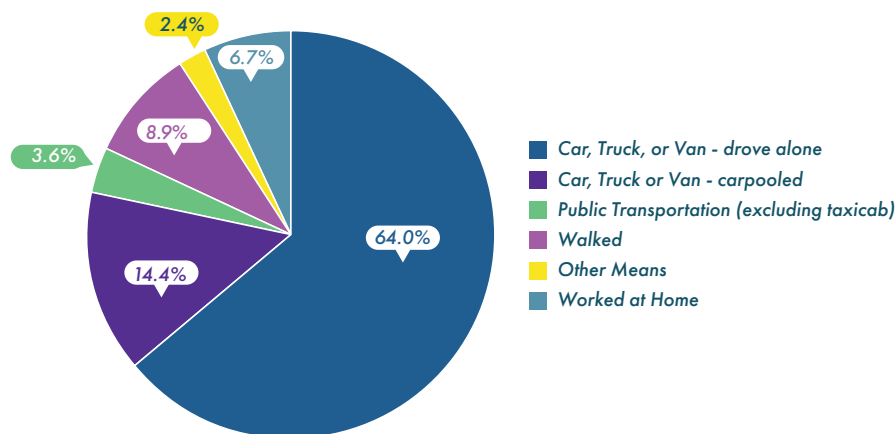


Transportation is a challenge for many Cornhill residents. Compared to Oneida County (11%), Cornhill households are twice as likely to lack vehicle access (23%). Vehicle ownership in Cornhill (77%) is only slightly lower than in Utica (79%).

Automobile ownership in Cornhill reflects the need for reliable transportation, despite modest incomes. Over the past decade, vehicle ownership in Cornhill has increased, but ownership of multiple vehicles has decreased. For Cornhill households, owning one vehicle is twice as likely as owning multiple vehicles. The likelihood of owning multiple vehicles (25%) is low compared to parent geographies.

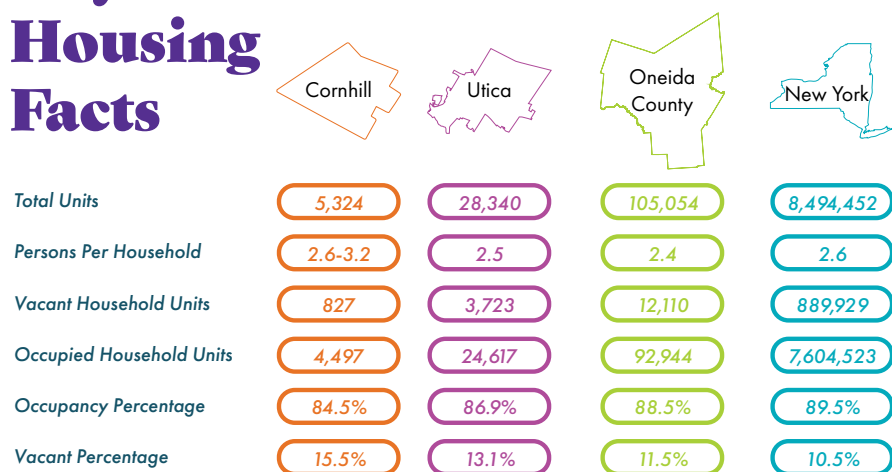
Similarly to Utica and Oneida County residents, it takes approximately 20 minutes for Cornhill residents to commute to work. Despite access to multiple bus lines, less than 4% of Cornhill residents are commuting by public transit. Over three-quarters either drive or carpool in personal vehicles.

2022 Cornhill Commute to Work

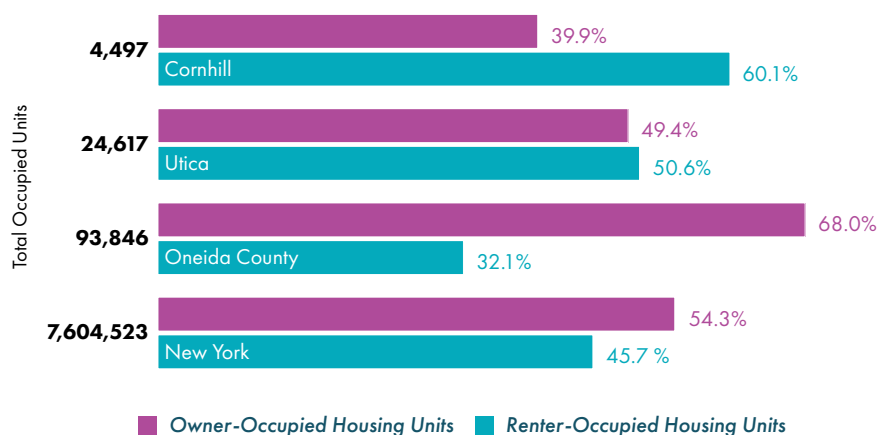


Cornhill is served by four bus lines connecting to the Centro Hub (see "Transportation" map located in the Appendix). Weekday service generally begins around 6:30am and ends before 7:30pm (see "Bus Route Summary" tables located in the Appendix). Cornhill has nine bus stops and buses tend to stop every hour. Access to public transportation is limited outside standard work hours, presenting challenges for residents working late, assigned to overnight shifts, or simply those running errands outside the workday. Weekend bus service is even more limited, with two routes only available on Saturday.

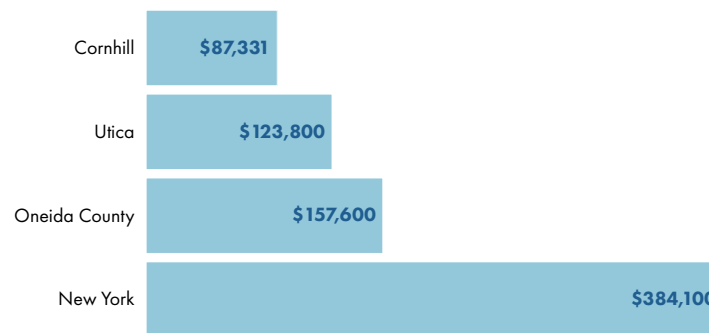
Key Housing Facts



2022 Occupant Type by Household



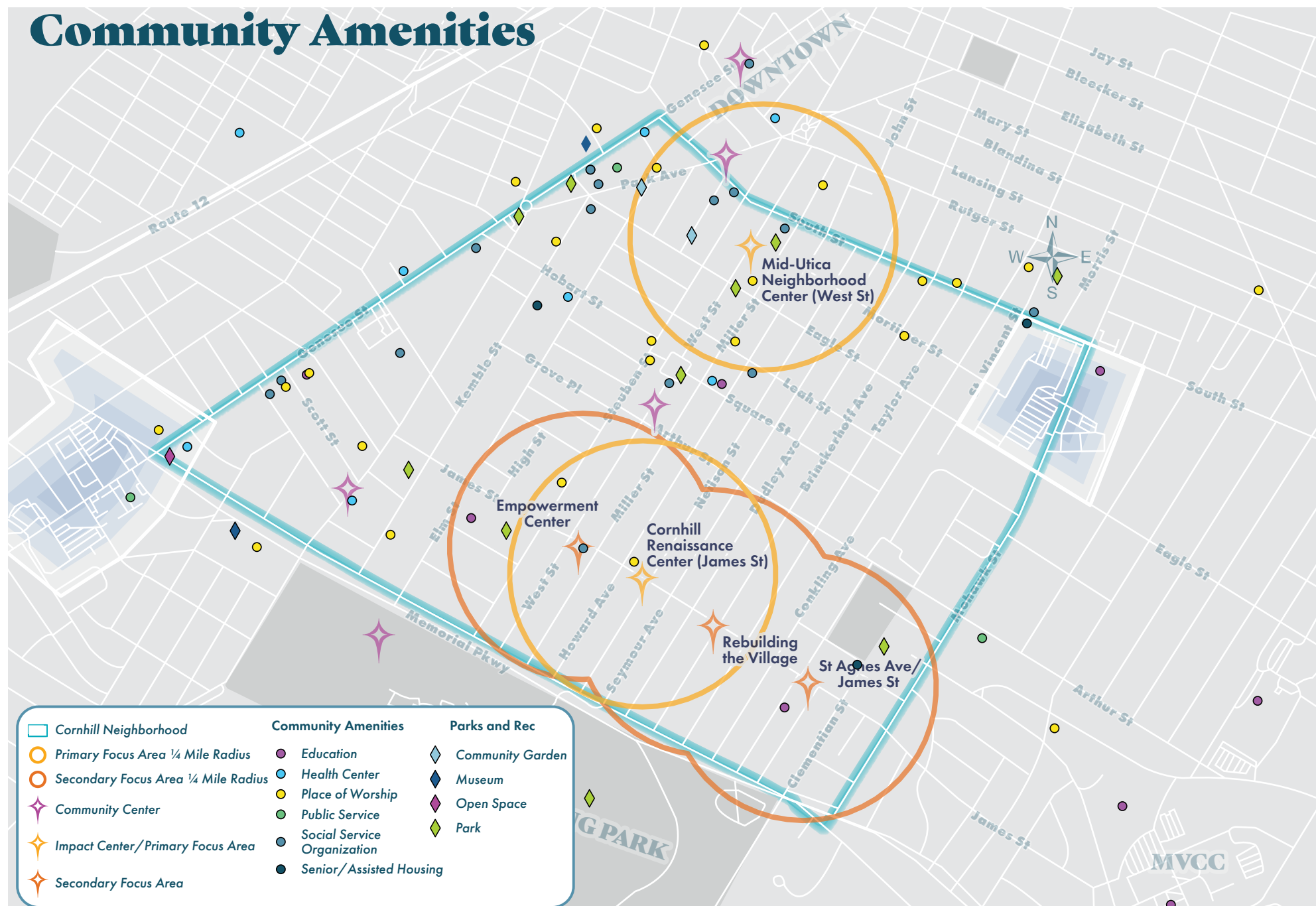
2022 Median Home Values



Cornhill has a larger average household size (2.6-3.2 occupants, depending on census tract) and higher percentage of renters (three in five occupied units are rented) than its parent geographies. 72% of Cornhill housing units are either single-family homes or duplexes. Structures comprised of 3-4 units are more common than in comparison geographies, indicative of the neighborhood's urban typology. 16% of housing units are vacant in Cornhill, a slightly higher percentage than found in the City of Utica, Oneida County, and New York State. Median home values are substantially lower in Cornhill than in comparison geographies. At the median, the value of a home in Cornhill (\$87,331) is only two-thirds the value of a home in Utica.

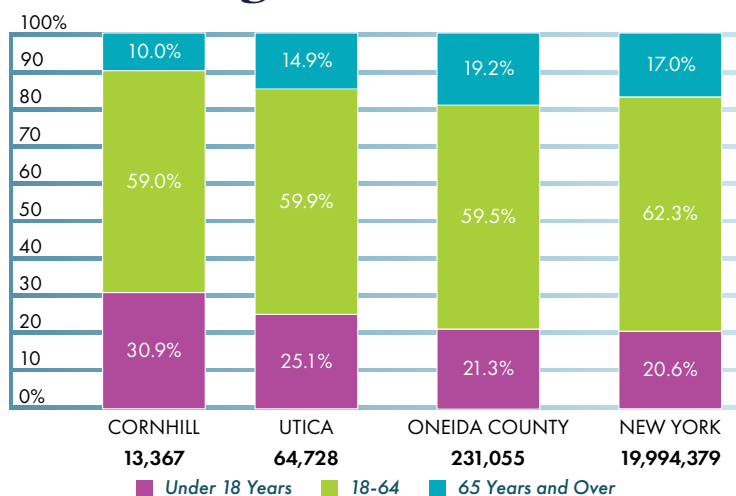
The neighborhood features many notable amenities, with community centers (existing and planned) acting as key anchors alongside many places of religious worship. Areas of chain commerce and large-format grocery stores are located to the periphery. Schools and places of education are scattered throughout and social services are concentrated to the north and west along South and Genesee Streets.

Community Amenities

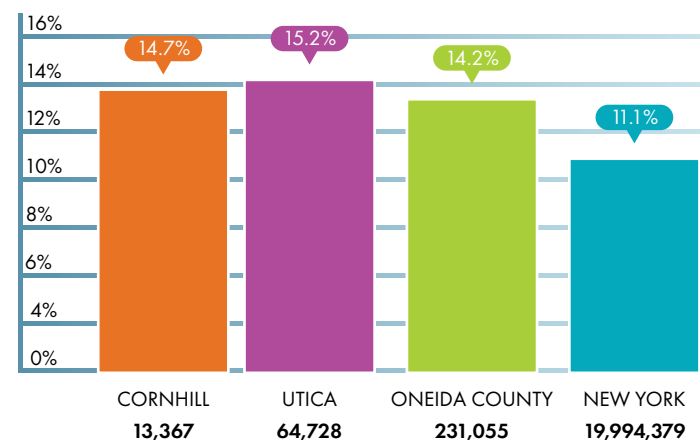


Age distributions in Cornhill have remained stable over the past decade, despite other demographic changes to neighborhood composition. Cornhill has a relatively young population with over 30% of residents under 18 years of age. Cornhill has a lower percentage of seniors than comparison geographies; only 1 in 10 residents is a senior citizen.

2022 Age Distribution



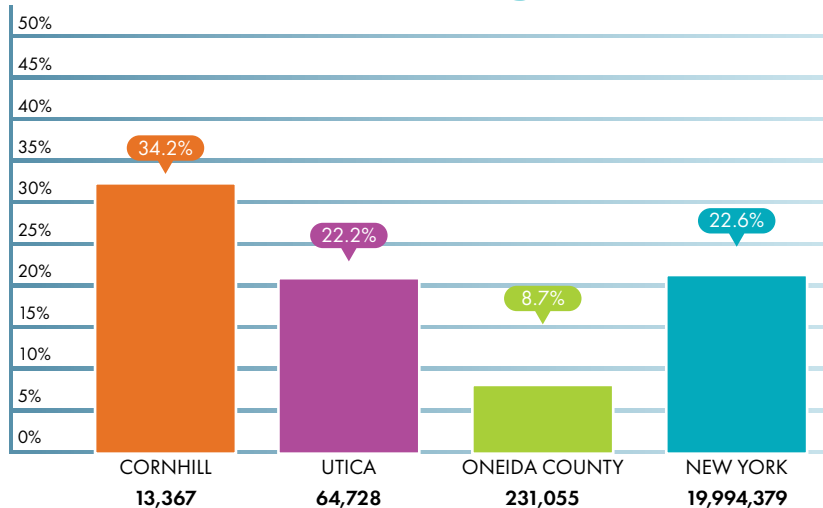
2022 Disability by Region



Note: The Census Bureau defines disability based on six types: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty

The U.S. Census Bureau defines disability as having one of more of these six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living. Consistent with percentages for Utica and Oneida County, 15% of Cornhill residents are disabled.

2022 Percent of Foreign Born Residents

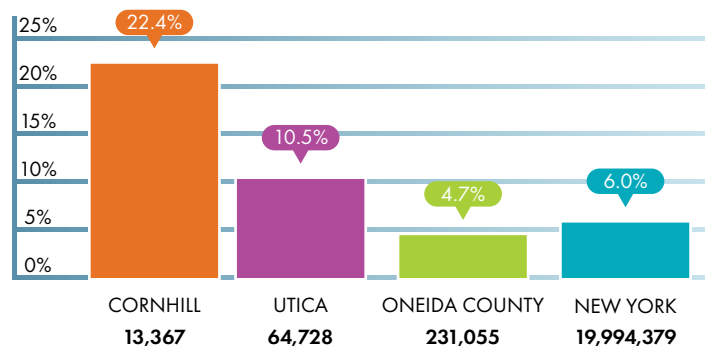


Cornhill has become a melting pot of culture and racial diversity within Oneida County. Over one-third of neighborhood residents were born in another country, a proportion far higher than found in the City, County, and State. The percentage of foreign-born residents increased by 5% from 2012-2017 but stabilized at 34% from 2017-2022.

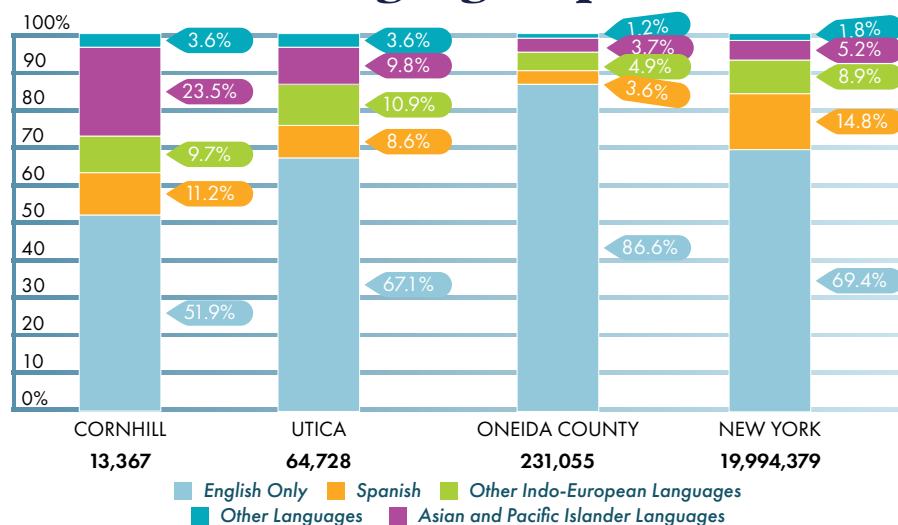
The most common races/ethnicities of residents are White (42%), African American (34%), and Asian (29%). Cornhill has a notably higher percentage of non-white residents (58%) than parent geographies and higher proportion of Hispanic or Latino residents (17%) than Oneida County (7%). The share of Hispanic or Latino residents in Cornhill has slightly increased in recent years (+4% from 2017-2022).

One-fifth of adults in Cornhill have earned a college degree, while two-thirds have a high school diploma as their highest level of educational attainment. 22% of Cornhill adults have less than a 9th-grade education, double the percentage in the City of Utica and quadruple the percentage in Oneida County. Though the percentage of residents with less than a 9th-grade education increased over the past decade (+5%), it has stabilized in the past 5 years. Though educational metrics lag comparison geographies, it is important to recognize that the community is home to large immigrant populations and many adults now residing in Cornhill were educated in their place of origin.

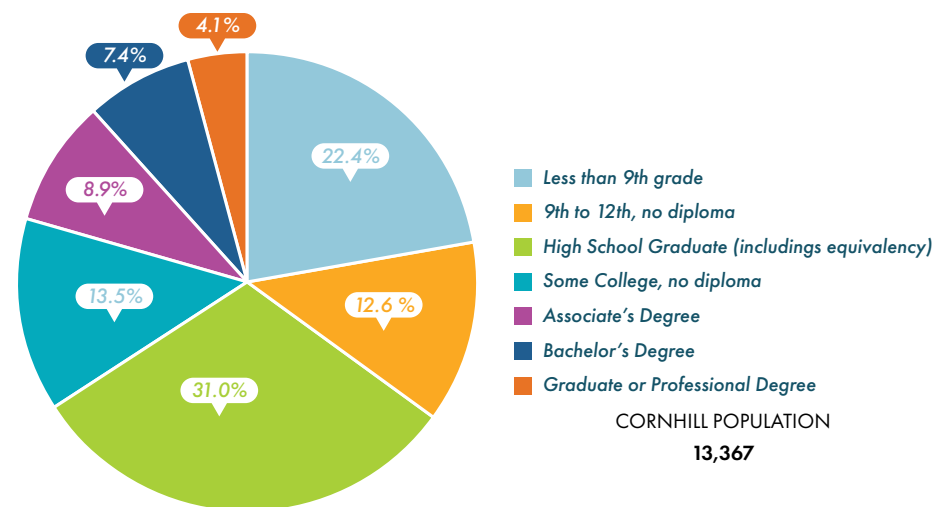
2022 Adults with less than Ninth (9th) Grade Education



2022 Languages Spoken



2022 Cornhill Educational Attainment



Nearly half of Cornhill residents speak a language other than English; this is a higher percentage than found in the City, County, and State. In addition to English, Asian and Pacific Islander languages and Spanish are common primary languages in Cornhill. One in five Cornhill residents speaks an Asian or Pacific Islander language, a percentage twice that of Utica. The percentage of Cornhill residents speaking Asian or Pacific Islander languages (24%) has increased over the past decade.

The percentage of English-only speakers in Cornhill (52%) decreased by 8% from 2012-2022. One-tenth of Cornhill households are composed exclusively of members who speak English "less than very well", a standard threshold used to determine Limited English Proficiency (LEP). Among LEP households in Cornhill, Spanish is the most common language spoken.

Parks

The Cornhill neighborhood features several parks and recreational areas that serve as vital community hubs. These parks play a crucial role in enhancing the quality of life in Cornhill by providing spaces for recreation, community engagement, and social services.

Neighborhood Parks

Cornhill's Parks are valuable amenities serving a variety of community needs. Each provides a unique blend of recreational and/or leisure opportunities. Cornhill's Parks can generally be categorized according to whether they primarily serve active or passive recreational uses.





Kemble Park

Kemble Park is an active recreation space serving western Cornhill. In June 2023, the park was upgraded as part of the American Rescue Plan Act. A \$400,000 investment provided upgrades to the space, created in 2018 with an initial investment of \$700,000 after the decommissioning and demolition of the Kemble Street School in the mid-1990s. This is a modern facility with a generally well-optimized layout, but notably lacks certain comfort amenities such as restrooms.

- Basketball courts
- Amphitheater/stage area
- Children's zipline
- Large open space for activities
- Pavilion
- Grilling areas
- Landscaping
- Seating and tables
- Local artwork/murals
- Overhead entrance signs
- ADA accessible pathways
- Lighting
- Fencing



O'Connor Park

O'Connor Park provides recreational amenities to eastern parts of the neighborhood. Despite offering many active amenities, the layout of park elements and lack of internal walkways present challenges for navigating within the space. Connectivity to areas outside the park is poor as the space lacks access from residential streets abutting the property and signage is limited. Comfort amenities are scarce as the park lacks seating throughout, restrooms are often inaccessible, and lighting is poor.

- Soccer field
- Playground equipment
- Splash pad
- Large open space for activities
- Local artwork/murals
- Large parking lot
- Bathrooms
- Trashcans
- Fencing



Martin Luther King Dream Park

Martin Luther King Dream Park offers a mix of active and passive recreation in northern Cornhill. The signature active amenity is a basketball court that is relegated to a low visibility corner of the space. Passive amenities include a memorial and mural to the park's namesake, Dr. Martin Luther King, Jr. as well as additional memorials and signage. Though lighting exists, the park lacks other basic passive space amenities such as seating, tables, trash cans, and restrooms. The park is the subject of public health concerns concerning drug paraphernalia and is not a well-activated space at present. Notably, the park is directly across the street from the proposed West St. Impact Center, which presents an opportunity to provide a more activated and enjoyable experience for the public in the future.

- Local artwork/murals
- History signage
- Basketball court
- Small open space for activities
- Overhead entrance signs
- ADA accessible pathways
- Lighting



Watson Williams Park

Watson Williams Park is a large, mostly open space for informal activity next to Watson Williams Elementary School. The signature amenity is modern playground equipment accompanied by seating for adult supervision.

- Playground equipment
- Large open space for activities
- Seating





Julius Duhart Park

This space is comprised of a serene seating area also serving as a memorial. The space is nestled next to a community garden.

- Memorial bench
- Community garden



Kopernik Park

This park features a memorial statue to Polish astronomer Mikolaj Kopernik. The space and nearby parking lot accommodate the well-attended outdoor Levitt Amp Concert Series in the summer months. Kopernik Park borders Genesee St., Utica's major local thoroughfare, and is near to Oneida Square, a prominent roundabout intersection and place of pedestrian activity.

- Memorial statue with lighting
- Small open space for activities



Johnson Park

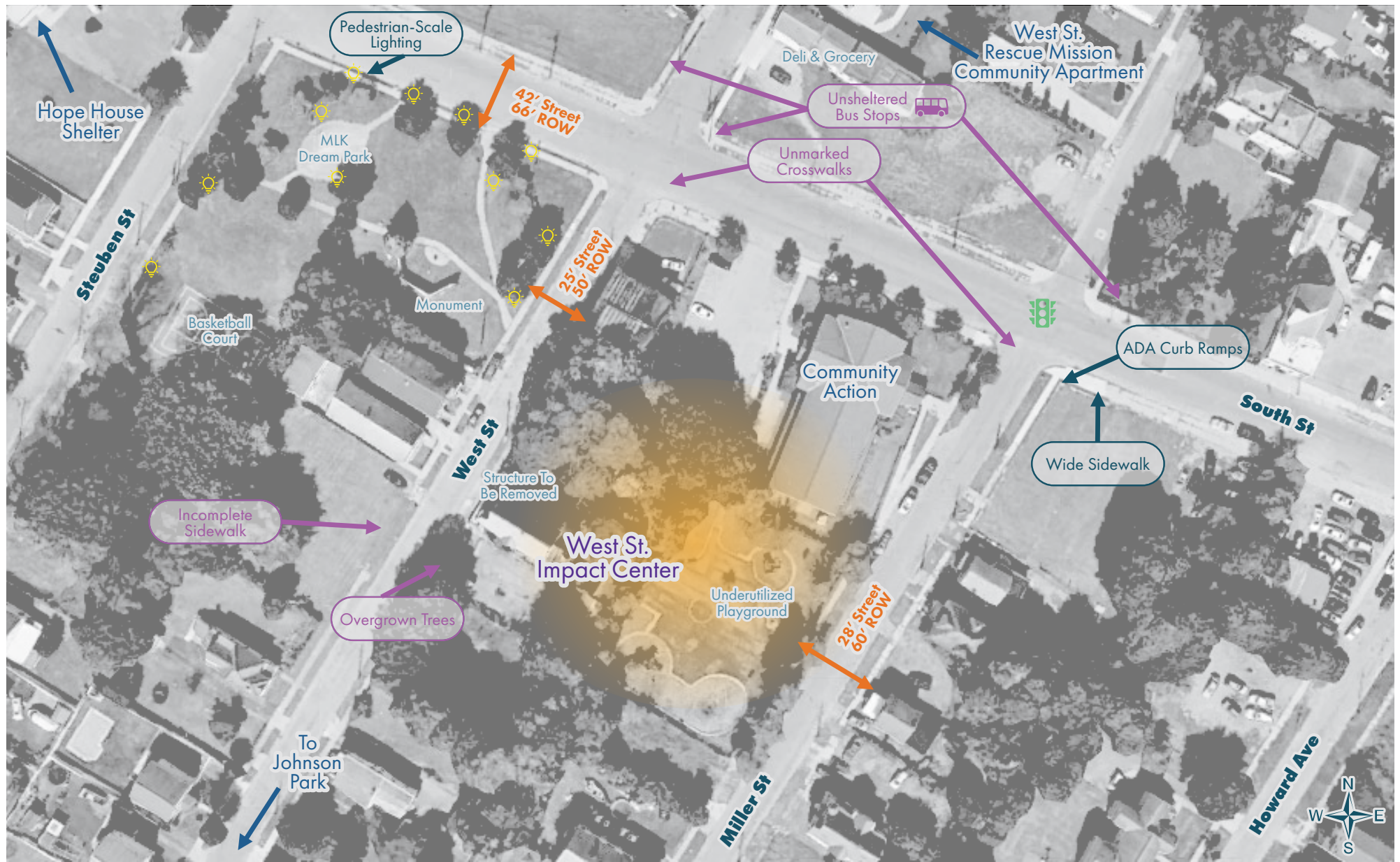
Johnson Park is a unique public green at the heart of West St. Vehicle traffic routes around this passive recreational amenity, nestled amongst newer multi-family housing facilities. There is a strong opportunity to further activate this highly visible, but compact public space. Though lighting and signage exists, the park is lacking seating and a central anchor amenity. Notably, the pathway network is disconnected from sidewalks and housing to the west.

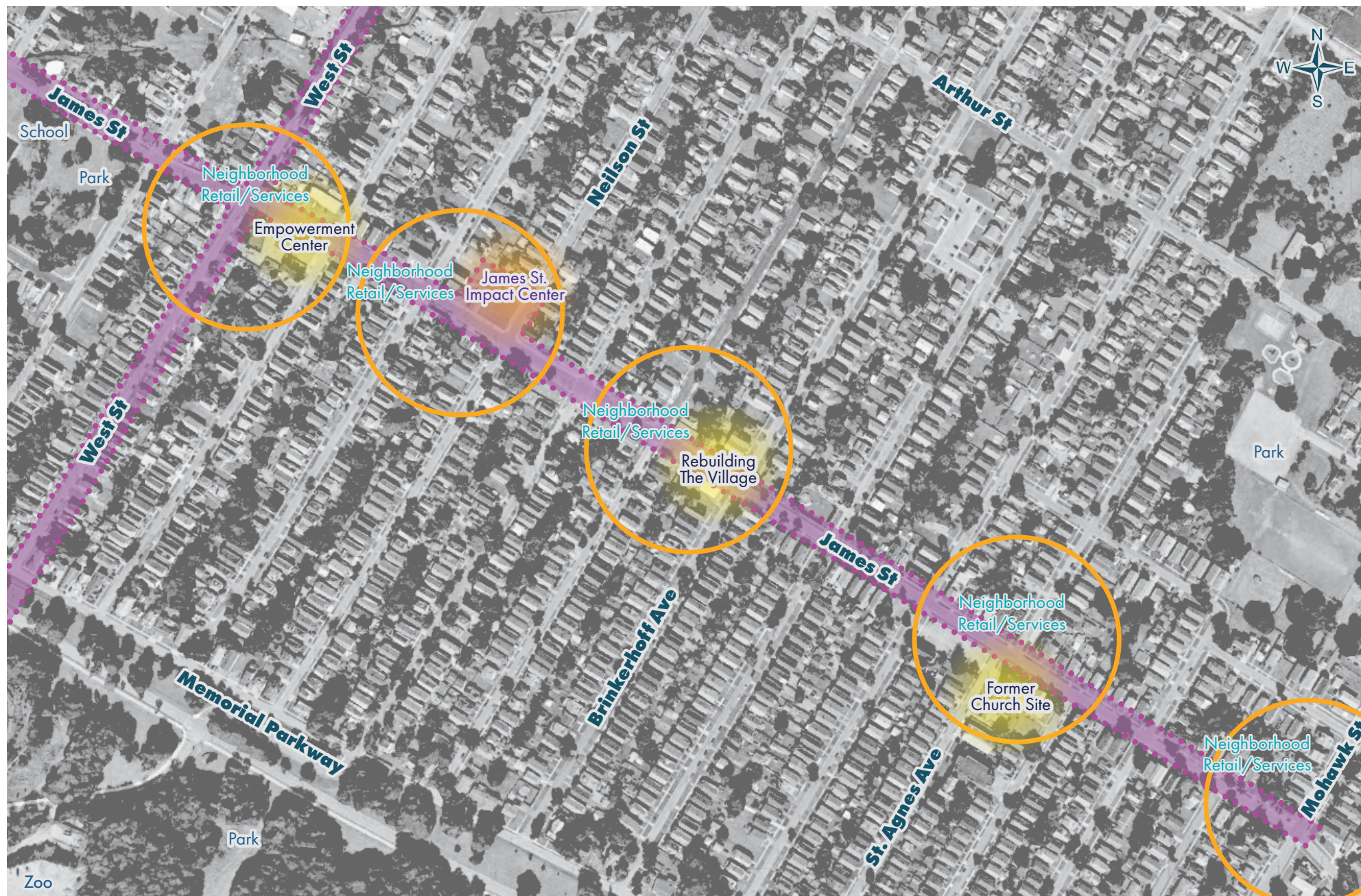
- Open space for activities
- Overhead entrance signs
- ADA accessible pathways
- Lighting
- Informational signage

B3: Streets

The development of the two Impact Centers is expected to transform both West St and James St by enhancing infrastructure, increasing economic activity, and improving community services. The construction of modern facilities will improve the streetscape and may lead to further infrastructure upgrades in the surrounding areas. The introduction of retail spaces, a grocery store, and business incubators will stimulate local commerce and provide employment opportunities. Residents will have access to essential services and recreational facilities within their neighborhood, fostering a sense of community well-being. A detailed existing conditions inventory of neighborhood streetscapes is located in the Appendix.









B4: Art

Existing art themes in the Cornhill neighborhood reflect the area's culture, community identity, and ongoing revitalization efforts. While the neighborhood is evolving, key themes that emerge from public art and cultural activities in Cornhill include memorials, community culture, civil rights, and an eclectic mix of artworks displayed on private properties.

Memorials in the community focus on commemorating significant individuals and groups from the area's history and culture. These artistic expressions often take the form of statues, sculptures, fountains, and benches, located in prominent areas such as Memorial Parkway and local parks. Examples include the Memorial Parkway Statues, the Utica Civil War Memorial, and the Julius Duhart Memorial Bench, all of which honor the legacy and contributions of those who have shaped the community's identity.

Community-focused art in the Cornhill neighborhood celebrates local culture through murals and photography displayed prominently on building facades. These artworks reflect the area's identity and bring vibrancy to public spaces. Examples include the Community Recreation Mural, the Empowerment Center Mural, and the Empowering Art initiative, all of which contribute to fostering a sense of pride and connection within the community.

Civil rights and social justice art in Cornhill consists of murals that convey figures and messages from historical and contemporary social movements, emphasizing empowerment. These murals are located in parks, including the Kemble Park BLM mural, the MLK mural in MLK Dream Park, and the MLK/Rosa Parks mini murals in O'Connor Park. The art serves as a visual tribute to influential leaders and ongoing movements for justice and equality.

The eclectic art in the Cornhill neighborhood includes folk art and other works on private property. This category is comprised of sculptures, paintings, benches, and found items. These works often reflect the aesthetic sensibilities or interests of individual property owners and are typically displayed in public-view areas. Notable examples include the dueling dragon sculptures on South St and barricade paintings on a house on Genesee St, across from Kopernik Park.

Cornhill

Existing Art Themes

Memorials:

Theme

Art commemorating important individuals/groups from the community and/or history

Type

Statues, Sculptures, Fountains, Benches

Locations

Memorial Parkway, Parks

Examples

Memorial Parkway Statues, Utica Civil War Memorial, Julius Duhart Memorial Bench



Community:

Theme

Art that celebrates the local culture of the Cornhill community

Type

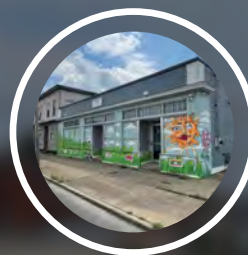
Murals, Photography

Locations

Building facades

Examples

Community Recreation Mural, Empowerment Center Mural, Empowering Art



Civil Rights/Social Justice:

Theme

Art which conveys figures & messages from historical or contemporary social movements and/or communicates empowerment

Type

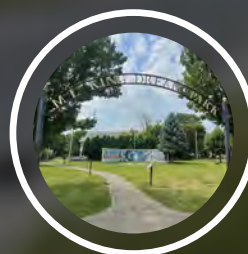
Murals

Locations

Parks

Examples

Kemble Park BLM Mural, MLK Mural in MLK Dream Park, MLK/Rosa Parks Mini Murals in O'Connor Park



Eclectic:

Theme

Folk art or pieces residing on private property, including objects & collections of items that are for interpretation and those celebrating interests/aesthetic sensibilities of individual property owners

Type

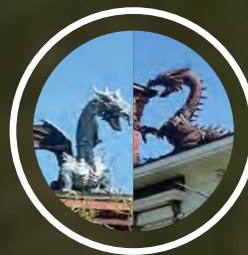
Sculptures, Paintings, Benches, Found items

Locations

Private residences (areas within public view), Parks

Examples

Dueling Dragon Sculptures on South St., Barricade paintings on Genesee St. house (across from Kopernik Parks)



Art, Culture & History Assets

Cornhill Neighborhood

- Primary Focus Area ¼ Mile Radius
- Secondary Focus Area ¼ Mile Radius
- Community Center
- Impact Center/Primary Focus Area
- Secondary Focus Area

Art and History

- Cemetery
- Community Art
- Memorial
- Mural
- Private Property Art
- Cultural Amenity
- Statue

Map Labels:

- Mid-Utica Neighborhood Center (West St)
- Empowerment Center
- Cornhill Renaissance Center (James St)
- Rebuilding the Village
- St Agnes Ave/James St

Streets: Route 12, Genesee St, Park Ave, South St, John St, Mary St, Elizabeth St, Lansing St, Rutgers St, Morris St, North St, Miller St, Eagle St, Mortimer St, Taylor Ave, St. Vincent St, South St, Eagle St, Arthur St, James St, Memorial Pkwy, Seymour Ave, Conkling Ave, Clematis St, Howard Ave, West St, James St, Elm St, High St, Groves Pl, Hobart St, Kemble St, Scott St.

Other Labels: E-CONKLING PARK, MVCC

Section C - Best Practices

The following best practices address key community needs and provide a framework for effective development. They are grouped into categories corresponding to important public realm elements.

C1: Walking Accommodations

The public right-of-way features a variety of dedicated space for non-automobile use:

FRONTAGE ZONE

in the sidewalk area is the area immediately in front of buildings. This area can act as an extension of the business providing outdoor seating, a sales area, and advertising space. Sidewalks that support small businesses, large offices, and/or services should be able to support a higher level of traffic with sidewalk widths of 10' or greater.

PEDESTRIAN ZONE

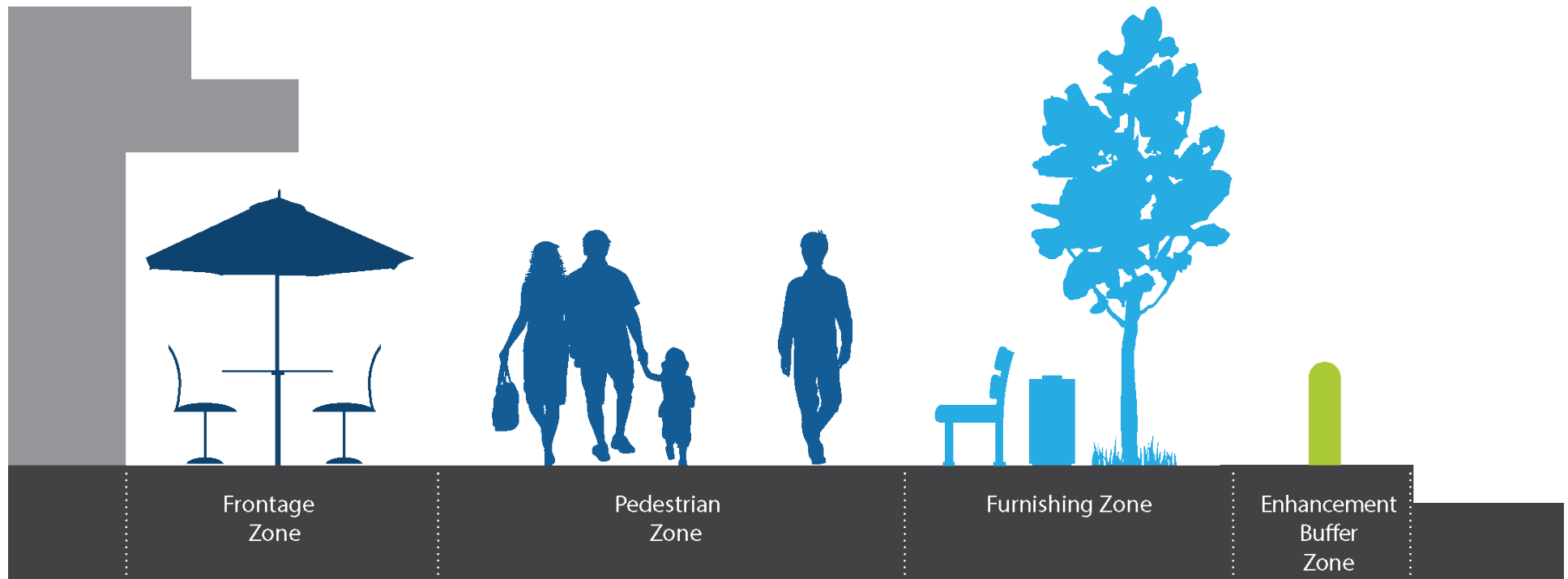
is typically the central sidewalk area. This zone should be a minimum of 5' wide for accessibility of all users. Ideally, it should be as large as practical.

FURNISHING ZONE

is the area in between the walking zone and the curb of the street. This zone provides space for utilities, lighting, street trees, greenspace, storage areas for bicycles, and transit accommodations.

ENHANCEMENT BUFFER ZONE

is the space immediately next to on-street parking or travel lanes. It should be able to support safety elements and accessibility features such as transit stops and ADA compliant crosswalks. Enhancement Buffer Zone and Furnishing Zone elements can be combined when appropriate.



Pedestrian safety and accessibility consider the following design elements:

Americans with Disabilities Act (ADA) Access

ADA Curb Ramps

Required by law at street crossings to allow people with mobility limitations to safely and comfortably cross. Curb ramps must include detectable warning tiles to indicate to visually impaired pedestrians that they are leaving or entering the street. Curb ramps benefit people in wheelchairs, sidewalk users with strollers, and people wheeling objects such as personal shopping carts or dollies for deliveries.

Crosswalk Design

Visibility of crosswalks varies by their striping design and can influence safety. There are three standard crosswalk striping options. In addition, there are specialty crosswalks to provide enhanced levels of safety in special circumstances:



STANDARD

Consists of latitudinal striping perpendicular lengthwise to the curb, does increase visibility for approaching vehicles but only at slower speeds and when properly maintained.



CONTINENTAL

Consists of longitudinal striping parallel to the lane lines, which creates higher yielding behavior by turning vehicles and increased visibility.



LADDER

A combination of standard and continental crossings with the former bounding the latter's markings. This combination creates maximum impact by benefiting from the vehicle behaviors and visibilities of each.



In-street Pedestrian Crosswalk Sign

Temporary or permanent signs placed in the street, adjacent to crosswalks (separation of 10'), to alert motorists to the presence of a crossing. In-street pedestrian crosswalk signs have proven to be more effective than signs outside of the curb-to-curb area, particularly because a sign on the road can increase motorist caution, increase awareness of a crossing, and decrease vehicle speed as a result. Creating a gateway using in-street signs paired with curb extensions is particularly effective at increasing motorist yielding at crosswalks.

High Visibility Crosswalks

The striping of a crosswalk is important as it creates a high level of visual contrast with the surface of the roadway to draw both pedestrian's and drivers' attention. Some striping styles are more visible than others.

Mid-Block Crossings

Positioned outside of an intersection. They are appropriate along long blocks or blocks with high pedestrian activity. Crossings should be paired with a high visibility crosswalk and appropriate signage.

Beacons

Rectangular Rapid Flashing Beacons

User-activated warning lights. Bicyclists and pedestrians push a button to activate the warning lights before attempting to cross the roadway. The unique flashing pattern of the RRFBs have been shown to induce vehicle yielding at a much higher rate than traditional warning lights.



Pedestrian Hybrid Beacons ('HAWKS')

Overhead, pedestrian-activated signals placed at marked crosswalks that, when activated, stop motor vehicle traffic and allow pedestrians and/or people biking to safely cross the roadway.



Sidewalk Maintenance

Sidewalk Repairs and Rehabilitation Programs

Typically funded through a community's general fund. In some cases, sidewalks are repaired or replaced as part of a larger street project. Funding can come from property and sales tax revenue, through allocations from state-aid such as the Consolidated Local Street and Highway Improvement Program (CHIPS) or via federal-aid programs like the Community Block Grant Program (CDBG) and Transportation Alternative Program (TAP).

Community- Paid Repair and Maintenance

These programs/laws/regulations treat sidewalks as a community asset and as such, they are paid for and maintained by the community (or by an organization like a Business Improvement District or Neighborhood Group). A municipality or other entity should coordinate with their attorney to discuss the most appropriate and feasible option as there is no one-size-fits-all approach to maintaining infrastructure.

Property-Owner Repair & Maintenance

These types of programs/laws/regulations assess the cost of repair and maintenance to the property owner for the segment of said facility that traverses through or across their property.



C2: Bicycling Accommodations

In addition to pedestrian accommodations, the public right-of-way can feature dedicated space for bicycles and scooters. Bicycle infrastructure can be located on-street or physically separated from vehicles and pedestrians (by grade or buffer).

Bicycle Infrastructure

Possibilities for bicycle infrastructure are characterized by degree of separation from other modes. Typically, a higher degree of separation provides a safer experience and results in more use.

Shared Lane ("Sharrow" or Neighborhood Greenway)

Should only be used on low-volume (fewer than 3,000 vehicles per day), low-speed (speed limit of 25 mph or less) roadways. "Sharrow" markings are placed in existing travel lanes, and they indicate where in the roadway bicyclists should be.

Bike Lane (Striped)

Demarcates the right-of-way that is designated for bicyclists. The addition of green paint or Ruby Lake Glass can be used to draw additional attention to the bicycle lane or specific conflict points. Striped bike lanes are most appropriate on streets with low to moderate travel volumes and speeds.

Separated/ Buffered Bike Lane

Striped bike lanes with physical protections for cyclists. The protections can range from flexible rubber posts to concrete barriers

Cycle Track

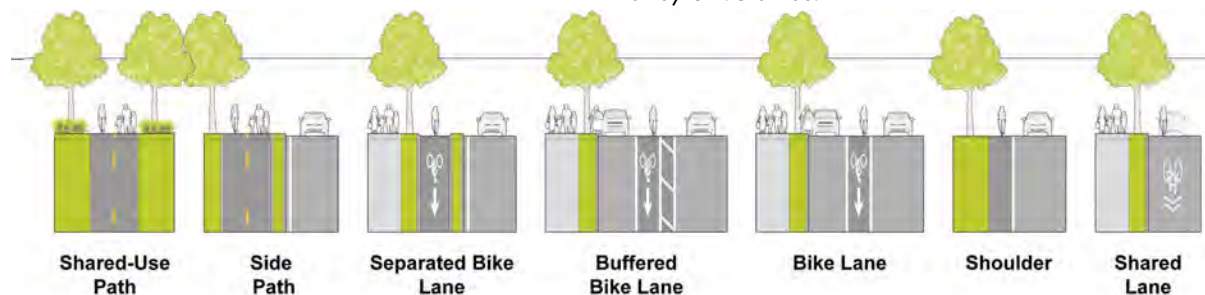
Physically separated facility that permits two-way bicycle movement on one side of the road. Physical separation (flexible rubber posts or concrete barriers) is recommended for busier areas.

Side Path

Immediately adjacent to, and parallel to, a road. A side path is typically within the street right-of-way or immediately adjacent to the right-of-way. Side paths are recommended for roads with high volumes, and moderate to high-speed motor vehicle traffic.

Shared Use Paths

Shared bicycle and pedestrian path that is physically separated from vehicular traffic by an open space or barrier. It can be either within the street right-of-way or independent of the right-of-way and often does not follow a road alignment. Shared-use facilities are recommended for corridors with high vehicle speeds and/or volumes.



SEPARATION FROM TRAFFIC



Source: U.S. Department of Transportation: Federal Highway Administration



C3: Green Spaces and Street Trees

Green spaces provide a wide variety of benefits, particularly in urban areas with significant impervious surfaces. At the most basic level, green spaces include street trees and vegetated areas. Strategies to incorporate these elements increase the attractiveness and comfort of the public realm and encourage greater investment by businesses, residents, and community members.

Green spaces accommodate gatherings and allow diners to enjoy an outdoor meal. They encourage activation of the public realm, provide space for exercise, allow residents to enjoy relaxation, contribute to positive health outcomes, and support business activity (increase visits, promote stays of longer duration, capture larger spends locally). Incorporating green spaces throughout the public realm improves recreational, safety, economic, and operational performance outcomes of public space in the community. Trees are a critical component of green spaces and their benefits can be extended along streetscapes throughout the community.

Street Tree Benefits -

- Environmentally friendly
- Reduce impervious surfaces and capture runoff
- Provide pleasant aesthetics
- Calm traffic by making streets feel narrower to drivers
- Provide shade to reduce the heat island effect
- Physically separate travel modes

Street Tree Planting Guidelines:

Anticipated tree size at maturity is dependent upon the selected tree species, soil conditions, and other environmental factors.

When possible, avoid using tree grates. Planting beds and ground covers are better treatments for tree bases.

Plant a variety to encourage resiliency. Each street tree type (species) should not exceed more than 20% of the community's street trees.

Plant balled and burlapped (B & B) trees of at least 2.5" caliper and bareroot trees of at least 1.25" caliper. The latter are more appropriate to be planted in the fall.

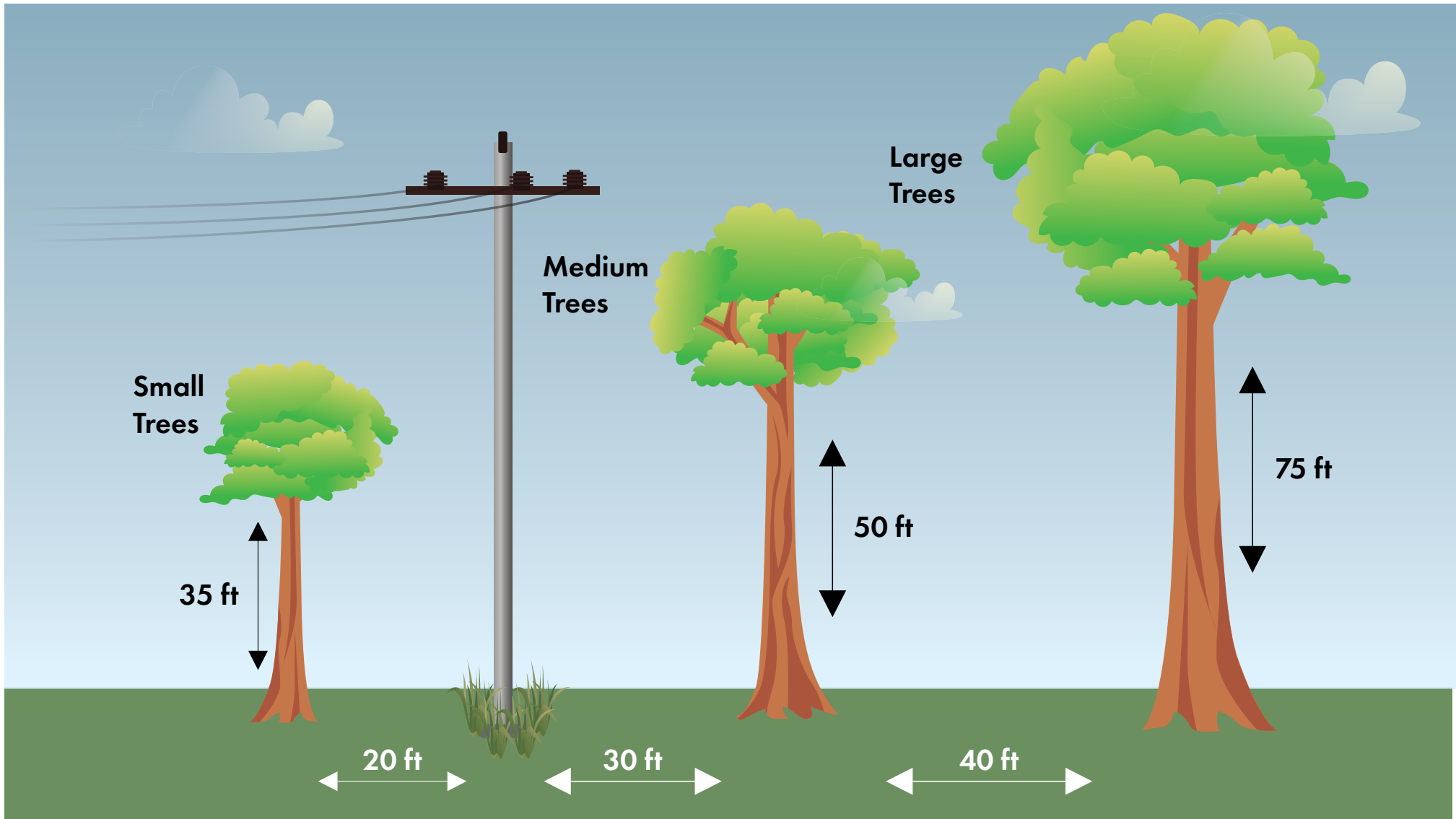
Placement of trees and other landscape materials should not interfere with sight lines for motorists or pedestrians.

Introduce plenty of newly planted and young trees alongside smaller numbers of established, maturing, and mature trees. This ensures that the street canopy does not die off at the same time.

Tree pits should be as large as possible to allow sufficient growing space for tree roots and the crown and have a range of 32 to 36 sq. ft. or more of surface area such as 6'x6', 5'x7' or 4'x8' (unless structural soil is used under the surrounding paved area).

Trees should contribute to a landscape plan producing year-round interest (e.g., spring flowers, fall color, etc.).

Spacing: vertical distance between the sidewalk surface and tree canopy should be at least 8' and not more than 12'. Other suggested spacing includes 15' minimum spacing from utility/light poles, fire hydrants, and utility boxes; 5' minimum distance from driveway curb cuts; and 3' minimum distance from underground utilities, water access covers, etc.



C4: Green Infrastructure

Various public realm design elements can help capture stormwater, filter runoff, improve air and water quality, beautify surroundings, and improve walkability. Installing green infrastructure can reduce the damaging effects of runoff discharging into rivers and streams, often adding character and aesthetic benefits to the street. Disconnecting or at least diverting some flow from storm sewers and directing runoff to natural systems such as landscaped areas, bio-swales, and rain gardens reduces water velocity, encourages infiltration and groundwater recharge, and treats stormwater runoff. Natural stormwater systems can also allow reduced storm sewer pipe sizes. Green infrastructure options (subject to site conditions and in conjunction with other stormwater efforts) often include the following:

Bioswales



- Linear, open channels
- Use vegetation or mulch to slow, filter, and treat stormwater

Green Streets



- Elements such as permeable pavement, bioswales, planter boxes, & trees are integrated into streetscape design

Green Parking



- Elements such as permeable pavement, bioretention, & bioswales are included in medians and along the parking lot perimeter

Source: EPA. <https://www.epa.gov/green-infrastructure/types-green-infrastructure>

Bioretention Area



- Engineered sunken area that collects rainwater from rooftops, sidewalks, and streets
- Designed to allow water to temporarily pond when it rains and then either soak into the ground or flow through an underdrain
- More engineered than rain gardens

Rain Gardens



- Small, shallow, sunken areas with plants that collect stormwater runoff and filter it through a mixture of soil, sand, or gravel
- Less engineered than bioretention areas

Planter Boxes



- A type of bioretention surrounded by vertical walls that collects and absorbs runoff from streets, sidewalks, and parking lots
- Allows stormwater to flow through soil and gravel and soak into the ground or flow through an underdrain
- Ideal for urban settings and areas with limited space

Permeable Pavements

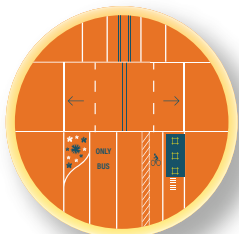


- Porous design alternatives to traditionally poured concrete or asphalt
- Allow stormwater to soak in at the surface and pass through underlying layers of soil and gravel
- Water infiltrates into the ground or flows through an underdrain

C5: Business Accommodations

Physical and programmatic improvements to streetscapes and recreational spaces increase foot traffic and attract people to local businesses. Enhancements to public realm accessibility, aesthetics, wayfinding, and placemaking create a welcoming commercial environment. The following types of community amenities and programming can encourage repeat visits to local businesses and trips of longer duration.

Sidewalks & Bicycle Lanes



Dedicated infrastructure, generous widths, and sound surfaces can encourage active transportation and support business activity by creating a better connected, safer, and more comfortable environment.

Parklets



Small built public spaces taking the place of a parking space or unused paved areas. They can be temporary or permanent with a wide range of design types to efficiently activate the public realm in constrained areas. In many cases, they feature dining amenities paired directly with a café or restaurant but can also feature public seating or introduce decorative planters, shrubbery, flowers, or trees.

Outdoor Seating & Dining Spaces



Can be implemented in existing public spaces or introduced in new areas by utilizing excess on-street parking spaces (known as a parklet), establishing areas with wider sidewalks, or reclaiming excess space in parking lots or alleys.

Vendor Accommodations



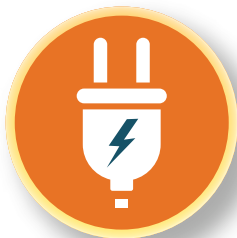
Encouraging small-scale vendor activity in the public realm can reduce food insecurity, promote public safety, and further community identity. Simplified permitting, dedicated vendor spaces, outdoor dining amenities (seats, tables, pavilions, trash receptacles), accessible restrooms, storage lockers, and convenient electric and water hookups can help vendors activate underutilized spaces.

Curbside Pick-Up & Delivery Zones



Dedicated space at the curb near businesses designated for quick turnover (5-10 minutes or less) to accommodate in-store pickup, restaurant takeout, ridesharing/taxi service, and deliveries.

EV Charging Stations



Support residential mobility and local commerce. They should be focused at central nodes of economic activity and key community facilities. Though six level 2 chargers exist at the nearby NYSDA NY Energy Zone, Cornhill itself is currently an EV-charging desert (see “Transportation” map in the Appendix). HOCTC’s 2021 Electric Vehicle Charging Station Plan supports the introduction of electric vehicle charging across Oneida County and an online Electric Vehicle Charging Station Dashboard is maintained by Herkimer-Oneida Counties Transportation Council (HOCTC).

Façade Improvement Programs



Encourage property owners to improve building frontage and contribute to favorable neighborhood aesthetics. Design assistance often is provided to assist property owners when they are determining modifications or improvements to their buildings. These programs are generally for commercial properties but can include residential structures or other areas.

Festivals & Pop-Ups



Programmed events designed to activate public spaces (parks, community centers, low-volume streets, or public parking lots). Temporary street closures for outdoor events and festivals (concerts, markets, art fairs, food truck rodeos, etc.) bring people to areas they may not otherwise visit. Themed events can celebrate unique aspects of the neighborhood’s identity.

Marketing & Branding



Celebrates community identity and encourages economic activity. Ultimately, a cohesive identity will help attract visitors and investment and can be expressed using community programming, online tools and social media, traditional communications, signage, or subtle physical design cues.

Gateway Signage



Selectively placed at a physical boundary (river, highway intersection, railroad underpass, etc.) to provide a visual cue at an entrance or key crossroads. Often a larger freestanding or monument sign with accompanying landscaping and lighting, an art piece with incorporated sign text, or an arched sign over the street.

Wayfinding Signage



Provides directions/distances, and points of interest in the form of banners, directional signs, kiosks, landmark signs, or pavement route markings. These signs should be located at predictable intervals and in key places (turns, activity nodes, landmarks, etc.). Information should be simple to interpret, attract the attention of the intended audience (pedestrians, bicyclists, motorists), and follow a common theme.

C6: Placemaking

The goal of placemaking is to make streets a destination, not just a means of through travel. These strategies draw people into an area by transforming underutilized, pass-through areas into interesting places that generate activity among residents and visitors alike. Placemaking can take many different forms, but is generally organized into one or more of these three categories:

Strategic

Revolves around the premise of attracting people to the area. This includes greater integration of multi-modal transportation systems near areas of activity such as the placement of bus shelters, the inclusion of infrastructure for bicyclists, and marked crosswalks.

Creative

Uses art and other creative mediums to aesthetically enhance an area. This could include the placement of a large mural on pavement or a building, sidewalk art, sculptures made by local artists, youth cultural arts programs, and the engagement of arts and civic groups to utilize a particular space.

Tactical

Involves making small changes using limited resources to demonstrate future larger improvement projects. It allows the public to see changes before they are made permanent.

STEPS

Demonstration – introduces the community to the basic attributes of the project for a short period using movable tools and props

Pilot project - uses more substantial objects such as picnic tables or pavement markings to provide an increasingly realistic view into how the amenities would function

Permanent installation - finalizes design elements based on data obtained in the demonstration and pilot project phases



Source: Greater Utica Chamber of Commerce, <https://whatsupstateny.com/>



Various planning tools can be used to implement temporary, quick-response projects in advance of full streetscape capital investments. Demonstration and pilot projects allow the community to acclimate to proposed changes, provide feedback, and produce planning data on how the community is using the space and if the changes achieve the desired outcomes. Materials used in the earlier steps of the tactical placemaking process include signs, cones, plastic bollards, delineation posts, pavement markings, planters, café tables, raised platforms (such as plywood or other temporary installation), and concrete jersey barriers. These materials help increase space available for uses other than vehicle travel and parking. By temporarily shifting the use of street space, communities can explore implementing elements such as:

Barrier Elements

Semi-fixed and/or heavy objects that improve the safety of and delineate space for cyclists and pedestrians. These elements are divided into four general categories: posts and cylinders, solid Jersey barriers, planters, and curbing. Posts and cylinders are effective in instances of narrow street widths and busy pedestrian areas as they need minimal space and allow for easy non-vehicular movement. Solid barriers are more substantial and are used in areas of increased bicycle and pedestrian stress, such as road sections with higher speeds or busy intersections. Planters serve a similar purpose but can also beautify blocks and provide additional shade. Curbing is a low fixed element that creates a raised area above the road and physical demarcations for bicycle and/or pedestrian facilities.

Landscaping

Placemaking tools that have the added benefit of local beautification and providing shade. Plantings can come in the form of laid turfing, potted plants and trees, and landscaping on non-paved areas.

Street Furniture

Used to transform spaces into places for gathering and leisure. Furniture types can range from movable furniture to bolted benches or tables. These can be configured in response to fit local community and business needs and be easily removed when necessary.

Surface Treatments

Markings that redefine space through paint and surfacing materials. These can be applied in the form of stencils, matting, and taping. These methods are often the most cost-effective and can be implemented quickly while needing only minimal skill by creators. Stenciling can be used to mark new bicycle and pedestrian routes, using variations of standard markings and recognizable wayfinding. Matting and taping can better formalize quick alterations, by creating visual barriers and zones for alternative use.

Signage

Communicates the intent, advocacy, planning, construction, and operation of tactical urbanism projects. They can be made by the community in conjunction with the municipality or collaborating organization such as a business improvement district, Rotary Club, etc. These organizations are often critical in supporting a project and making temporary projects permanent.

Streetscape Amenities

Streetscape amenities help to create vibrant public spaces by offering important elements for security, comfort, and congregation. Streetscape amenities include seating, planters, bike racks, waste receptacles, bollards, and lighting. Street furniture and its placement can create places of gathering, leisure, and rest. The design of such elements can convey their location, use, and purpose to act as a form of wayfinding and local identity. Important streetscape amenities include:

Lighting

Creates defined illuminated areas of gathering and movement. Lighting elements should be placed in a way that properly illuminates obstacles, key features, pathways, and routes. Pedestrian-scale lighting illuminates walking and biking accommodations. Lighting should be full cutoff lighting which reduces light pollution, is dark sky compliant, and minimizes light intrusion into nearby buildings. Pedestrian-scale lights should be 14' in height while streetlights should be 18' in height. Variations in height for pedestrian-scale and streetlights may be needed in areas with low street tree canopies.

Waste Receptacles

A means to reduce litter and provide for convenient disposal of waste and recyclable products. Receptacles should not clutter the sidewalk or block the pedestrian travel way. They should be securely mounted onto the surface and placed where they will get the most use. When possible, waste receptacles should be located near lighting. Receptacles should be corrosion-resistant to counter the impacts of road salt during the winter.

Landscaping & Greening

Can provide a decorative touch, introduce vibrant colors, and create year-round visual interest. Options for introducing live plants into the public realm include planters, plantings in bump-outs or buffers, window boxes, and hanging baskets. Planters can be permanent or movable (used seasonally and stored when not in use).

Public Art

An important way of creating local identity and supporting cultural figures and institutions. It is a low-cost method of beautification that requires minimal regulation and is an effective synergy between the arts and government/community. Common forms of public art include murals, signage, and sculptures. Potential locations and types of public art include on building walls, in high visibility areas (for important elements such as sculptures), in proximity to water features in public parks and plazas, and sequential artworks placed along main pedestrian thoroughfares.



Benches

Consider placing at accessible locations where users can reach them directly from public sidewalks or pathways in all weather conditions. Benches with backs and armrests are often more comfortable for people with physical disabilities. When possible, locate benches near lighting and plantings. Nearby trees provide shade during the day and shelter from the rain.



Bicycle Racks

Design determines the accessibility and safety of bike storage. This amenity can support business branding and promote ease of access to improve commerce. Bike racks should be able to support a U-lock that connects to the frame and at least one wheel for optimal security. Placement of bike racks should be in easily accessible locations and have proper adjacency to appropriate bike infrastructure. Bike racks should be located within 50' of the main entrance to the businesses they serve and be placed in such a way that they can be used as intended, not placed against a wall or in other ways impacting usability.

Recommended Bicycle Racks



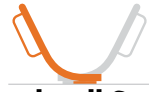
Inverted U

Common style appropriate from many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.



Post and Ring

Common style appropriate from many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.



Wheelwell Secure

Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g., campuses); accommodates fewer bicycle types and attachments than the other two styles.

Bicycle Racks to Avoid



Schoolyard (comb)

Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses but useful for temporary attended bicycle storage at events and in locations with no theft concerns.



Wheelwell Secure

Racks that cradle bicycle with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.



Wave

Not intuitive or user-friendly; real world use of this style often falls short of expectations; supports bicycle frames at only one location when used as intended.



Coathanger

This style has a top bar that limits the types of bicycles it can accommodate.



Spiral

Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.



Bollard

This style typically does not appropriately support a bicycle's frame at two separate locations.

Signage

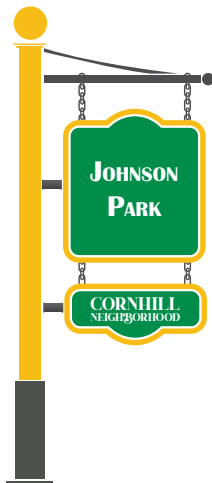
An effective way for neighborhoods to differentiate their unique identity within a region. Signage assists with navigation and orientation but can also express community style in the form of localized branding with specific color palettes and/or typography. A cohesive signage program incorporates several sign types each serving unique functions such as a gateway sign, an information kiosk, a site feature/identification sign, a directional sign, and a parking sign. Best practices in marketing and branding, gateway signage, and wayfinding are further detailed in Business Accommodations (section C5)



Gateway Signage Example



Information Kiosk Example



Site Feature Signage Example



Directional Signage Example



Parking Signage Example

C7: Street Typologies

Streets in Cornhill are residential or mixed-use in character and can be categorized into three types.

Mixed-Use Corridor

These streets are home to moderate to high-density residential, office, retail, and services. Mixed-use corridors feature dense development and accommodate high pedestrian volumes. They serve as main streets and are characterized by buildings constructed to the street edge, plentiful on-street parking, and generous sidewalk widths. These corridors accommodate mostly local vehicle traffic with minor freight activity. Various streetscape amenities accommodate higher levels of activity taking place on streets of this typology.

Travel Lane Minimum Width

11 feet

Bike Lane Minimum Width

6' without a buffer (no buffer proposed as right-of-way for this typology is typically more constrained)

Parking Lane Minimum Width

8 feet (if applicable)

Grass Strip Minimum Width

Enhancement Buffer Zone Minimum Width

5 feet

Sidewalk Minimum Width

6 feet

Design Speeds

25-35 MPH

Traffic Calming

Curb extensions, street trees, on-street parking, narrower travel lanes

Walking Accommodations

Sidewalks, crosswalks, pedestrian signage

Bicycling Accommodations

Bicycle lanes

Green & Public Space

Pocket parks, plazas, public art

Business Accommodations

Outdoor seating, dining areas, EV charging stations

Examples

Mohawk Street & Genesee Street

High Volume Residential

These corridors accommodate apartments and multi-family housing alongside occasional institutional and small-scale retail uses. These corridors serve as neighborhood through streets. Buildings have minimal setbacks and sidewalks feature moderate pedestrian volumes. Minor streetscape amenities accommodate the moderate activity taking place on these streets.

10 feet

6' without a buffer (no buffer proposed as right-of-way for this typology is typically more constrained)

8 feet (if applicable)

5 feet (if applicable)

5 feet

25 MPH

Curb extensions, street trees, on-street parking, narrower travel lanes

Sidewalks, crosswalks, shared-use path (sidepath)

Bicycle lanes or sidepaths

Parks, pocket parks, community gardens

Outdoor seating, signage, benches (limited to key intersections)

James Street, South Street & Eagle Street

Low Volume Residential

This typology is exclusively residential in character; it accommodates multi-family homes, duplexes, and single-family homes. Moderate building setbacks and slower speeds discouraging through traffic are characteristic of these streets. Low-volume residential streets accommodate minor levels of pedestrian activity and provide minimal streetscape amenities to users.

10 feet

8 feet (if applicable)

5 feet (if applicable)

5 feet

25 MPH

Street trees, on-street parking, narrower travel lanes

Sidewalks, crosswalks, shared-use path (sidepath)

Shared-lane markings (sharrows) or sidepath

Parks

West Street & Oneida Street

Section D - Proposed Improvements

D1: Gap Analysis

Celebrate local history, art & cultural diversity

Current State

Diverse array of local cultures, cuisines, history, art
 Few local outlets for celebrating neighborhood cultures, cuisines, history, art
 Untapped regional potential/awareness of diverse local cultures, cuisines, history, art
 Cultural silos

Desired State

Local pride in neighborhood cultures, cuisines, history, art
 Broad awareness of neighborhood's diverse local cultures, cuisines, history, art across entire region
 Celebration of both unique cultural backgrounds & shared community characteristics

Gap

Opportunity to increase community involvement of residents
 Few community events celebrating neighborhood cultures, cuisines, history
 Lack of local art & history content in neighborhood physical design elements
 No unified community brand

Actions to Close Gap

Introduce new cultural events celebrating local cuisines, history, art
 Use modern communications & technological means to promote community events, creative spaces, food vendors/specialty grocers, & cultural outlets
 Place QR codes on signage to accommodate various languages, allow exploring local history at the location, or connect to an audio-guided tour of murals, churches, etc.
 Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region
 Introduce unifying physical elements (signage, flags, murals, color schemes) celebrating local cultures (designs representing countries of origin, languages, etc. of the people that live there)

Catalyze investment in private property

Current State

Uninviting/unmaintained public spaces & private residences

Decaying basic infrastructure (streets, sidewalks, lighting)

Lack of dedicated pedestrian/bike connectivity to desirable nearby amenities

Vacant lots throughout

Residents face economic challenges & ability to invest in local improvements is limited

Difficulty attracting outside investment

Resident concerns of gentrification

Lack of awareness of neighborhood strengths & assets

Desired State

Welcoming/maintained public spaces & infrastructure as a catalyst for private sector development

Convenient non-automobile access to jobs, grocers, & key amenities within & outside the neighborhood

Improved economic opportunities & thriving small business ecosystem

Fewer vacant lots

Increase in greenspace, landscape, & streetscape amenities

Vibrant nodes of commerce

Active & safe public realm

Strengthen public knowledge of community assets

Gap

Decaying basic infrastructure (streets, sidewalks, lighting) does not support private sector investment

Resident commutes & access to regional assets can be challenging for those without access to personal vehicles

Few opportunities for living, working, & building wealth

Vacant & underutilized properties are gaps in the neighborhood fabric

Public spaces are uncomfortable places for some residents &/or visitors

No unified community brand to promote assets

Actions to Close Gap

Advocate for City to address basic infrastructure gaps (streets, sidewalks, lighting) to catalyze private sector development

Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)

Design pedestrian/bike infrastructure to seamlessly connect to jobs & regional amenities

Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget

Educational programs focusing on local business development, language barriers, & financial literacy

Incentivize residents caring for community spaces & making investments in their properties

Implement neighborhood beautification & façade improvement programs

Pursue avenues for bringing properties into building, zoning, & health code compliance

Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Reduce pedestrian, bike & vehicle conflicts

Current State

Basic traffic control elements (lights, stop signs) are present

Mode conflicts as pedestrians, bikes, and autos often share vehicle travel lanes & crossings are unorganized

Autos disregard traffic controls

No bike infrastructure (lanes, crossings)

Pavement delineation is absent

Signage is lacking to organize street elements

ADA curb ramps present at major crossings

Desired State

Connected & accessible sidewalk/bike infrastructure & amenities for users of all ages & abilities

Appropriate separation of modes

Safe pedestrian movements & crossings

Appropriate travel speeds for autos

Gap

Unclear delineation of street elements & appropriate separation of modes

Lack of dedicated bike infrastructure & amenities

Sidewalk upkeep is lacking (narrow, uneven, overgrown)

Missing sidewalk segments

Autos prioritized at expense of pedestrian/bike users

Actions to Close Gap

Delineate street elements (crossings, travel lanes, parking areas)

Reorganize & optimize street elements along key corridors

Introduce/strengthen dedicated pedestrian & bike infrastructure (lanes, crossings) along key corridors

Implement traffic calming measures where appropriate

Implement sharrows on low-volume residential streets

Add signage, and beacons at key activity nodes

Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)

Increase community safety

Current State

Residents report unsafe environments (crime, public health concerns)

Significant presence of unhoused individuals

Poor public realm lighting (lack of functioning streetlights, unlit areas)

Inactive public spaces

Many existing social service & community organizations

Desired State

Safe & welcoming spaces for all residents

Increased supportive housing & resources for the homeless

Well-lit & highly visible public spaces

Activated public realm & strong sense of community

Plentiful opportunities for constructive individual & group activities related to diverse interests

Gap

Public realm disinvestment reduces community stewardship & creates unsafe places

Critical need for addressing homeless & substance abuse populations

Existing streetlights are inactive & few places provide pedestrian-scale lighting

Limited programming to support varied use of parks & streets

Need for individuals to advocate for change, demonstrate stewardship, & lead community building activities

Actions to Close Gap

Develop stewardship programs, community watch groups, & utilize modern technologies to facilitate positive community interactions

Work to strengthen relationships between community & law enforcement professionals

Continue to work with community partners to address needs of the homeless population

Incentivize residents volunteering to make community spaces more active & safer

Establish educational programs featuring ways to prevent/avoid violence & respond in unpredictable/unsafe interactions

Improve lighting, visibility, safety amenities (cameras, emergency phones, gunshot monitoring devices)

Activate key areas with programming & amenities to support positive community interactions

Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget

Improve connectivity between neighborhood assets

Current State

Traditional street grid provides efficient movements along axes

Neighborhood development patterns are firmly established

Many vacant lots scattered throughout

Missing sidewalk segments & areas of disrepair (narrow, uneven, overgrown)

No bike infrastructure (lanes, crossings)

ADA curb ramps present at major crossings

Desired State

Connected & accessible sidewalk/bike infrastructure & amenities for users of all ages & abilities

Ability to efficiently move between key nodes

Repurpose underdeveloped space to facilitate additional connections beyond the established street grid

Gap

Lack of dedicated bike infrastructure & amenities

Sidewalk upkeep is lacking (narrow, uneven, overgrown)

Missing sidewalk segments

Neighborhood assets are perceived as disconnected from one another

Unrealized potential of mostly undeveloped former rail line from East Utica to New Hartford (segments under private ownership)

Actions to Close Gap

Introduce/strengthen dedicated pedestrian/bike infrastructure (lanes, crossings) along key corridors

Implement sharrows on low-volume residential streets

Add signage, beacons at key activity nodes

Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)

Add wayfinding signage to highlight existing assets & introduce new improvements

Pursue Urban Fitness Trail concept to further neighborhood pedestrian/bike connectivity

Consider property acquisition program to realize potential of mostly undeveloped former rail line from East Utica to New Hartford (segments under private ownership)

Involve local bike enthusiasts & transportation advocates to spur action & align to best practices

Encourage recreation, health, & wellness

Current State

Missing sidewalk segments & areas of disrepair (narrow, uneven, overgrown)

No bike infrastructure (lanes, crossings)

Streets consist of basic infrastructure & lack landscape amenities

Poor park access from neighboring areas potential to rearrange elements, evaluate current uses

Streetscape & park amenities are not functional or promoting comfort for users (inaccessible restrooms, inactive streetlights)

Little access to fresh food

Some existing community centers providing recreational outlets for residents

Many existing social service & community organizations

Desired State

Connected & accessible sidewalk/bike infrastructure & amenities for users of all ages & abilities

Street trees & landscaping throughout public realm

Well-connected parks, optimally designed amenities supportive of community interests

Well-maintained sidewalks, functional lighting, park amenities such as restrooms to promote comfortable use

Non-automobile connectivity to existing grocers

Full utilization of existing community centers & expansive recreation, health, & wellness programming

Gap

Lack of dedicated bike infrastructure & amenities

Sidewalk upkeep is lacking (narrow, uneven, overgrown)

Missing sidewalk segments

Lack of beautification & public realm amenities to support recreational use of parks, non-automobile uses of streets

Park access is suboptimal & elements may not be optimally arranged or matched to community interests

Public spaces are uncomfortable places for some residents &/or visitors

Safety (unlit areas) & public health (used needles) concerns

Lack of access to fresh, local food in neighborhood

Lack of connectivity to fresh, local food beyond neighborhood

Unmet need for expansive recreation, health, & wellness programming

Actions to Close Gap

Reorganize & optimize street elements along key corridors

Introduce/strengthen dedicated pedestrian & bike infrastructure (lanes, crossings) along key corridors

Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)

Pursue Urban Fitness Trail concept to further neighborhood pedestrian/bike connectivity

Reimagine streetscapes & park frontage for more welcoming atmosphere & improved access

Investigate current use of park amenities & launch public engagement effort to optimize use of spaces

Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget

Introduce public space events & programming to promote fresh, healthy ingredients & celebrate diversity of local cuisines

Activate community centers & existing public spaces with group exercise, lectures, community wellness events

Hold volunteer or incentive-based recreation, health, & wellness classes partnering with community organizations, local businesses, or practitioners (include osteopathic or non-Rx)

Add wayfinding signage to highlight existing assets & introduce new improvements

Improve connectivity to regional transportation network

Current State

Traditional street grid provides efficient movements along axes to neighboring areas & regional connectors

No neighborhood connections to regional trails or on-street bike lanes

Presence of regional trails & multi-use paths is limited

Frequent signed bus stops along major corridors

Bus routes connect to Utica CENTRO Hub in an indirect manner

Limited evening & weekend bus service

Absence of EV charging options in neighborhood

Active taxi & rideshare operations

Desired State

Regional connectivity of pedestrian/bike infrastructure & amenities for users of all ages & abilities

Efficient bus routing

Frequent bus service

Comfortable bus stops

Convenient connections between modes to facilitate first & last mile movements

Convenient access to jobs, grocers, & key amenities outside the neighborhood

EV charging capabilities at key locations for residents & visitors

Gap

Poor connectivity to regional trails & multi-use paths

Unrealized potential of mostly undeveloped former rail line from East Utica to New Hartford (segments under private ownership)

Bus service does not accommodate all potential users

Difficult first & last mile mode transitions

Resident commutes & food access can be challenging for those without access to personal vehicles

Lack of dedicated waiting spaces designed for user comfort

Few EV charging capabilities

Actions to Close Gap

Design pedestrian/bike infrastructure to seamlessly connect to other modes & further regional connections to jobs & food access

Consider property acquisition program to realize potential of mostly undeveloped former rail line from East Utica to New Hartford (segments under private ownership)

Conduct bus route optimization study to economize on routing, stop spacing, & user needs

Implement emerging technologies in monitoring use & adapting bus service to serve user needs

Implement amenities for increased comfort at bus stops (awnings, benches) & better connections to other modes (bike racks, wayfinding, marked crossings)

Design curbside rideshare & taxi drop offs at centers of activity (Impact Centers, commercial nodes)

Integrate EV charging capabilities near centers of activity (Impact Centers, commercial nodes)

Involve local bike enthusiasts & transportation advocates to spur action & align to best practices

Highlight existing/proposed hubs of services & businesses

Current State

Untapped regional potential/awareness of diverse local cultures, cuisines, history, art

Low awareness reach of neighborhood businesses & services

Existing local businesses, restaurants, & eateries have little social media presence

Desired State

Broad awareness of neighborhood's diverse local cultures, cuisines, history, art across entire region

Local & regional residents know about & seek out neighborhood's unique offerings of local businesses & services

Strong online presence for local businesses, restaurants, & eateries

Gap

Residents & potential visitors are unaware of neighborhood offerings

Online presence is lacking for many local businesses

Public realm design elements do not support a unique identity for the neighborhood or business nodes within

Cultural barriers may contribute to low local awareness of offerings

Actions to Close Gap

Use modern communications & technological means to promote local businesses (neighborhood email list, community website, podcast, social media)

Add wayfinding signage to highlight existing or historic centers of business activity

Place QR codes on signage to accommodate various languages, highlight local events, & promote nodes of small businesses

Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Introduce streetscape elements to identify a distinct district (murals, banners, planters, benches w/ Historic James St. Village, specific business sponsors, etc.)

Introduce programming to activate public spaces & promote the local/regional business community (events, classes, pop-up vendors, block parties, food truck rodeos)

Pursue Urban Fitness Trail concept to further neighborhood pedestrian/bike connectivity & generate exposure for local businesses

Promote access to fresh, local food

Current State

- Few fresh food options
- Big box grocers are at the periphery of the neighborhood
- Pedestrian/bike safety & connectivity issues
- Limited public transit service
- Low private vehicle ownership
- Need to provide for diverse cuisines
- Strong regional presence of agriculture
- Underutilized public & commercial spaces
- Some community garden spaces

Desired State

- Expanded options to purchase fresh, local food in neighborhood
- Non-automobile connectivity to existing grocers
- Options for diverse ingredients used in global cuisines
- Options supportive of the local agricultural economy
- Spaces activated by introduction of grocers/food vendors
- Active & plentiful community gardens in underutilized space

Gap

- Lack of access to fresh, local food in neighborhood
- Lack of connectivity to fresh, local food beyond neighborhood
- Underutilized public & commercial spaces where grocers & food vendors could operate
- Untapped regional potential/awareness of diverse local cuisines
- Limited number of active community gardens engaging the community

Actions to Close Gap

- Partner with food organizations of local relevance to explore options for combating neighborhood food insecurity
- Integrate infrastructure supportive of food vendors into public space design
- Improve public realm amenities to attract investment in underutilized commercial spaces where food vendors can operate (former Save-a-Lot)
- Pursue partnerships with local producers, vendors, & food educators to spur programming & investment
- Strengthen local & regional pedestrian/bike & public transit connectivity
- Introduce public space events & programming to promote fresh, healthy ingredients & celebrate diversity of local cuisines
- Engage residents in gardening through programming (opportunity to cater to growing ingredients for diverse cuisines)
- Introducing additional types of gardens in gaps across the community

Support development of local business

Current State

Vacant or underutilized commercial spaces
 Few suitable places to scale up a small business
 Limited places for networking
 Few places/events to get the word out about local businesses
 Limited presence of grocers, retail, services
 Barriers for non-automobile travel between businesses/activities

Desired State

Thriving commercial nodes supportive of emerging entrepreneurs
 Increased number of neighborhood residents working where they live
 Various public spaces & events highlighting & supporting development of area businesses
 Plentiful grocery, retail, service options
 Places of business easily accessible by all travel modes

Gap

Struggling commercial nodes, need for small business support & wealth generation opportunities for residents
 Few third places supportive of entrepreneurial interactions & networking
 Limited exposure opportunities for local businesses via community events
 Difficulty attracting grocers, retail, services
 Active transportation barriers limiting commerce

Actions to Close Gap

Explore methods of incentivizing optimal land use arrangements (incentivize property owners to relocate from high vacancy areas to thriving nodes as a means of economizing on infrastructure, better grouping compatible uses, create opportunities to assemble lots of sufficient size to accommodate business activity)

Use modern communications & technological means to promote local businesses (neighborhood email list, community website, podcast, social media)

Integrate infrastructure supportive of small pop-up vendors into public space design

Implement physical amenities supportive of creating third spaces (benches, tables, planters, lighting, water filling stations, restrooms, etc.)

Introduce programming to activate public spaces & promote the local/regional business community (events, classes, pop-up vendors, block parties, food truck rodeos)

Create/promote signature neighborhood event to draw people from surrounding areas to experience neighborhood offerings (Tastes of Cornhill, Cornhill Art Fest/Public Art Tour, etc.)

Educational programs focusing on local business development, language barriers, & financial literacy

Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Introduce/strengthen dedicated pedestrian & bike infrastructure (lanes, crossings) along key corridors

Promote stewardship of public spaces

Current State

Uninviting/unmaintained public spaces
Decaying basic infrastructure (streets, sidewalks, lighting)
Unprogrammed park space
Few physical design elements expressing community character
Existing community gardens

Desired State

Welcoming/maintained public spaces & infrastructure as a catalyst for private sector development
Activated streets & parks with activities to engage residents
Public spaces that communicate community interests & values

Gap

Decaying basic infrastructure (streets, sidewalks, lighting) does not support private sector investment
Public spaces are uncomfortable places for some residents &/or visitors
Safety (unlit areas) & public health (used needles) concerns
Residents are discouraged from investing time/energy into improvements
Lack of physical design, programming, & public space amenities expressing community culture & values

Actions to Close Gap

Advocate for City to address basic infrastructure gaps (streets, sidewalks, lighting) to catalyze private sector development
Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget
Engage citizens to participate in community cleanups, public events, & shared hobbies using digital technology
Work through partner organizations to establish skill-building & educational activities that both activate & improve public spaces
Incentivize residents caring for community spaces
Ensure community cultures, values, art, history, & key assets are highlighted in physical design elements & programming of public spaces

Develop a strong neighborhood brand/identity

Current State

Various disconnected cultural histories & values

Low local awareness of neighborhood historic events/attributes (1970s Black-owned businesses, theatres, streetcars, shifting ethnicities over the years)

Black-owned businesses, theatres, streetcars, shifting ethnicities over the years)

Some emerging public art themes (Memorials, Community, Civil Rights, Social Justice, Eclectic) & opportunity to introduce new

Untapped regional potential/awareness of diverse local cultures, cuisines, history, art

Low awareness reach of neighborhood businesses & services

New, professionally developed branding specific to Cornhill Revitalization Project

Existing City of Utica branding on street signs

Desired State

Celebration of both unique cultural backgrounds & shared community characteristics

Strong awareness of events/attributes shaping neighborhood history both within & outside the neighborhood

Local pride in neighborhood cultures, cuisines, history, art

Broad awareness of neighborhood's diverse local cultures, cuisines, history, art across entire region

Unifying neighborhood identity representative of the vision of residents & stakeholders

Expanded presence of local art & history in the public realm

Gap

Disparate cultural identities & few readily apparent, unifying themes

Lack of physical design, programming, & public space amenities expressing community culture & values

Low neighborhood historical awareness

Few newer art installations representing modern interests of the community

Lack of local art & history content in neighborhood physical design elements

Public realm design elements do not support a unique identity for the neighborhood or business nodes within

Cultural barriers may contribute to low local awareness of offerings

Few community events celebrating neighborhood cultures, cuisines, history

Actions to Close Gap

Outreach activities to develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Introduce unifying physical elements (signage, flags, murals, color schemes) celebrating local cultures (designs representing countries of origin, languages, etc. of the people that live there)

Ensure community cultures, values, art, history, & key assets are highlighted in physical design elements & programming of public spaces

Introduce programming consistent with brand to activate public spaces & promote the local/regional business community (events, classes, pop-up vendors, block parties, food truck rodeos)

Create/promote signature neighborhood event consistent with brand to draw people from surrounding areas to experience neighborhood offerings (Tastes of Cornhill, Cornhill Art Fest/Public Art Tour, etc.)

Expand on new, professionally developed branding specific to Cornhill Revitalization Project & website functionality of that effort

D2: Proposed Public Realm Improvements

Parks

Neighborhood Parks

A variety of improvements to Cornhill's parks could create better access and more comfortable experiences for the public. Amenities encouraging visits of longer duration should be prioritized as the presence of a diverse array of park users promotes safety.

General Park Improvements

Maintenance

- Employ dedicated staff and/or organize stewardship program to manage or directly provide basic services such as:
 - **Access:**
Opening/closing park facilities (gated areas, restrooms, etc.)
 - **Security:**
Staff presence, report issues to the appropriate authorities as they arise
 - **Sanitation:**
Trash pickup (including pet waste and emptying of needle drop boxes)
 - **Service:**
Respond to maintenance requests reported by park users
 - **Maintenance:**
Ensure routine repairs, painting of structures and recreational equipment
 - **Upkeep:**
Regular lawn care and snow removal

Wayfinding Signage

- Include signage highlighting the recreation network in each park and at key activity nodes within the neighborhood (Impact Centers, busy pedestrian areas, community anchor institutions)
- Include QR codes on the signage to provide information in non-English languages, link to community content, get public WI-FI access, report a maintenance issue or safety concern, and facilitate rentals (lockers, pavilions, etc.)
 - Utica Parks Conservancy already has online historic content for certain parks <https://parksrec.egov.basgov.com/newhartford/Search?TagId=19>

Sanitation Amenities

- Pet waste disposal bags and receptacles
 - An excellent fit for larger open spaces
 - Adding one per pocket park may help keep nearby streets and sidewalks clean
- Waste receptacles
 - Particularly appropriate near entrances/exits, tables, and grills
- Tamper-proof needle drop boxes
 - Coordinate regular pickups by trained professionals
 - Consult with County Department of Health and other relevant agencies

Restrooms

- Remove/repurpose restrooms that cannot be maintained (if present, the public expects these facilities to be available for use)
- For security and ease of maintenance, consider providing restrooms at nearby public locations (e.g. Impact Center lobby)
- Consider innovative designs for safety, ease of maintenance (e.g. Portland Loo: <https://portlandloo.com/>)
- Design guidelines for public restrooms are available in the Urban Design Forum's The Need for Public Bathrooms: <https://urbandesignforum.org/wp-content/uploads/The-Need-for-Public-Bathrooms.pdf>

Eating & Drinking Amenities

- Drinking fountains
 - A strong fit for active recreation spaces
- Grills
 - Include clear policies for safe and sanitary operation
- Tables
 - A good fit for high density locations and areas near take-out restaurants
 - Consider shade (trees, awnings, umbrellas, etc.)

Seating

- Appropriate for areas where supervision of youth is desired
- Consider shade (trees, awnings, umbrellas, etc.)

Landscaping

- Consider seasonal interest, viewsheds, safety, heartiness, capability to influence movements of park users (buffers, barriers to discourage undesirable activity, points of interest to encourage traffic), maintenance requirements, permeability for stormwater management, shade

Bike Infrastructure

- Racks, repair stations, and dedicated paths promote activation of park space, support connectivity to neighborhood and regional amenities, and contribute to economic activity in surrounding areas

Wi-Fi

- Public Wi-Fi can encourage use and stays of longer duration
- Supports digital engagement of park users and complements security features

Safety

- Cameras and emergency phones can act as a deterrent and aid in emergency response

Deterrents to Unauthorized Motorized Vehicles (ATVs, dirt bikes, mopeds, etc.)

- Higher visibility
 - Landscape design and arrangement of site amenities to create clear viewsheds
 - Improved lighting
 - Security cameras
 - Better space activation to facilitate more park users
- Physical obstructions
 - Physical barriers such as bollards, fences, concrete barriers, turnstiles, water bodies, ditches, stones, plantings (trees, hedges, thorny plants, etc.)
 - Create difficulties in maneuverability such as reduction of unnecessary open space, narrow pathways, sharp turns
 - Improved lighting
 - Security cameras
 - Better space activation
- Improved reporting and enforcement
 - Emergency phones
 - Staff presence
 - Policing presence and response

Public Art

- Locally produced artwork should be prioritized to replace broken infrastructure or in places absent of visual interest
 - Center of Johnson Park
 - Paved area in center of walkway to the north of MLK Dream Park
- Each artwork can be unique or follow a unified theme (cultural diversity, neighborhood history, etc.)
- Opportunities to collaborate with local art organizations (Munson, etc.)
- Consider adding living walls to provide local outlets for artistic expression
 - A livestream camera could allow the public to view the changing artwork and generate interest in the space from those outside the area

Historical Content

- Can be particularly engaging when linked to a relevant physical space
- A good fit for including on artwork or signage
- QR codes can provide in-depth content about specific locations
 - Particularly useful for providing non-English language content or visualizing how places have changed over time
 - Utica Parks Conservancy already has online historic content for certain parks: <https://www.greenutica.org/parks/>
- A campaign to dedicate certain amenities or areas within parks could celebrate local historic figures or events

Park Use Study

A use study specific to parks is recommended to ensure optimal site planning, include appropriate amenities for the community, and promote maximum future use of these public spaces.

- Data collection should occur in all seasons and at various times of day to capture variations in use patterns
- Preferences and opinions of park users could be sourced from an online survey accessible by QR Codes included on park signage

Kemble Park (active recreation)**Focus areas for improvement:**

- Restrooms
- Seating around open space (consider providing shade)

Johnson Park (passive recreation)**Focus areas for improvement:**

- Add sidewalk access to western side of park
- Repair and dedicate central signature amenity (artwork, fountain, etc.)
- Potential amenities
 - Gazebo/bandstand
 - Benches

Martin Luther King Dream Park (mix of active and passive recreation)**Focus areas for improvement:**

- Incorporate amenities to account for Impact Center's removal of Miller Street playground
 - The western portion of the park is underutilized and playground could act as a buffer between passive uses (near Memorial) and active uses (basketball court)
- Restrooms
 - Consider providing at West St Impact Center
- Walkways
 - Connect to basketball court
- Provide central signature amenity (artwork, fountain, etc.) in empty pavement area to north
- Potential amenities
 - Tables (consider providing shade)
 - Seating
 - Seating around basketball court
 - Walking labyrinth: <https://www.thebattery.org/destinations/labyrinth/>

O'Connor Park (active recreation)**Focus areas for improvement:**

- Entry points
 - Consider gates/turnstiles that provide accessibility for pedestrians only and separate activity areas from parking area
 - Consider special access for emergency response
- Improved access and signage
 - Corner of Emily St/Clementian St
 - Along Arthur St
 - Dead end at Ballou St
- Walkways
 - Need for ADA-accessible path network connecting all accesses and amenities (potential Urban Fitness Trail amenity)
- Potential amenities
 - Pavilions
 - Tables (consider providing shade)
 - Seating
 - Grilling areas
 - Rentable locker space
 - Art/sculpture walk
 - Sensory garden: <https://www.sensorytrust.org.uk/resources/guidance/sensory-gardens-planning>
- Restrooms



TABLES
**Huntsville/Madison County
Convention & Visitors Bureau**

<https://www.huntsville.org/blog/list/post/3-surprise-spots-for-your-family-picnic/>

BENCHES
TreeTop Products/The Bench Factory

<https://www.thebenchfactory.com/northgate-park-bench>

RESTROOMS
The Portland Loo

<https://portlandloo.com/>

WALKING LABYRINTH
Verywell Fit

<https://www.verywellfit.com/walking-the-labyrinth-3435825>

PET WASTE DISPOSAL BAGS & RECEPTACLES

<https://landscapearchitect.com/ladetails/landscape-product/animal-waste-cleanup/pet-waste-eliminator/plastic-pet-waste-stationplastic-pet-waste-station-57368>

PUBLIC WI-FI
City of Moreno Valley

https://moval.gov/news/news_22/070722-wifi.html

WAYFINDING SIGNAGE: QR CODE

<https://www.qrcodechimp.com/boost-engagement-park-qr-codes/>

SENSORY GARDEN
Sensory Trust

<https://www.sensorytrust.org.uk/resources/guidance/sensory-gardens-planning>

DRINKING FOUNTAINS

<https://volunteerparktrust.org/vpt-newsletter-feb-2022-copy-copy-2-copy-copy-2-copy-copy-copy-copy-copy-copy-copy-copy-copy-copy/>

SAFETY

<https://www.nj.com/hudson/2022/08/hudson-county-oks-1-million-to-expand-emergency-blue-light-phones-to-more-parks.html>

BIKE RACKS

<https://www.commercialsitefurnishings.com/bike-rack-information/how-to-install-a-commercial-bike-rack>

PHYSICAL OBSTRUCTIONS: BOLLARDS

https://www.uparkbollards.com/security-rising-bollards-for-parks-and-other-public-places_n107

Bike Infrastructure and Urban Fitness Trail

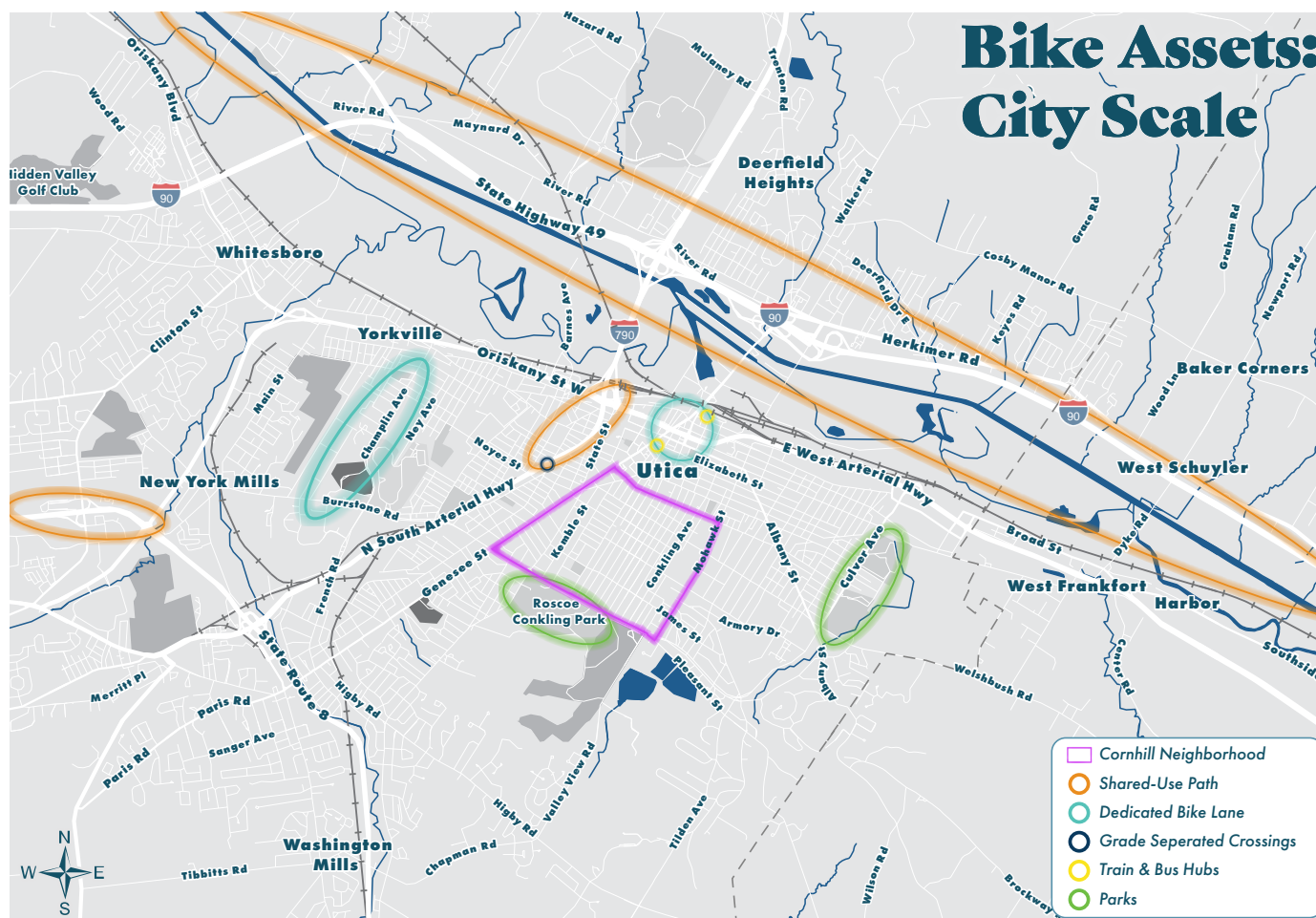
Community health and fitness are important building blocks of a thriving neighborhood. Bike infrastructure and recreational amenities can support economic development, food access, and improved safety. One concept for accomplishing these goals is the Urban Fitness Trail.

Core Tenets

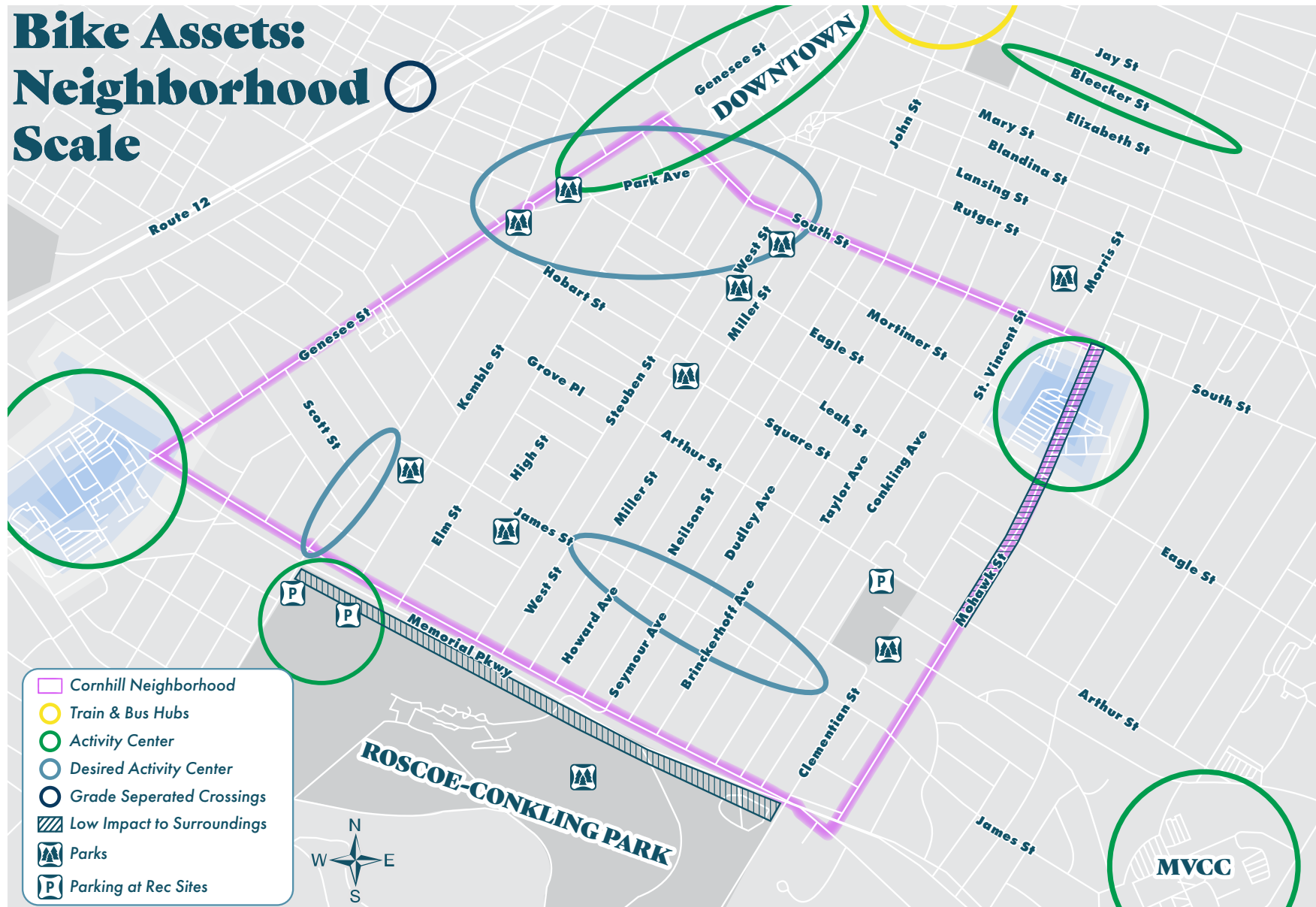
Utilize and strengthen connections between community assets

Promote health and wellness Generate activity in desired areas Contribute to sense of community identity

Cornhill is situated among the City of Utica's key recreational assets and emerging regional bicycling infrastructure. The HOCTC 2024 Bicycle & Pedestrian Trail Network Guide highlights regional active transportation assets. Introducing bicycle amenities in the neighborhood will better connect disparate areas of existing assets and promote Cornhill as a nexus of recreational activity.



Many existing areas of activity exist at the periphery of Cornhill, but there is a desire to activate areas within by improving pedestrian and bicycle accommodations. 23% of households in the community lack access to a vehicle. Better linking assets within and surrounding Cornhill via active transportation will encourage community health and neighborhood economic development. Existing areas of low development intensity, parks, and public parking facilities are ideal anchors for new pedestrian and bicycle connections.



Design Strategies

- 1 Connect to key activity nodes in and surrounding the neighborhood**
Impact Centers, Parkway Rec Center, MVCC, shopping areas
- 2 Activate existing underutilized space and areas of desired activity**
Oneida Square, James St, Oneida St former shopping plaza
- 3 Implement in low-intensity areas where possible**
Alongside open spaces, parks, cemeteries
Limit disruption to surrounding uses
Take advantage of existing landscaping amenities
- 4 Connect existing/proposed open spaces, parks, pedestrian & bicycle amenities**
Existing parking at parks and recreation facilities can serve as trailheads to accommodate visitors
- 5 Integrate existing fitness amenities at parks**
Tennis, basketball, playground amenities, etc.
- 6 Add new fitness activities (based on community interests) at key intervals using existing public space or acquiring vacant spaces**
- 7 Support with amenities for comfort, ease of access**
Wayfinding signage, pedestrian-scale lighting, bathroom facilities, water-filling stations
- 8 Integrate community branding and identity into new amenities**
Feature local art, history, and businesses
- 9 Accommodate users of all ages and abilities**

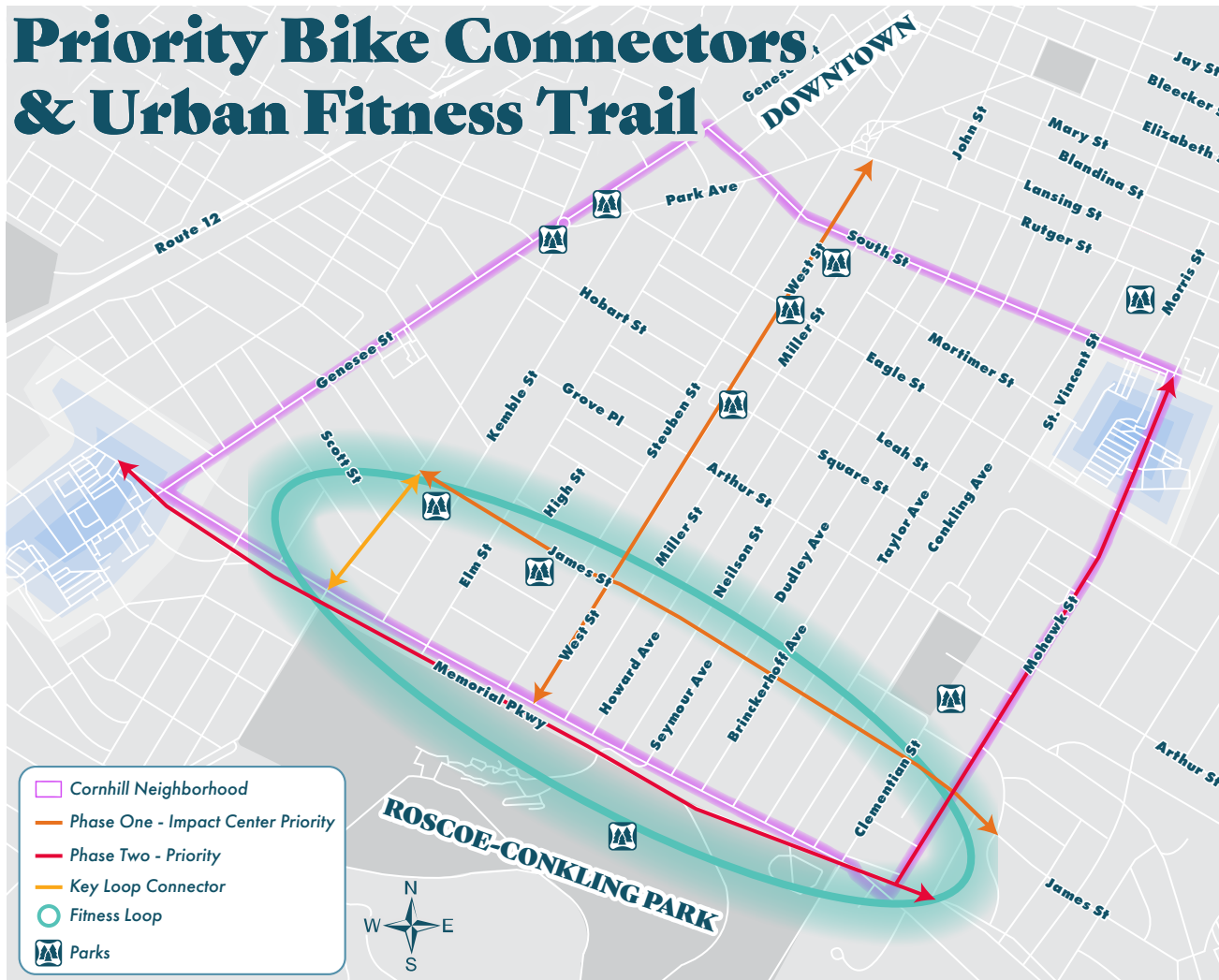
A unique opportunity to better connect existing assets and circumvent limitations of the street grid is presented by the former rail right-of-way. Though various parcels comprising this asset are under private ownership, there may be opportunities to acquire land as the former rail corridor is characterized by low development intensity (see Section B1: Demographics and Neighborhood Context: "Land Use Classifications Map"). The City of Utica currently owns a small number of parcels along the route (see Section X5: Additional Maps: "Land Classified as Vacant Map").



Emerging priority areas for dedicated active transportation infrastructure and a signature Urban Fitness Trail include James St, West St, Memorial Pkwy, Oneida St, and Mohawk St. These routes are anchored by existing community assets, offer access to proposed Impact Centers, take advantage of desirable development conditions, and connect the park network.

Linear improvements on James St and West St will improve public realm conditions and promote connectivity between the Impact Centers. Additional opportunities along Memorial Pkwy and Mohawk St can better provide residents with access to shopping areas and grocers selling fresh foods. Since recreational trail users often prefer loop configurations, efforts to provide this configuration will be essential to attracting users. James St and Memorial Pkwy present opportunities for loops of 1.3 (Oneida St & West St), 1.7 West St & Mohawk St), and 2.7 miles (Oneida St & Mohawk St) to accommodate various activity intensities.

Priority Bike Connectors & Urban Fitness Trail









Implementation Strategies

- 1 Use technology to enhance experiences (online maps, QR codes with activity instructions, audio/video guides)
- 2 Host events to highlight the trail, encourage activity, and promote community identity
- 3 Budget for maintenance
- 4 Plan for future improvements and connectivity

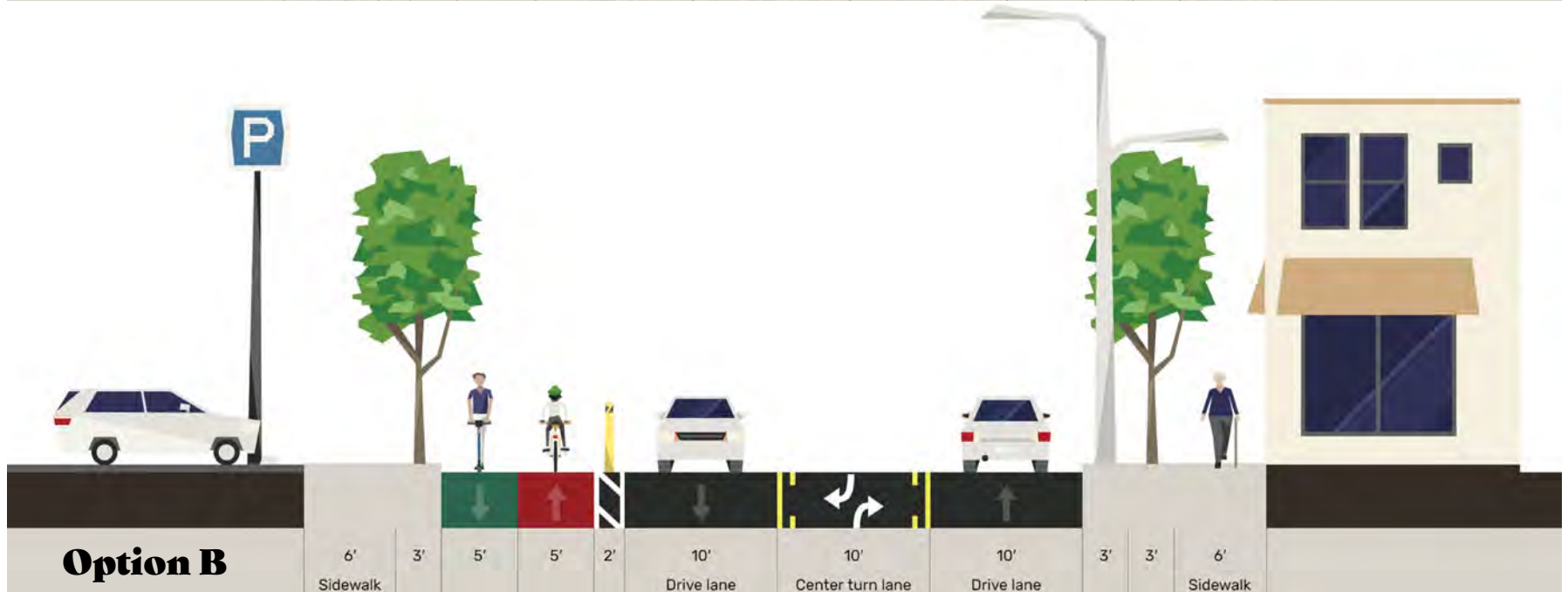
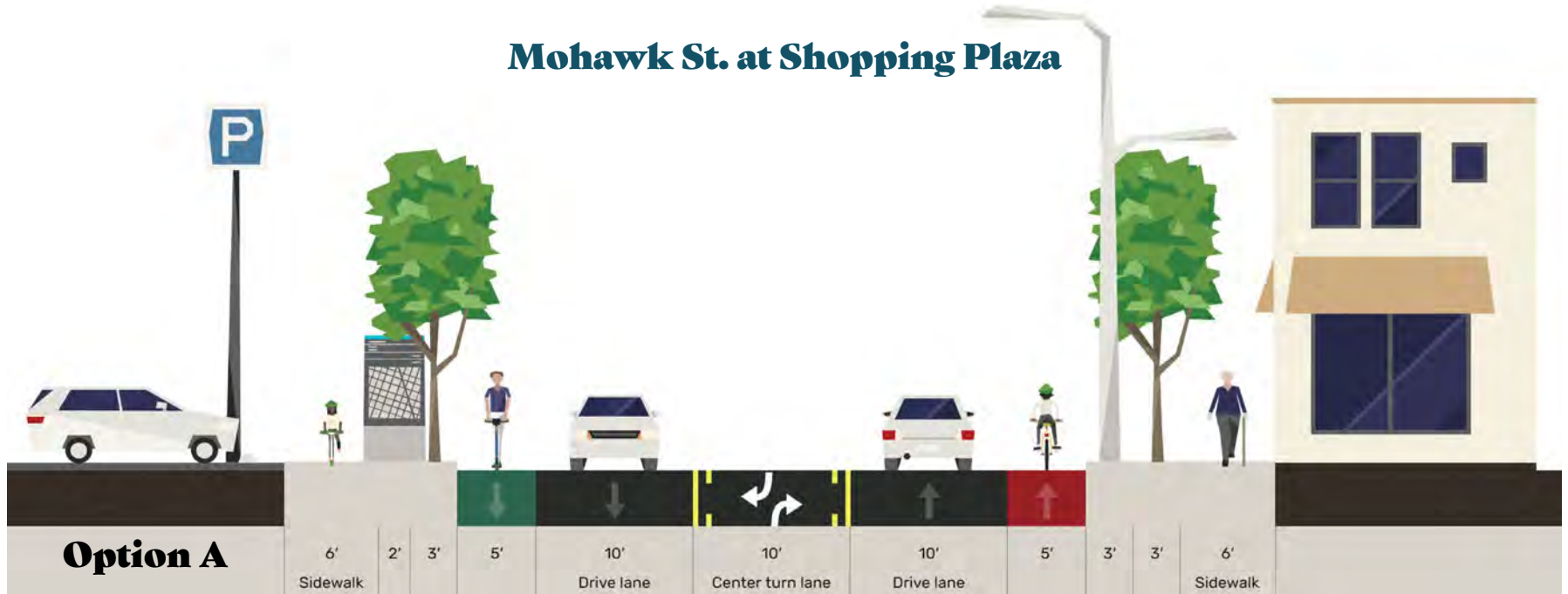
Street Typologies

Street design options are influenced by the use of the street along with physical constraints.

Street Design Options**Mixed-Use Corridor: Mohawk St****CONSTRAINTS****OPPORTUNITIES**

 <p>Streets & Sidewalks</p>	<p>Land use character and intensity varies with an abrupt shift at Eagle St</p> <p>Existing pavement area varies with a shift in width at Eagle St</p>	<p>Currently existing sidewalks and buffer zones Consistent and wide ROW (~65ft)</p> <p>Potential to accommodate high pedestrian activity levels at shopping plaza and school</p>
 <p>Signage & Lighting</p>	<p>Multiple signs compete for attention at shopping plaza</p> <p>Residential area not suitable for high intensity lighting</p>	<p>Existing light posts/connections for potential upgrades</p> <p>Street area can accommodate most sign types</p>
 <p>Parks & Recreation</p>	<p>Limited connectivity into O'Connor Park</p> <p>No vacant land limits opportunities for new pocket parks</p>	<p>Gateway area to O'Connor Park, Quinn Playground, Memorial Parkway, Roscoe Conkling Park</p> <p>Low potential for disruptions along cemetery frontage and shopping plaza parking areas</p>
 <p>Arts</p>	<p>Limited opportunities in residential area</p> <p>Multiple signs compete for attention at shopping plaza</p>	<p>Potential sites for artwork in vicinity of shopping plaza</p>
 <p>History</p>	<p>Historical amenities may seem out of character given strip retail and low-density housing uses</p>	<p>Area has some historical relevance (streetcar era, Old Utica Jail, shifting ethnicities over the years, cemetery, mid-1900s automobile-focused strip plaza development)</p>
 <p>Other</p>	<p>High activity street as barrier to movement</p>	<p>Tie together suburban-style development to the east and urban-style neighborhood to the west</p>

Mohawk St. at Shopping Plaza



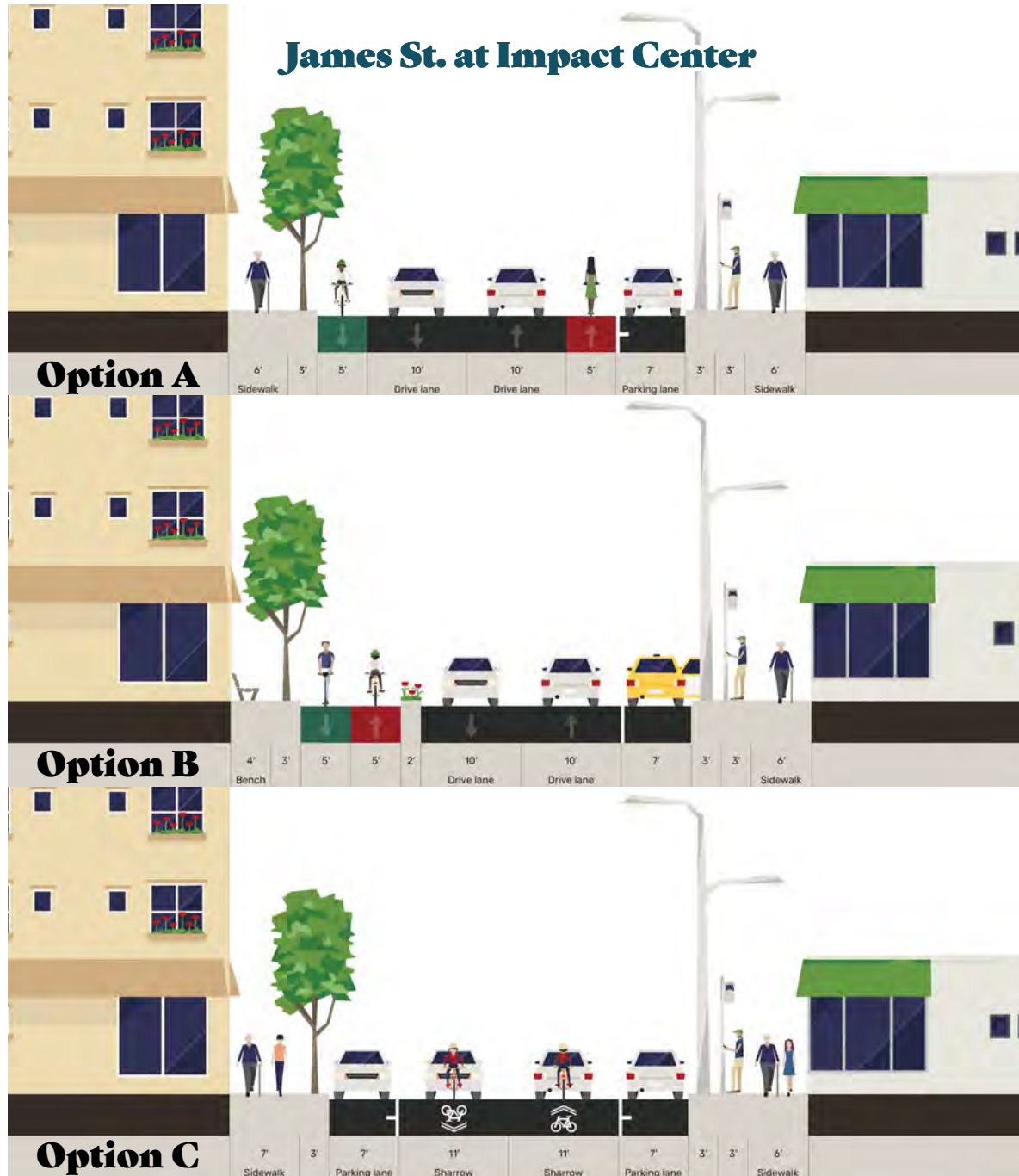
High Volume Residential: James St

CONSTRAINTS

OPPORTUNITIES

 <p>Streets & Sidewalks</p>	<p>Land use character and intensity varies with an abrupt shift at Brinkerhoff Ave</p> <p>Existing pavement area varies with a shift in width at Brinkerhoff Ave</p> <p>Two-sided on-street parking limits other uses (bus pull-offs, landscape buffer areas, street amenities)</p>	<p>Extra-wide sidewalks at the commercial nodes can accommodate street amenities (tables, benches, lighting, signage)</p> <p>Re-organizing on-street parking can create space for alternate uses</p>
 <p>Signage & Lighting</p>	<p>Residential area not suitable for high intensity lighting</p>	<p>Existing light posts/connections for potential upgrades</p> <p>High levels of activity support pedestrian-scale lighting at key areas (commercial nodes, bus stops, etc.)</p> <p>High levels of pedestrian activity, presence of local business, community facilities support wayfinding</p>
 <p>Parks & Recreation</p>	<p>No vacant land limits opportunities for new pocket parks</p>	<p>Gateway area to Kemble Park and Watson Williams Park</p> <p>Existing community centers support adding recreational amenities in the public realm</p>
 <p>Arts</p>	<p>Limited opportunities in residential area</p>	<p>Extra-wide sidewalks at the commercial nodes can accommodate public art</p> <p>Street is well-suited for streetscape amenities which can incorporate local art</p>
 <p>History</p>	<p>Wide variety of cultural histories to highlight and need to ensure proper representation of each</p>	<p>Significant history as street served as a "city within a city" with notable cuisine, culture, and vibrant street life in support of local businesses and working-class residents</p> <p>Shifting ethnicities over the years (Welsh, Irish, Italian, Black populations calling the area home)</p> <p>Three notable theaters (Orpheum, Oneida, James) 1970s era Black-owned business hub</p>
 <p>Other</p>	<p>Does not connect to Genesee St, limited visibility to automobile traffic passing by along Memorial Parkway and Mohawk St</p>	<p>Potential to once again serve as neighborhood commercial corridor with bordering dense residential areas</p> <p>Disconnection from Genesee St supports establishing a unique identity, differentiates from other areas of Utica</p>

James St. at Impact Center



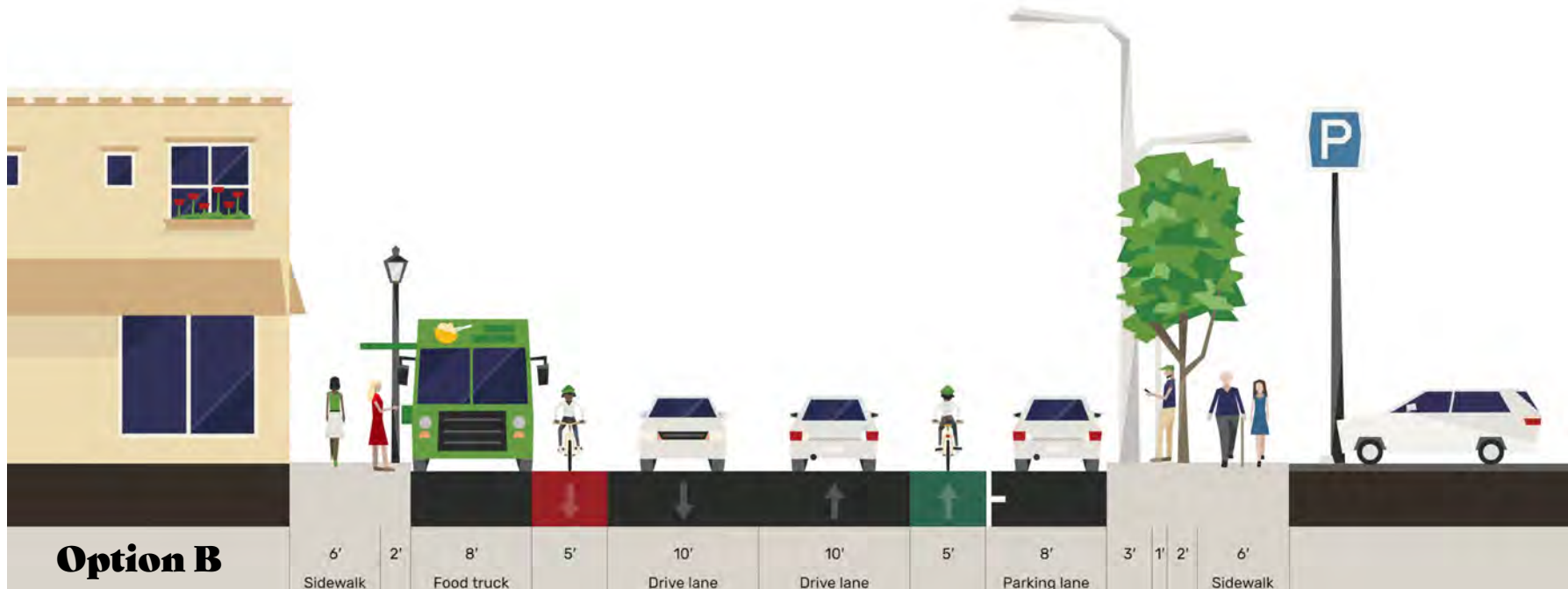
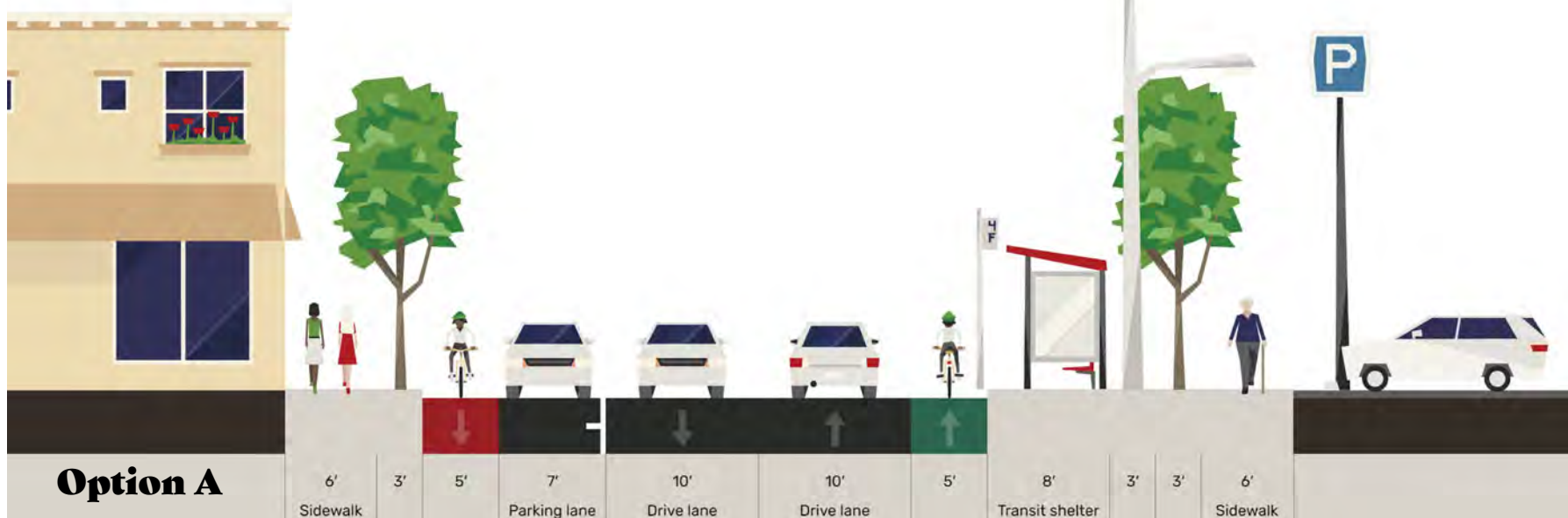
High Volume Residential: South St

CONSTRAINTS

OPPORTUNITIES

 <p>Streets & Sidewalks</p>	<p>Two-sided on-street parking limits other uses (bus pull-offs, landscape buffer areas, street amenities)</p>	<p>Extra-wide sidewalks at the commercial nodes can accommodate street amenities (tables, benches, lighting, signage)</p> <p>Re-organizing on-street parking can create space for alternate uses</p>
 <p>Signage & Lighting</p>	<p>No notable constraints</p>	<p>Existing light posts/connections for potential upgrades</p> <p>Wide right-of-way can accommodate additional amenities</p>
 <p>Parks & Recreation</p>	<p>Park space is occupied by populations frequenting nearby community services, leading to safety and health concerns for other potential visitors</p>	<p>Gateway area to Quinn Park and MLK Dream Park</p> <p>Existing community centers support adding recreational amenities in the public realm</p>
 <p>Arts</p>	<p>No notable constraints</p>	<p>Extra-wide sidewalks at the commercial nodes can accommodate public art</p> <p>Street is well-suited for streetscape amenities which can incorporate local art</p> <p>Existing art on private properties along street</p>
 <p>History</p>	<p>Wide variety of cultural histories to highlight and need to ensure proper representation of each</p>	<p>Notable presence of religious uses and structures of potential significance</p> <p>Proximity to Rutger Park Historic District</p>
 <p>Other</p>	<p>Significant gaps in urban fabric pose a barrier to walkability</p>	<p>Potential to introduce new amenities using vacant parcels</p>

South St. at Impact Center



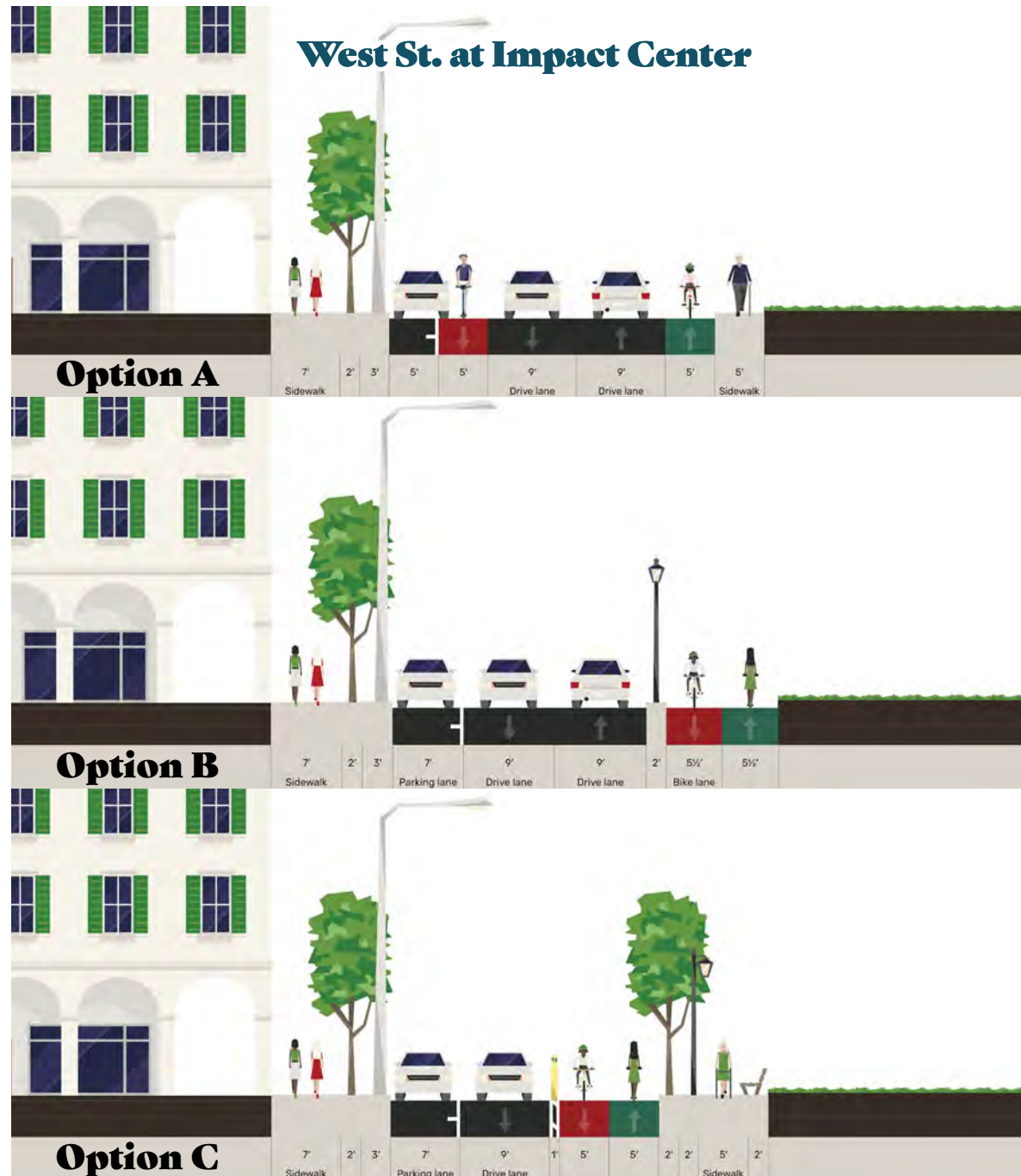
Low Volume Residential: West St

CONSTRAINTS

OPPORTUNITIES

 <p>Streets & Sidewalks</p>	<p>Narrow ROW (~50ft in some areas)</p> <p>Current use as 2-lane travel and 2-lane parking exceeds street capacity</p>	<p>Johnson Park as unique anchor space in center of ROW</p> <p>Potential to accommodate high pedestrian activity levels from new dense housing</p>
 <p>Signage & Lighting</p>	<p>Residential area not suitable for high intensity lighting</p>	<p>Existing light posts/connections for potential upgrades</p> <p>Anchors (Impact Center, MLK Dream Park, Johnson Park, and Watson Williams Park, new housing complexes) support wayfinding</p>
 <p>Parks & Recreation</p>	<p>Narrow street width makes implementing dedicated bike infrastructure challenging</p>	<p>Street connects various anchors (Impact Center, MLK Dream Park, Johnson Park, Watson Williams Park, Roscoe Conkling Park)</p>
 <p>Arts</p>	<p>Limited opportunities in residential area</p>	<p>Potential sites for artwork at various anchors (Impact Center, MLK Dream Park, Johnson Park, and Watson Williams Park)</p>
 <p>History</p>	<p>Wide variety of cultural histories to highlight and need to ensure proper representation of each</p>	<p>Shifting ethnicities over the years (Welsh, Irish, Italian, Black populations calling the area home)</p> <p>Potential sites for highlighting history at various anchors (Impact Center, MLK Dream Park, Johnson Park, and Watson Williams Park)</p> <p>Opportunity to highlight former use as Leisure Time Center at new Impact Center</p>
 <p>Other</p>	<p>Public health concerns at MLK Park</p>	<p>Can serve as a much-needed SW-NE connector for dedicated neighborhood active transportation</p>

West St. at Impact Center



Streetscape Renderings

Cornhill streetscapes have plentiful opportunities to accommodate a number of recreation, leisure, and active transportation amenities in addition to continuing to provide automobile access. The ability of streets to accommodate elements such as landscaping, furniture, and pedestrian/bicycle/scooter facilities is determined by their Typology (see Section D2: Proposed Public Realm Improvements, Street Typologies).









Section E - Implementation Strategy

E1: Priorities & Actions for Implementation

Celebrate local history, art & cultural diversity

Priority Action

Introduce new cultural events celebrating local cuisines, history, art

Use modern communications & technological means to promote community events, creative spaces, food vendors/specialty grocers, & cultural outlets

Place QR codes on signage to accommodate various languages, allow exploring local history at the location, or connect to an audio-guided tour of murals, churches, etc.

Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Introduce unifying physical elements (signage, flags, murals, color schemes) celebrating local cultures (designs representing countries of origin, languages, etc. of the people that live there)

Project Ideas

Neighborhood public space programming strategy

Public space amenities implementation

Integration w/ workforce training and educational initiatives

Signage & community branding program

Community public art program

Potential Partners

OC History Center

Kirkland Arts Center

4Elements

Mid-York Libraries

Munson

Children's Museum

The Center

Rebuilding the Village

Various neighborhood community centers

Funding Ideas

MetLife Foundation

CNY Arts

T-Mobile's Hometown Grant program

Mellon Foundation

■ Priority Action

■ High Priority Action

■ Very High Priority Action

Catalyze investment in private property

Priority Action

Work w/ City to address basic infrastructure gaps (streets, sidewalks, lighting) to catalyze private sector development

Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)

Design pedestrian/bike infrastructure to seamlessly connect to jobs & regional amenities

Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget

Educational programs focusing on local business development, language barriers, & financial literacy

Incentivize residents caring for community spaces & making investments in their properties

Implement neighborhood beautification & façade improvement programs

Pursue avenues for bringing properties into building, zoning, & health code compliance

Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Project Ideas

James St. redesign (Oneida to Mohawk)

West St. multi-use path (South to James)

Urban Fitness Trail

Neighborhood public space programming strategy

Public space amenities implementation

Integration w/ workforce training and educational initiatives

Community garden program

Community public art program

Potential Partners

City of Utica

UNHS (HOC) – GHHI

SUNYPOLY/MUNPC

National Grid

Oneida County Health Dept.

NYS Dept. of Health

Workforce Development Institute

Local/regional banks and financial services businesses

Funding Ideas

HUD CDBG

MetLife Foundation

AARP

NYS DOT CHIPS

National Grid Upstate Economic Development Grant Program

T-Mobile's Hometown Grant program

Project for Public Spaces' Community Placemaking Grants

Reduce pedestrian, bike & vehicle conflicts

Priority Action

Delineate street elements (crossings, travel lanes, parking areas)

Reorganize & optimize street elements along key corridors

Introduce/strengthen dedicated pedestrian & bike infrastructure (lanes, crossings) along key corridors

Implement traffic calming measures where appropriate

Implement sharrows on low-volume residential streets

Add signage, traffic tables, and/or beacons at key activity nodes

Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)

Project Ideas

James St. redesign (Oneida to Mohawk)

West St. multi-use path (South to James)

Site planning for Impact Centers and public parking

Potential Partners

City of Utica

HOCTC

Centro

ICAN

Funding Ideas

NYSDOT TAP

USDOT SS4A

HUD CDBG

AARP

NYSDOT CHIPS

USDOT ATIIP

USDOT RCP

Project for Public Spaces' Community Placemaking Grants

Increase community safety

Priority Action

Develop stewardship programs, community watch groups, & utilize modern technologies to facilitate positive community interactions

Work to strengthen relationships between community & law enforcement professionals

Continue to work with community partners to address needs of the homeless population

Incentivize residents volunteering to make community spaces more active & safer

Establish educational programs featuring ways to prevent/avoid violence & respond in unpredictable/unsafe interactions

Improve lighting, visibility, safety amenities (cameras, emergency phones, gunshot monitoring devices)

Activate key areas with programming & amenities to support positive community interactions

Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget

Project Ideas

Neighborhood public space programming strategy

Public space amenities implementation

Integration w/ workforce training and educational initiatives

Park amenities optimization

Neighborhood safety and emergency response device implementation

Potential Partners

UPD Community Outreach Team

Oneida County

ICAN-SNUG

Street Team

Project RISE

Rescue Mission

YWCA of Mohawk Valley

Various neighborhood community centers

National Grid

Funding Ideas

HUD CDBG

Oneida County Youth Bureau

National Grid Upstate Economic Development Grant Program

Improve connectivity between neighborhood assets

Priority Action

Introduce/strengthen dedicated pedestrian/bike infrastructure (lanes, crossings) along key corridors

Implement sharrows on low-volume residential streets

Add signage, traffic tables, and/or beacons at key activity nodes

Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)

Add wayfinding signage to highlight existing assets & introduce new improvements

Pursue Urban Fitness Trail concept to further neighborhood pedestrian/bike connectivity

Consider property acquisition program to realize potential of mostly undeveloped former rail line from East Utica to New Hartford (segments under private ownership)

Involve local bike enthusiasts & transportation advocates to spur action & align to best practices

Project Ideas

James St. redesign (Oneida to Mohawk)

West St. multi-use path (South to James)

Site planning for Impact Centers and public parking

Urban Fitness Trail

Public space amenities implementation

Potential Partners

City of Utica

HOCTC

Centro

AHA

Boilermaker

Utica RoadRunners

Mohawk Valley Bicycling Club

Funding Ideas

NYSDOT TAP

USDOT SS4A

HUD CDBG

AARP

NYSDOT CHIPS

USDOT ATIIP

USDOT RCP

PeopleForBikes' Bike Industry Community Grant Program

Project for Public Spaces' Community Placemaking Grants

Encourage recreation, health, & wellness

Priority Action

- Reorganize & optimize street elements along key corridors
- Introduce/strengthen dedicated pedestrian & bike infrastructure (lanes, crossings) along key corridors
- Investigate alternate models of stewardship to implement & maintain pedestrian/bike infrastructure (multi-use paths, sidewalks)
- Pursue Urban Fitness Trail concept to further neighborhood pedestrian/bike connectivity
- Reimagine streetscapes & park frontage for more welcoming atmosphere & improved access
- Investigate current use of park amenities & launch public engagement effort to optimize use of spaces
- Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget
- Introduce public space events & programming to promote fresh, healthy ingredients & celebrate diversity of local cuisines
- Activate community centers & existing public spaces with group exercise, lectures, community wellness events
- Hold volunteer or incentive-based recreation, health, & wellness classes partnering with community organizations, local businesses, or practitioners (include osteopathic or non-Rx)
- Add wayfinding signage to highlight existing assets & introduce new improvements

Project Ideas

- James St. redesign (Oneida to Mohawk)
- West St. multi-use path (South to James)
- Urban Fitness Trail
- Neighborhood public space programming strategy
- Public space amenities implementation
- Integration w/ workforce training and educational initiatives
- Community garden program
- Park amenities optimization

Potential Partners

- City of Utica
- HOCTC
- Oneida County Health Dept.
- NYS Dept. of Health
- Boilermaker
- Utica RoadRunners
- The Neighborhood Center
- Various neighborhood community centers
- Hamilton College Community Outreach & Opportunity Project

Funding Ideas

- USDOT SS4A
- NY Health Foundation
- BCBS
- AHA
- AARP
- NYSDOT CHIPS
- NYS Environmental Protection Fund Grant Program for Parks, Preservation and Heritage (EPF)
- NPS ORLP
- T-Mobile's Hometown Grant program
- Project for Public Spaces' Community Placemaking Grants

Improve connectivity to regional transportation network

Priority Action

Design pedestrian/bike infrastructure to seamlessly connect to other modes & further regional connections to jobs & food access

Consider property acquisition program to realize potential of mostly undeveloped former rail line from East Utica to New Hartford (segments under private ownership)

Conduct bus route optimization study to economize on routing, stop spacing, & user needs

Implement emerging technologies in monitoring use & adapting bus service to serve user needs

Implement amenities for increased comfort at bus stops (awnings, benches) & better connections to other modes (bike racks, wayfinding, marked crossings)

Design curbside rideshare & taxi drop offs at centers of activity (Impact Centers, commercial nodes)

Integrate EV charging capabilities near centers of activity (Impact Centers, commercial nodes)

Involve local bike enthusiasts & transportation advocates to spur action & align to best practices

Project Ideas

James St. redesign (Oneida to Mohawk)

West St. multi-use path (South to James)

Site planning for Impact Centers and public parking

Bus route optimization study

Public space amenities Implementation

Potential Partners

City of Utica

HOCTC

Centro

Mohawk Valley Bicycling Club

National Grid

Funding Ideas

NYSDOT TAP

USDOT SS4A

HUD CDBG

AARP

USDOT ATIIP

USDOT RCP

PeopleForBikes' Bike Industry Community Grant Program

National Grid Upstate Economic Development Grant Program

Project for Public Spaces' Community Placemaking Grants

Highlight existing/proposed hubs of services & businesses

Priority Action

- Use modern communications & technological means to promote local businesses (neighborhood email list, community website, podcast, social media)
- Add wayfinding signage to highlight existing or historic centers of business activity
- Place QR codes on signage to accommodate various languages, highlight local events, & promote nodes of small businesses
- Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region
- Introduce streetscape elements to identify a distinct district (murals, banners, planters, benches w/ Historic James St. Village, specific business sponsors, etc.)
- Introduce programming to activate public spaces & promote the local/regional business community (events, classes, pop-up vendors, block parties, food truck rodeos)
- Pursue Urban Fitness Trail concept to further neighborhood pedestrian/bike connectivity & generate exposure for local businesses

Project Ideas

- Urban Fitness Trail
- Neighborhood public space programming strategy
- Public space amenities implementation
- Signage & community branding program
- Online social media campaign

Potential Partners

- Greater Utica Chamber Of Commerce
- Oneida County Tourism
- ThinCubator
- MVCC
- Local/regional banks and financial services businesses
- Hamilton College Community Outreach & Opportunity Project

Funding Ideas

- T-Mobile's Hometown Grant program
- Project for Public Spaces' Community Placemaking Grants

Promote access to fresh, local food

Priority Action

Partner with food organizations of local relevance to explore options for combating neighborhood food insecurity

Integrate infrastructure supportive of food vendors into public space design

Improve public realm amenities to attract investment in underutilized commercial spaces where food vendors can operate (former Save-a-Lot)

Pursue partnerships with local producers, vendors, & food educators to spur programming & investment

Strengthen local & regional pedestrian/bike & public transit connectivity

Introduce public space events & programming to promote fresh, healthy ingredients & celebrate diversity of local cuisines

Engage residents in gardening through programming (opportunity to cater to growing ingredients for diverse cuisines)

Introducing additional types of gardens in gaps across the community

Project Ideas

Urban Fitness Trail

Neighborhood public space programming strategy

Public space amenities implementation

Integration w/ workforce training and educational initiatives

Community garden program

Potential Partners

Blacque Acres

SUNYPOLY/MUNPC

Cornell Cooperative

Utica Royalties

MVCC

Utica Greens

Local farms, food trucks, food cart vendors

Funding Ideas

DEC – Office of Environmental Justice

Sprouts Healthy Communities Foundation

Whole Kids Foundation

United Way

BCBS Health Equity Grant

AHA

NY Health Foundation

NYS Ag & Markets (SNAP- Ed Food Box, Community Growers, NY Food for NY Families)

Support development of local business

Priority Action

Explore methods of incentivizing optimal land use arrangements (incentivize property owners to relocate from high vacancy areas to thriving nodes as a means of economizing on infrastructure, better grouping compatible uses, create opportunities to assemble lots of sufficient size to accommodate business activity)

Use modern communications & technological means to promote local businesses (neighborhood email list, community website, podcast, social media)

Integrate infrastructure supportive of small pop-up vendors into public space design

Implement physical amenities supportive of creating third places (benches, tables, planters, lighting, water filling stations, restrooms, etc.)

Introduce programming to activate public spaces & promote the local/regional business community (events, classes, pop-up vendors, block parties, food truck rodeos)

Create/promote signature neighborhood event to draw people from surrounding areas to experience neighborhood offerings (Tastes of Cornhill, Cornhill Art Fest/Public Art Tour, etc.)

Educational programs focusing on local business development, language barriers, & financial literacy

Develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Introduce/strengthen dedicated pedestrian & bike infrastructure (lanes, crossings) along key corridors

Project Ideas

Neighborhood public space programming strategy

Public space amenities implementation

Integration w/ workforce training and educational initiatives

Potential Partners

Greater Utica Chamber Of Commerce

ThinCubator

MVEDGE

OCIDA

MVCC

BOCES

National Grid

Google Grow

Local/regional banks and financial services businesses

Funding Ideas

CDBG Microenterprise

CDBG Economic Development

National Grid Upstate Economic Development Grant Program

T-Mobile's Hometown Grant program

Project for Public Spaces' Community Placemaking Grants

Promote stewardship of public spaces

Priority Action

Work w/ City to address basic infrastructure gaps (streets, sidewalks, lighting) to catalyze private sector development

Implement improvements for comfort & safety (pedestrian-scale lighting, park restrooms, needle drop boxes, barriers to illegal motorbikes/ATVs in parks) along with a funded maintenance budget

Engage citizens to participate in community cleanups, public events, & shared hobbies using digital technology

Work through partner organizations to establish skill-building & educational activities that both activate & improve public spaces

Incentivize residents caring for community spaces

Ensure community cultures, values, art, history, & key assets are highlighted in physical design elements & programming of public spaces

Project Ideas

Neighborhood public space programming strategy

Public space amenities implementation

Integration w/ workforce training and educational initiatives

Community garden program

Community public art program

Potential Partners

City of Utica

Community Spaces Network

Purpose Built Communities

Blueprint 15

The Center

Oneida County Health Dept.

NYS Dept. of Health

The Authority

Various neighborhood community centers

Funding Ideas

HUD CDBG

MetLife Foundation

AARP

NYSDOT CHIPS

Develop a strong neighborhood brand/identity

Priority Action

Outreach activities to develop a unified community brand celebrating the uniqueness of Cornhill & differentiating the neighborhood from other places in the region

Introduce unifying physical elements (signage, flags, murals, color schemes) celebrating local cultures (designs representing countries of origin, languages, etc. of the people that live there)

Ensure community cultures, values, art, history, & key assets are highlighted in physical design elements & programming of public spaces

Introduce programming consistent with brand to activate public spaces & promote the local/regional business community (events, classes, pop-up vendors, block parties, food truck rodeos)

Create/promote signature neighborhood event consistent with brand to draw people from surrounding areas to experience neighborhood offerings (Tastes of Cornhill, Cornhill Art Fest/Public Art Tour, etc.)

Expand on new, professionally developed branding specific to Cornhill Revitalization Project & website functionality of that effort

Project Ideas

Neighborhood public space programming strategy

Public space amenities implementation

Integration w/ workforce training and educational initiatives

Community public art program

Potential Partners

Greater Utica Chamber Of Commerce

Oneida County Tourism

ThinCubator

MVCC CLE

MVEDGE

OC History Center

The Center

Hamilton College Community Outreach & Opportunity Project

Funding Ideas

MetLife Foundation

AARP

Project for Public Spaces' Community Placemaking Grants

Mellon Foundation

Section X- Appendix

X1: Streetscape Existing Conditions

Corridor	Street/Parking	Crossings/ADA	Sidewalks	Signage, Amenities & Lighting	Key Nodes & Anchors
CORE NEIGHBORHOOD CORRIDORS					
James St Owner: City ~58ft	<ul style="list-style-type: none"> - 2 ln, 2 side parking - Road narrows towards Mohawk & parking becomes 1 side 				<ul style="list-style-type: none"> - Various neighborhood retail & community services nodes
West St Owner: City ~50ft - 55ft	<ul style="list-style-type: none"> - 2 ln, parking significantly encroaches into travel lanes - Mostly stop signs - 1-way loop @ Johnson Pk 	<ul style="list-style-type: none"> - No formalized crossings 	<ul style="list-style-type: none"> - Significant maintenance issues (heaving, cracking, gaps, overgrown areas) throughout 		<ul style="list-style-type: none"> - MLK Dream Park - Johnson Park
Oneida St Owner: City ~55ft - 66ft	<ul style="list-style-type: none"> - 2 ln, 1 side parking - Mostly stop signs 	<ul style="list-style-type: none"> - No formalized crossings 			<ul style="list-style-type: none"> - Oneida Sq - Kemble Park - Parkway Rec Center - Fastrac Convenience Store
Eagle St. Owner: City ~60ft	<ul style="list-style-type: none"> - 2 ln, 2 side parking encroaches into travel lanes - Newer striping/markings w/ turn lane @ Mohawk 				<ul style="list-style-type: none"> - Oneida Sq - Shopping plaza @ Mohawk
Residential Streets Owner: City ~50ft - 66ft	<ul style="list-style-type: none"> - 2 ln, parking significantly encroaches into travel lanes - Mostly stop signs - Certain roads consist of historic cobblestone that has been paved over 	<ul style="list-style-type: none"> - Stop sign controlled - Few striping/markings - Crosswalks marked @ key nodes along major corridors, & public places (schools, parks) - Many signalized 	<ul style="list-style-type: none"> - Significant maintenance issues (heaving, cracking, gaps, overgrown areas) throughout 	<ul style="list-style-type: none"> - Streetlight gaps due to frequency of pole placement 	<ul style="list-style-type: none"> - Various schools, parks, churches

Corridor	Street/Parking	Crossings/ADA	Sidewalks SUMMARY	Signage, Amenities & Lighting	Key Nodes & Anchors
General Conditions Apply across entire neighborhood, exceptions noted below	<ul style="list-style-type: none"> - Striping/markings often faded/absent - Signalized crossings @ key nodes along major corridors, stop signs on minor corridors - Turning lanes @ key nodes along major corridors 	<ul style="list-style-type: none"> - Crosswalks marked @ key nodes along major corridors, & public places (schools, parks) - Many signalized intersections lack ped signals & markings - ADA curb cut ramps present throughout 	<ul style="list-style-type: none"> - Standard width ~5ft. throughout, extra wide @ businesses and institutions - Various maintenance issues (heaving, cracking, gaps, overgrown areas) throughout, common on minor corridors & residential streets 	<ul style="list-style-type: none"> - Typical streetlights exist to illuminate roadways, but often not illuminated - Ped-scale lighting limited to parks - Various gaps in street trees & along both major and minor corridors - St signs with City of Utica branding throughout 	<ul style="list-style-type: none"> - Various businesses & community institutions
PERIPHERAL CORRIDORS					
South St Owner: City ~62ft – 66ft	<ul style="list-style-type: none"> - 2 ln, 2 side parking - Signalized crossings - Road had notable crown 				<ul style="list-style-type: none"> - Shopping plaza @ Mohawk - Community Action facilities <ul style="list-style-type: none"> - MLK Dream Park - Multiple churches - ArtSpace lofts
Genesee St Owner: State ~86ft – 95ft	<ul style="list-style-type: none"> - 4 ln, 2 side parking encroaches into travel lanes - Some striping/markings w/ parking formalized near Oneida Sq. - Turning lanes @ key nodes 	<ul style="list-style-type: none"> - Long stretch with no ped crossings b/t Olbiston Apts. & Memorial Pkwy 		<ul style="list-style-type: none"> - Some covered bus stops - @ least one missing streetlight 	<ul style="list-style-type: none"> - Oneida Sq - Olbiston Apts.
Mohawk St Owner: City ~62ft – 68ft	<ul style="list-style-type: none"> - 2 ln, 2 side parking - Poor condition roadway - Bus pull off area @ high school 	<ul style="list-style-type: none"> - No crosswalks towards Memorial Pkwy - One ped signals & crosswalks marked near shopping area 			<ul style="list-style-type: none"> - Shopping plaza - Proctor High School - St. Agnes Cemetery
Memorial Pkwy/ Pleasant St Owner: City ~100ft – 233ft	<ul style="list-style-type: none"> - 4 ln divided, no parking (exception 1 side near Mohawk) - 2 complex turn lanes (crossover @ zoo and jug handle @ Mohawk) - Grade change towards Mohawk 	<ul style="list-style-type: none"> - All intersections formalized with crosswalks & beacons 	<ul style="list-style-type: none"> - Well-maintained sidewalks & some oversized sections along park 	<ul style="list-style-type: none"> - Strong landscaping & street tree network - Some pedestrian-scale lighting along park - Wayfinding signage near zoo highlights nearby recreational amenities 	<ul style="list-style-type: none"> - Utica Zoo - Parkway Rec Center - Utica Children's Museum - Fastrac Convenience Store

X2: Street Tree List**Large Tree (mature height >50')**

Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
<i>Celtis Occidentalis</i>	Hackberry	40-60'/40-60'	Slow	Pyramidal	N/A	Tolerates salt, acid to alkaline soil, drought, wind & heat	Transplant in the spring, somewhat slow to establish
<i>Gleditsia Triacanthos</i> var. <i>inermis</i> 'Shade Master'	Thornless Honey Locust	60-80'/25-40'	Fast	Rounded	Golden-Yellow	Wet, salt, drought, high wind, pollution & high pH tolerant	
<i>Gleditsia Triacanthos</i> var. <i>inermis</i> 'Skyline'	Thornless Honey Locust	35-45'/25-35'	Medium	Vase-Oval	Yellow	Wet, salt, drought, high wind, pollution & high pH tolerant	
<i>Nyssa Sylvatica</i>	Sour Gum	40-70'/20-30'	Medium	Pyramidal	Red	Salt and wet tolerant	Should be planted only in wet areas difficult to transplant - use small sizes and B&B only, transplant in spring
<i>Quercus Rubra</i>	Northern Red Oak	50-75'/50-75'	Medium	Rounded	Maroon	Salt and drought tolerant, air pollution	
<i>Tilia Cordata</i> 'Chancellor'	Little-leaf Linden	50-70'/30-50'	Medium	Pyramidal	N/A	Sensitive to excessive salt, drought tolerant	Small fragrant flowers in spring
<i>Tilia Tomentosa</i> 'Green Mountain'	Silver Linden	65'/40'	Medium	Rounded Upright Pyramidal	Yellow	Salt and shade tolerant	Small fragrant flowers in spring
<i>Ulmus</i> 'Homestead'	Hybrid Elm	55-60'/30-50'	Fast	Oval	Yellow		
<i>Ulmus</i> 'Princeton'	Hybrid Elm	50-70'/30-50'	Fast	Vase	Yellow	Tolerates alkaline, clay, dry soils & occasional flooding, & road salt	

Medium Tree (mature height 35-50')

Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
<i>Acer Rubrum</i> 'Brandywine'	Red Maple	35-50'/25-40'	Fast	Oval	Red-Purple	Tolerates wet soil & air pollution; develops large surface roots - do not plant in small planting beds	Fall color typically lasts 14 days longer
<i>Acer Rubrum</i> 'October Glory'	Red Maple	40-50'/30-40'	Fast	Rounded-Oval	Orange-Red	Tolerates wet soil & air pollution; develops large surface roots - do not plant in small planting beds	
<i>Acer Rubrum</i> 'Red Sunset'	Red Maple	40-50'/30-40'	Fast	Oval	Orange-Red	Tolerates wet soil & air pollution; develops large surface roots - do not plant in small planting beds	Often the first to color up in fall
<i>Carpinus Betula</i> 'Fastigiata'	European Hornbeam	30-40'/20-30'	Slow	Rounded-Oval	N/A	Tolerates air pollution, salt, drought, small growing spaces & shades	Best for narrow spaces
<i>Ginkgo Biloba</i> 'Autum Gold' (male only)	Ginkgo	40-50'/25-30'	Slow	Upright	Yellow	Tolerates air pollution, narrow growing spaces & clay soil, salt	
<i>Koelreuteria Paniculata</i>	Golden Raintree	30-40'/30-40'	Slow	Rounded	Yellow	Tolerates pollution, small growing spaces & high pH soils, salt	
<i>Ulmus</i> 'Frontier'	Hybrid Elm	30-40'/20-30'	Fast	Broadly Oval	Purple-Red	Tolerates salt & droughty soil	

Small Tree (mature height <35')

Scientific Name	Common Name	Height/Spread	Growth Rate	Form	Fall Color	Environmental Tolerances	Other Notes
Cercis Canadensis	Eastern Redbud	20-30'/25-35'	Medium	Rounded	Yellow	Shade & high pH tolerant, salt	Spring flowers, multiple cultivars
Malus sp.	Crabapple	15-20'/15-20'	Slow	Rounded	Red/Yellow	Salt & drought tolerant	M. zumi, 'Donald Wyman', Spring Snow are seedless
Prunus 'Accolade'	Flowering Cherry	20-25'/15-25'	Medium	Rounded	Red	Tolerates salt & acid to neutral pH	Pink flowers in spring
Prunus Sargentii 'Pink Flair'	Sargent Cherry	25'/15	Medium	Narrow Vase	Red/Orange	Tolerates salt & acid to neutral pH	Pink flowers in spring - blooms later than most cherries avoiding frost damage
Syringa Reticulata 'Ivory Silk'	Japanese Lilac Tree	20-25'/15-20'	Medium	Rounded	Yellow	Tolerates small growing spaces, shade & drought, salt too	White flowers in May

X3: Public Engagement Survey Responses**Community Dinner Survey Response****Questions****Response**

Do you reside in the Cornhill Neighborhood?

Four- yes
Ten- no

What piece of history in Cornhill, or Utica, are you most proud of?

The continuous struggle to improve the lives of the people of Cornhill
It was once a cornfield where people lived years ago
Born on Bleecker Street I remember as a child that there were a lot of fruit trees in backyards that neighbors would allow the kids to go pick the fruit from the trees!
My parents both grew up in Cornhill; I run an agency that is there
I'm proud of our growth and vision over the last several years

Are there any historic landmarks or stories of Cornhill you feel should be highlighted or better maintained?

MLK Park and the adjacent outdoor sports courts need to be refreshed
Jim Blackshear, Betsy Hicks, Rev. Updegrove, Jawwaad Rasheed
Detail the rich history of the community and the aspect of being a welcoming area for businesses.

How would you like to see the history of the community preserved and celebrated?

Through the impact centers
Showcase the people who live and work there
Mural, statues of historical figures in Cornhill
Expand off of Juneteenth celebrations
Building murals, monuments, and dedicated green spaces
Murals, statues, community stories, streets, facilities, rooms named after them
To continue the much-needed inclusion we are now seeing

What type of art reflects the diversity and values of the community?

Kemble Street Park
Wall art, sculptures, music.
All forms of visual arts
Murals by the community
World art
Wall art, sculptures, music.
All forms of visual arts

Which amenities or activities might encourage you to spend more time in Cornhill's public spaces?

Music venues, entertainment spaces
Safety
Parks and trails.
Go in a neighborhood without abandoned houses looking a hot mess aka impoverished
Outdoor concerts, improved sidewalks, destinations for dining, improved safety
Gymnasium
Safety, moderation, new technology
Make our street look nice (paving streets, more nice greenery), nice upscale and affordable places to eat that celebrate our diverse cultures.



Questions

Response

What public spaces in the neighborhood do you feel are underutilized?

Parks

Abandon houses which is throughout all of cornhill! And the open lots.
Currently unsure, but willing to hear more from the community on what their thoughts are.
Park spaces, organized youth activities in public areas within Cornhill
It is hard to answer as we don't have many in Cornhill that are up to par

Do you feel safe using parks and recreational facilities? If not, what would make you feel safer?

Lighting

Structured activities for kids to do in the parks, paid workers who will keep our parks clean and bathrooms clean and maintain the beauty of parks and equipment at our parks
They can always be safer. Cameras are good, but ambassadors or community members are better.
We come out and have a good time
No, clean parks that are patrolled frequently
Sometimes I feel safe, we need more lights, more up-to-date facilities better parking, foot patrol officers

What are your ideas for enhancing street and sidewalk areas in the neighborhood?

Modernizing

Better illumination, more maintenance, and sanitation to keep spaces clean.
Fixing our streets, beautifying our streets, planting more greenery, and murals, and fixing up abandoned houses. And MORE LIGHTS!
Streets keep mechanics busy. It's so bad
Clean them up, more lights, one way in and one way out
Better lighting, general sidewalk repairs, slower streets, one-way streets, improved crosswalks
Better illumination, more maintenance, and sanitation to keep spaces clean.

What improvements might help you get around the neighborhood more comfortably?

Improved walkability, increasing ride sharing options

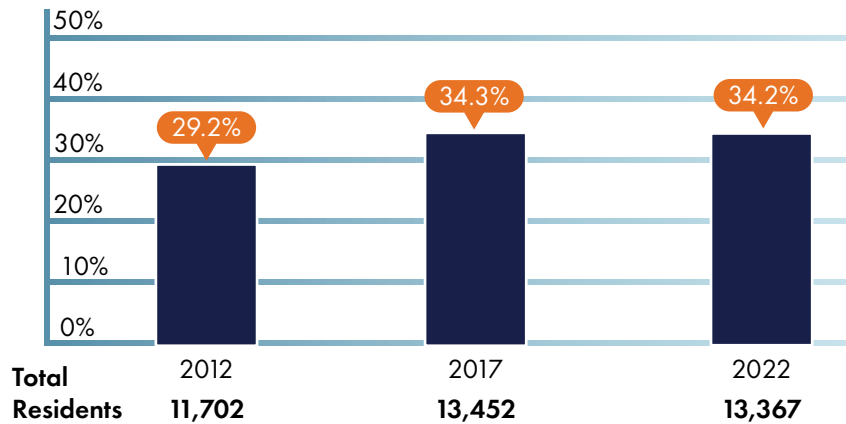
Cleaner streets
Pave the streets and more lights!
Construction workers that do a good job
Better signage, improved crosswalks
Accessibility
Cleaner streets

X4: Additional Demographics**Bus Route Summary**

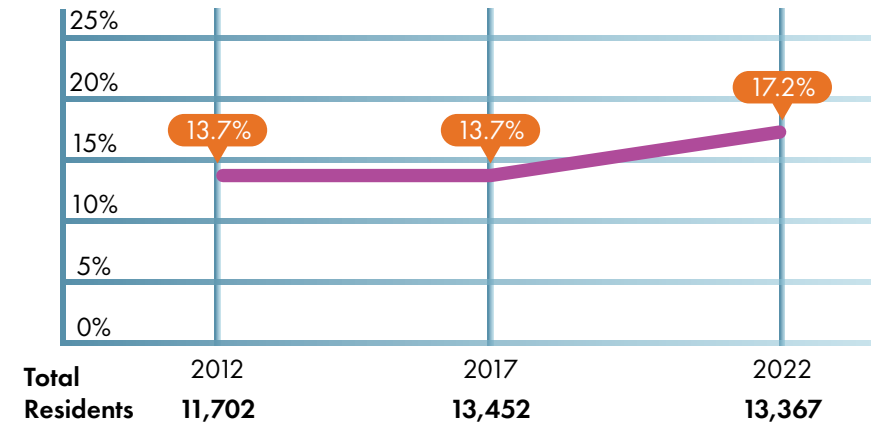
Route	Color	Origin	Destination	Start Time	End Time	Interval (minutes)	Cornhill Stops	Cornhill Stop Location
Monday-Friday								
15	PINK	Centro Hub MVCC	MVCC Centro Hub	5:40 am 6:00 am	7:05 pm 7:19 pm	30	3	James St/Mohawk St James St/Elm St Eagle St/Genesee St
22	ORANGE	Centro Hub Armory Dr./ Adrean Terrace	Armory Dr./ Adrean Terrace Centro Hub	5:40 am 5:58 am	6:48 pm 6:59 pm	45	3	South St/Ontario St South St/Mohawk St South St/West St
31	YELLOW	Centro Hub Oneida St./ Elm St.	Oneida St./ Elms St. Centro Hub	6:30 am 6:55 am	5:25 pm 5:50 pm	78	2	Genesee St/Oneida St Oneida St/Memorial Pkwy
114	BLUE	Centro Hub Utica College	Utica College Centro Hub	7:30 am 7:56 am	11:10 pm 7:50 pm	100	1	Genesee St/Memorial Pkwy
Average				6:31 am	7:18 pm	63.3		

Saturday								
15	PINK	Centro Hub MVCC	MVCC Centro Hub	6:45 am 7:05 am	6:05 pm 6:19 pm	60	3	James St/Mohawk St James St/Elm St Eagle St/Genesee St
22	ORANGE	Centro Hub Armory Dr./ Adrean Terrace	Armory Dr./ Adrean Terrace Centro Hub	7:15 am 7:33 am	6:03 pm 5:45 pm	45	3	South St/Ontario St South St/Mohawk St South St/West St
Average				7:09 am	6:03 pm	52.5		

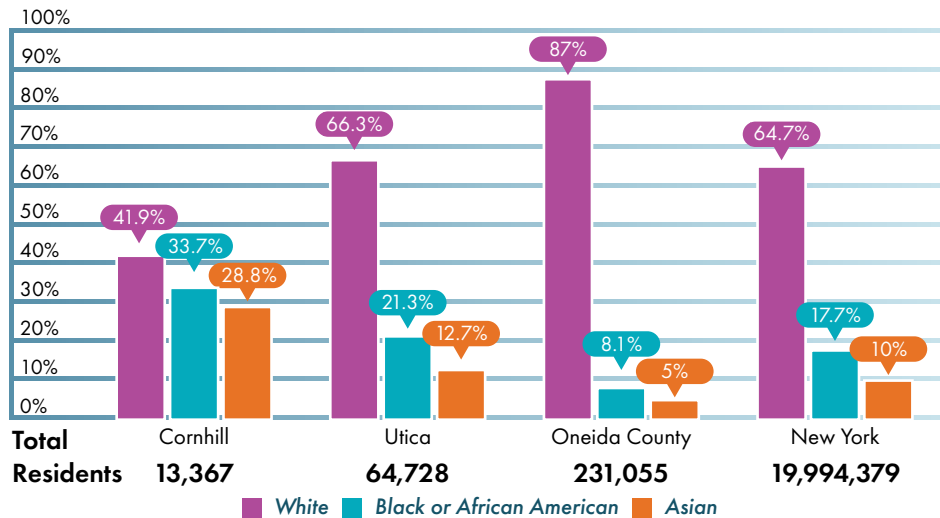
Cornhill Foreign-Born Population Trends



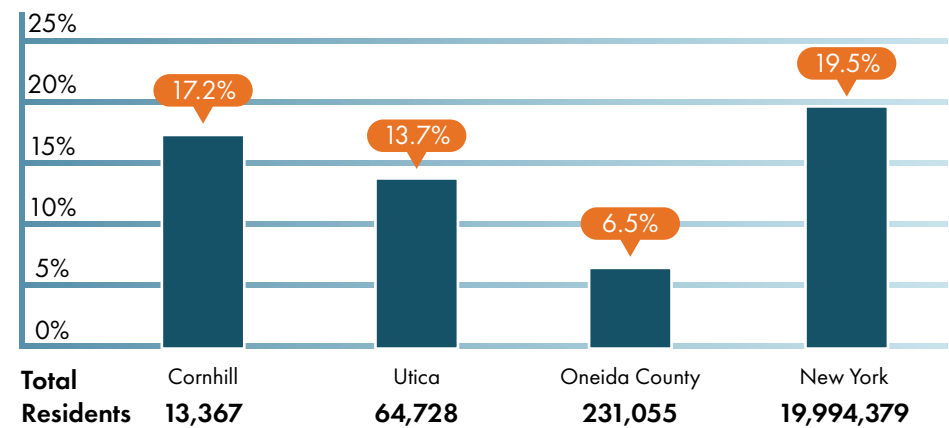
Cornhill Hispanic or Latino Residents Trends



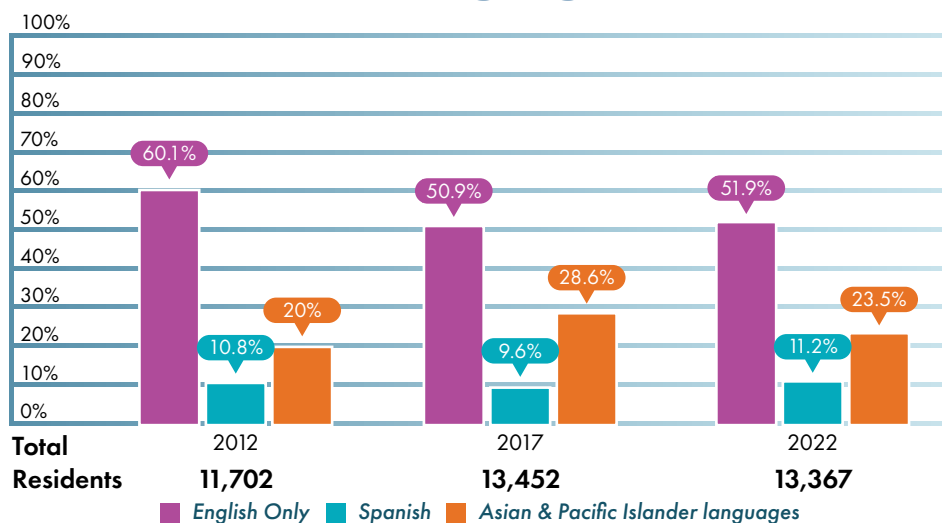
2022 Race/Ethnicity



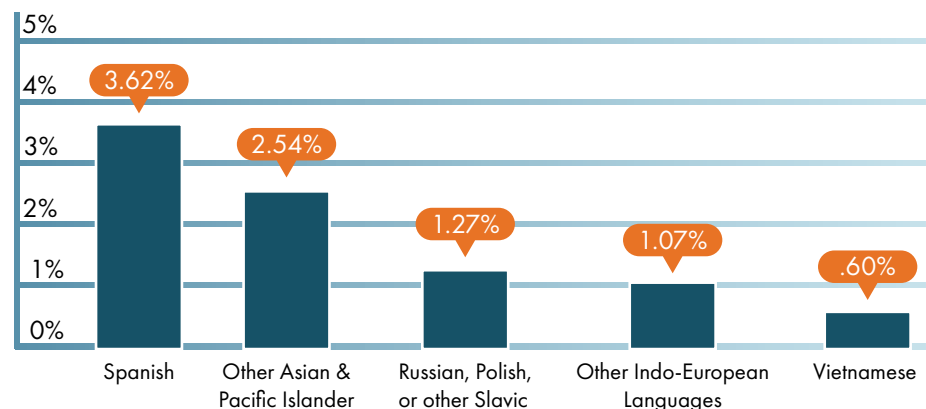
2022 Hispanic or Latino



Cornhill Language Trends

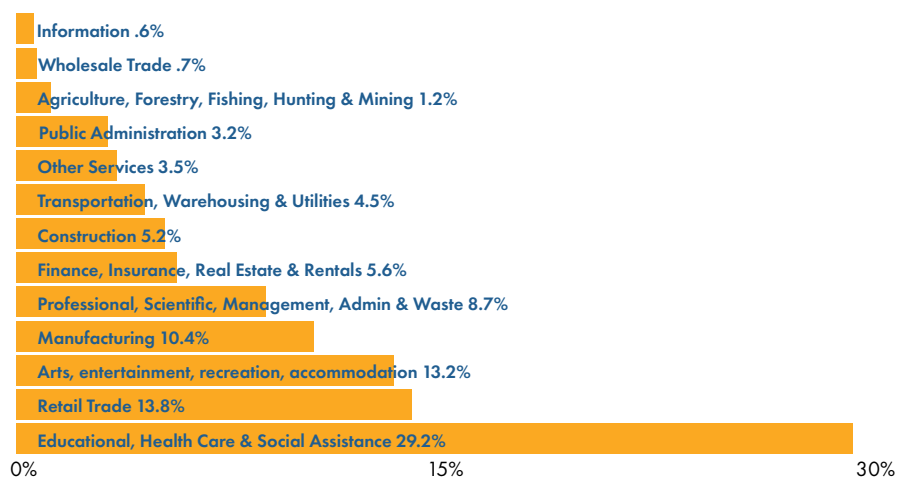


Common Languages Spoken by Limited Language Proficiency (LEP) Households in Cornhill

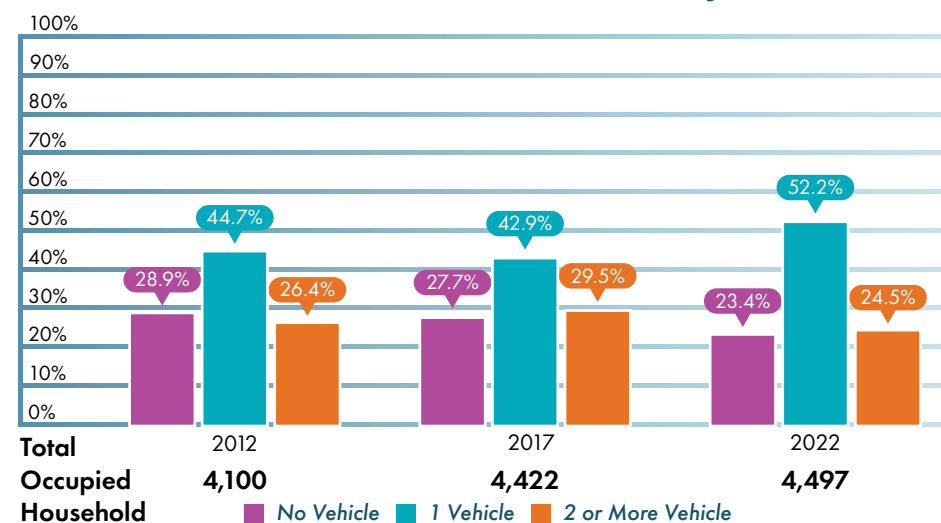


Note: Total Households in Cornhill 4,497

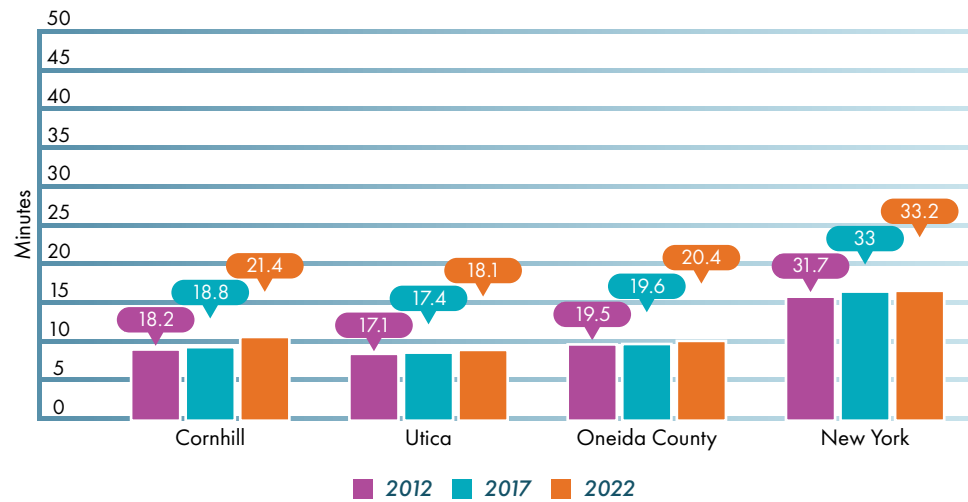
2022 Cornhill Resident Jobs by Industry



Cornhill Vehicle Availability Trends



Mean Travel Time To Work



X5: Additional Maps

0 500 1,000 Feet

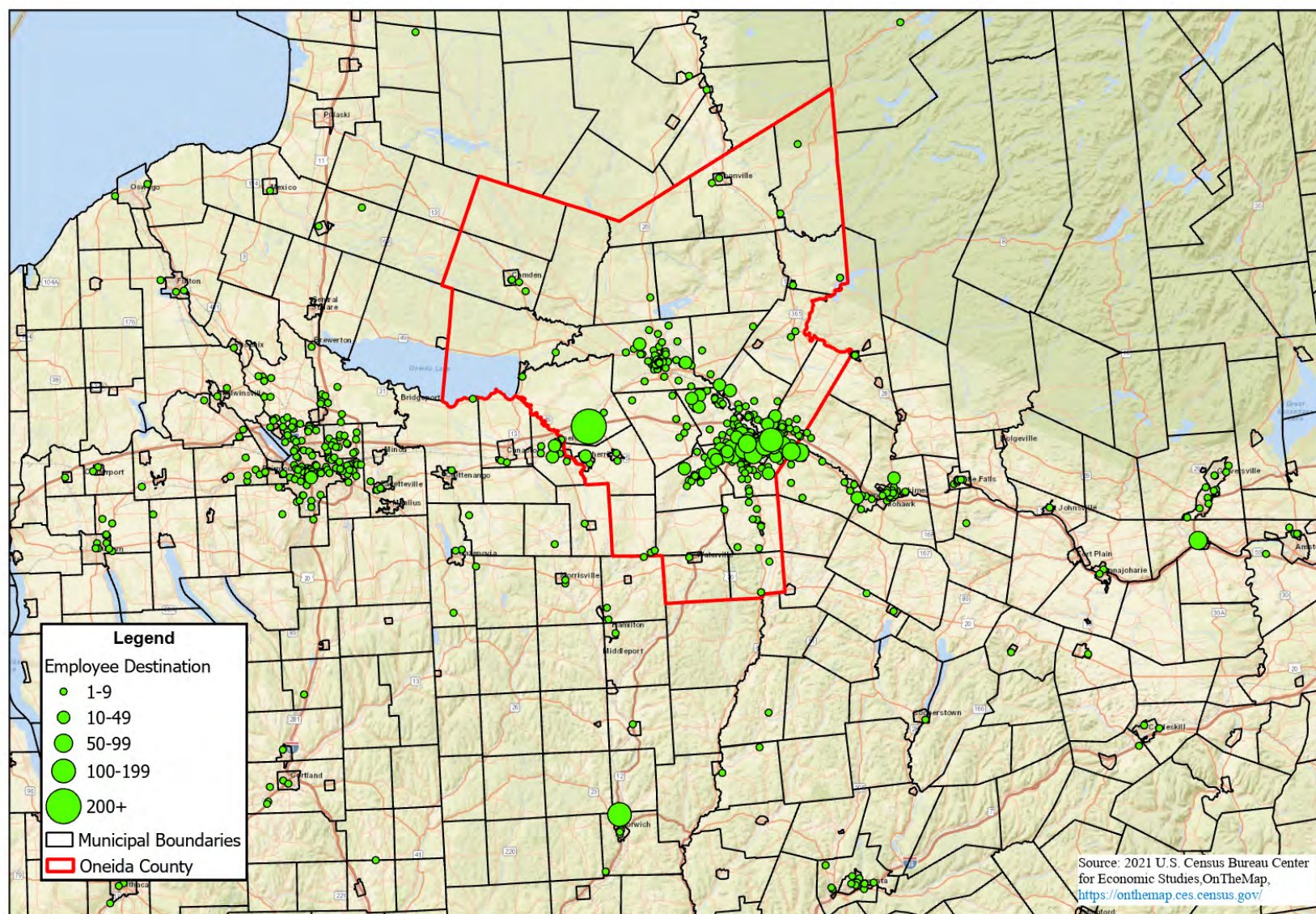
**Cornhill Revitalization
Land Classified as Vacant
City of Utica, Oneida County, New York**

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August 28, 2024

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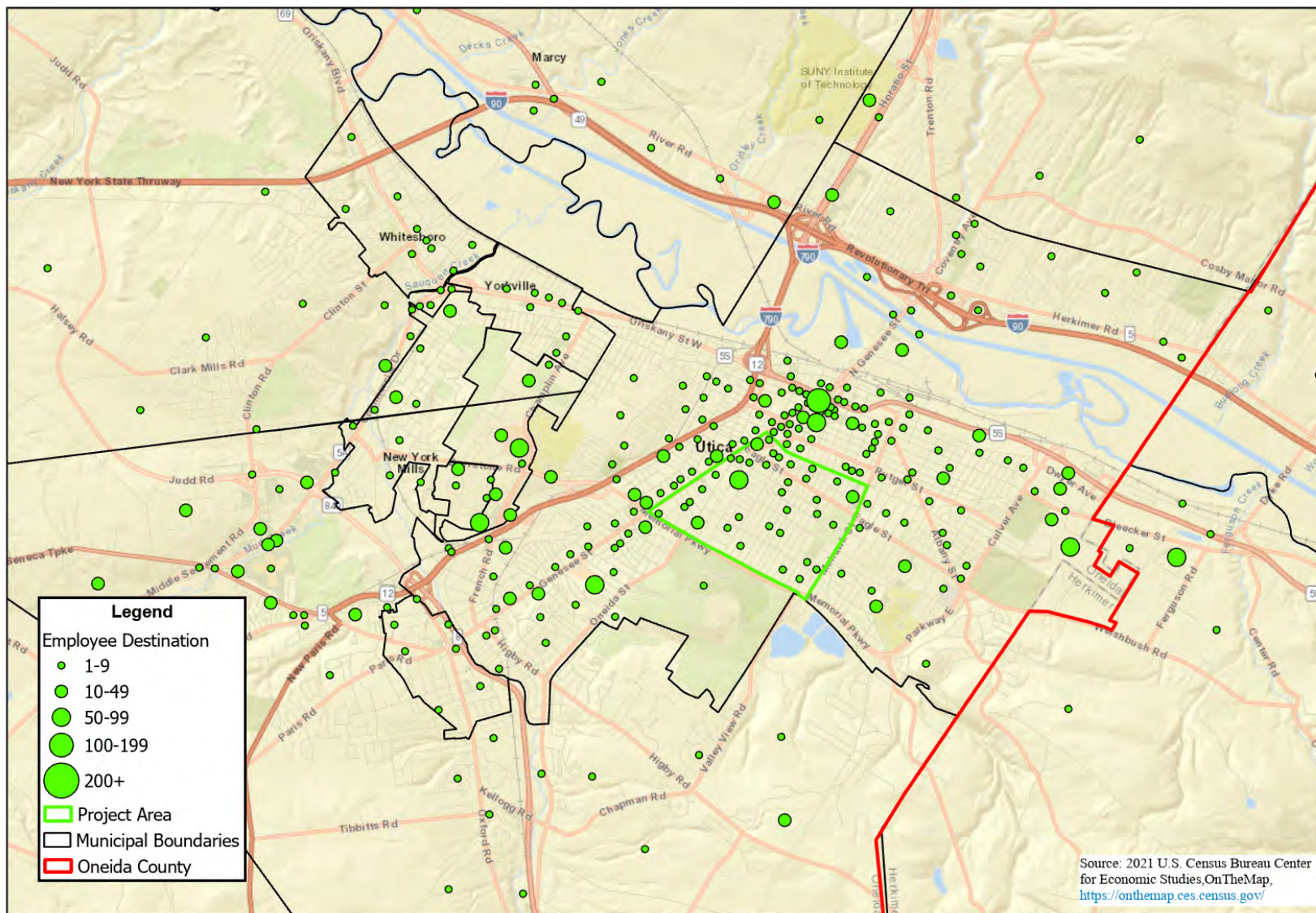


Cornhill Revitalization **Employee Destination** **City of Utica, Oneida County, New York**

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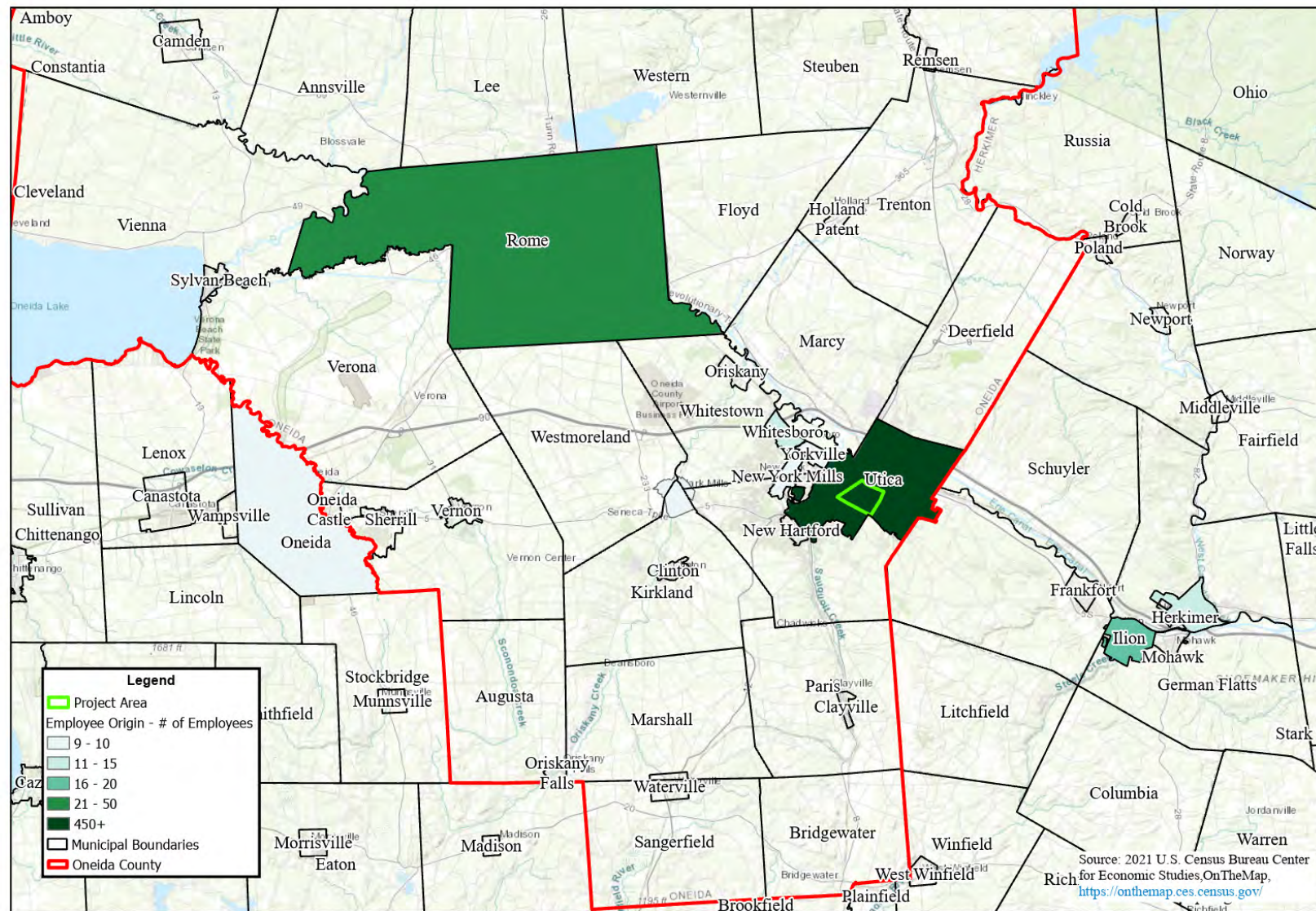


Cornhill Revitalization
Employee Destination, Utica Area
City of Utica, Oneida County, New York

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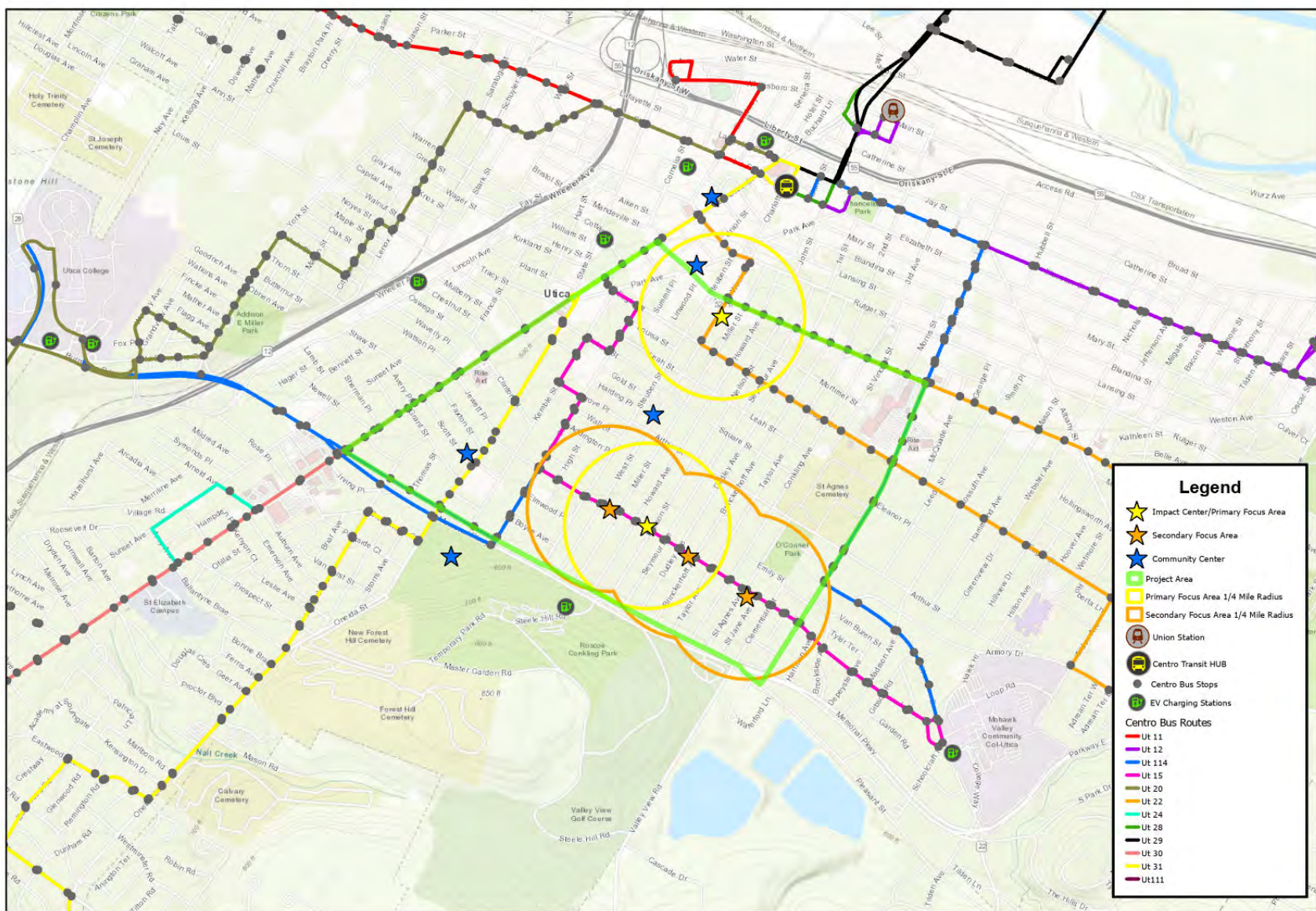




Cornhill Revitalization Top Employee Origins City of Utica, Oneida County, New York

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Cornhill Revitalization Transportation City of Utica, Oneida County, New York

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August 15th, 2024
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