



Proposal

*requalifying the
downtown core*

heritage



recreation



culture



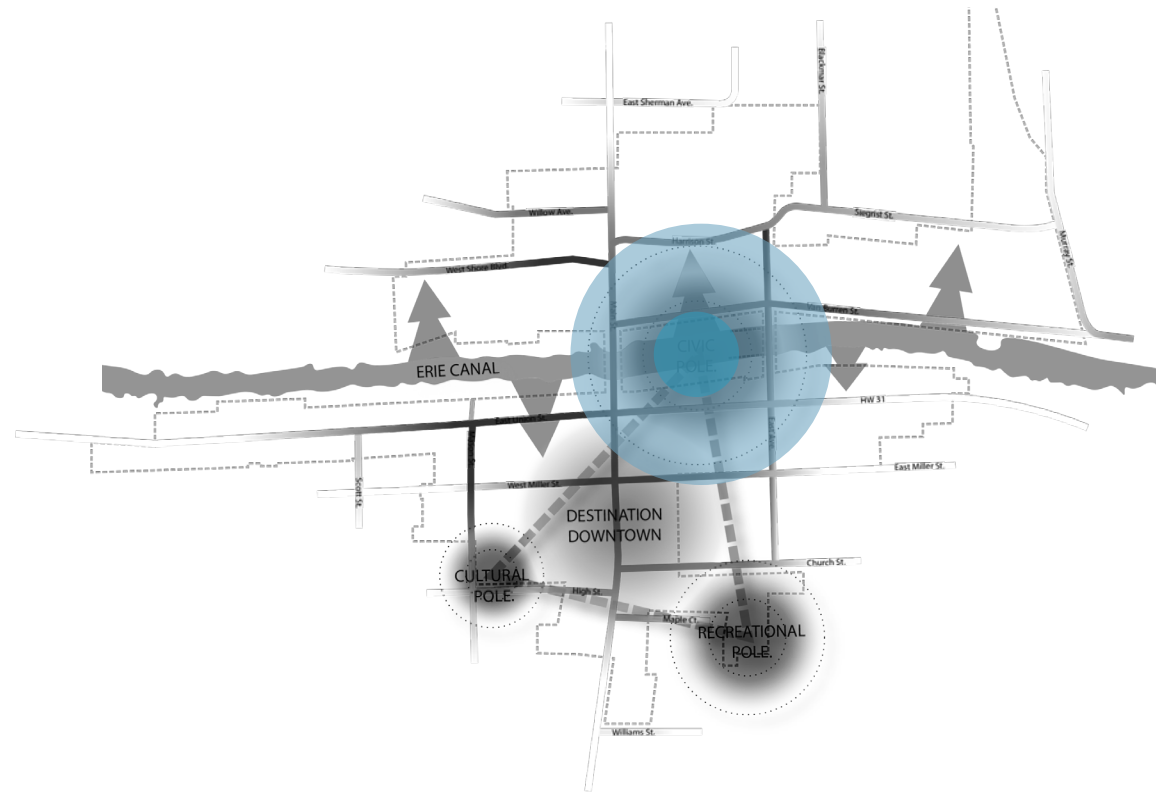
destination



sensible

*approach towards
dynamic urban futures*

Building off our synthetic urban dynamic analysis and proposed programming, this section will provide suggested design guidelines to implement into the urban fabric of the village's downtown core. The approach is sensible and has the intention to bring out a sense of place both amongst older and younger generations.



the erie canal

*weaving heritage back into
the downtown core*

Illustrating the city's historical past, the Port of Newark has often been described as underutilized during our community outreach event. Our design guidelines will propose a more articulate urban junction for the port. The intent is to increase accessibility and awareness of the Port's location and amenities within the downtown core.



identifying problem and potential zones

The T. Spencer Canal Port offers just over 83,000 sqft. of green space and recreation right off the downtown core of the Village of Newark. This well maintained space for leisure and recreation is underutilized and does not seem to respond to citizen's needs.

By identifying problematic and potential zones of this area resulting from a site analysis and compilation of results from our community outreach event, we were able to derive possible solutions to better articulate the site into the existing urban fabric.

Our mapping exercise of data collected characterizes the T. Spencer Canal Port as an enclave between four significant roadways that the city could not do without: on the East we have Main St., Highway 31 on the South, East Ave. on the West and finally Van Buren one way street on the North. Such framing by high speed transportation infrastructure is in contradiction with the area's primary vocation as a recreational space. Although it does offer pedestrian access, the pedestrian is not prioritized, and the lack of pedestrian controlled lights at street crossing make it difficult for users to access the park.

This Port area is further framed by a surface area of 180,400 sqft. destined for parking spaces. These asphalted spaces do not hold any other function nor do they offer any leisure or environmental interest and have thus been identified as potential zones. The green edges host minimal vegetation to offset heat islands produced by these large impermeable surfaces.

The Newark Chamber of Commerce and the outdoor theatre space are identified as high potential landmarks that drive interest to the north area of the Port.

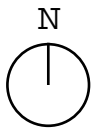


problematic zones

- segregation by transportation infrastructure

potential zones

- landmarks
- sidewalks + promenade
- parking spaces
- roads as public spaces



Design strategies

to consider in this area include but are not limited to the following:

- _Increase Pedestrian Accessibility to the canal port area;
- _Permeabilize asphalted parking surfaces;
- _Redesign parking for multifunctionality ;
- _Program for community oriented events / activities / workshops;
- _Reconsider necessity of parking spaces on Van Burren St;
- _Extension of paving material onto the streetscape both on Van Burren St;
- _Possibility of dedicating East Ave. for pedestrian access only;
- _Dedicate a tangent green area for dog park;
- _Providing more seating and resting areas for pedestrians and park users;
- _Wayfinding signage marking the orienting users of distances between civic, cultural and recreational poles and downtown-destination.

articulating the urban infrastructure

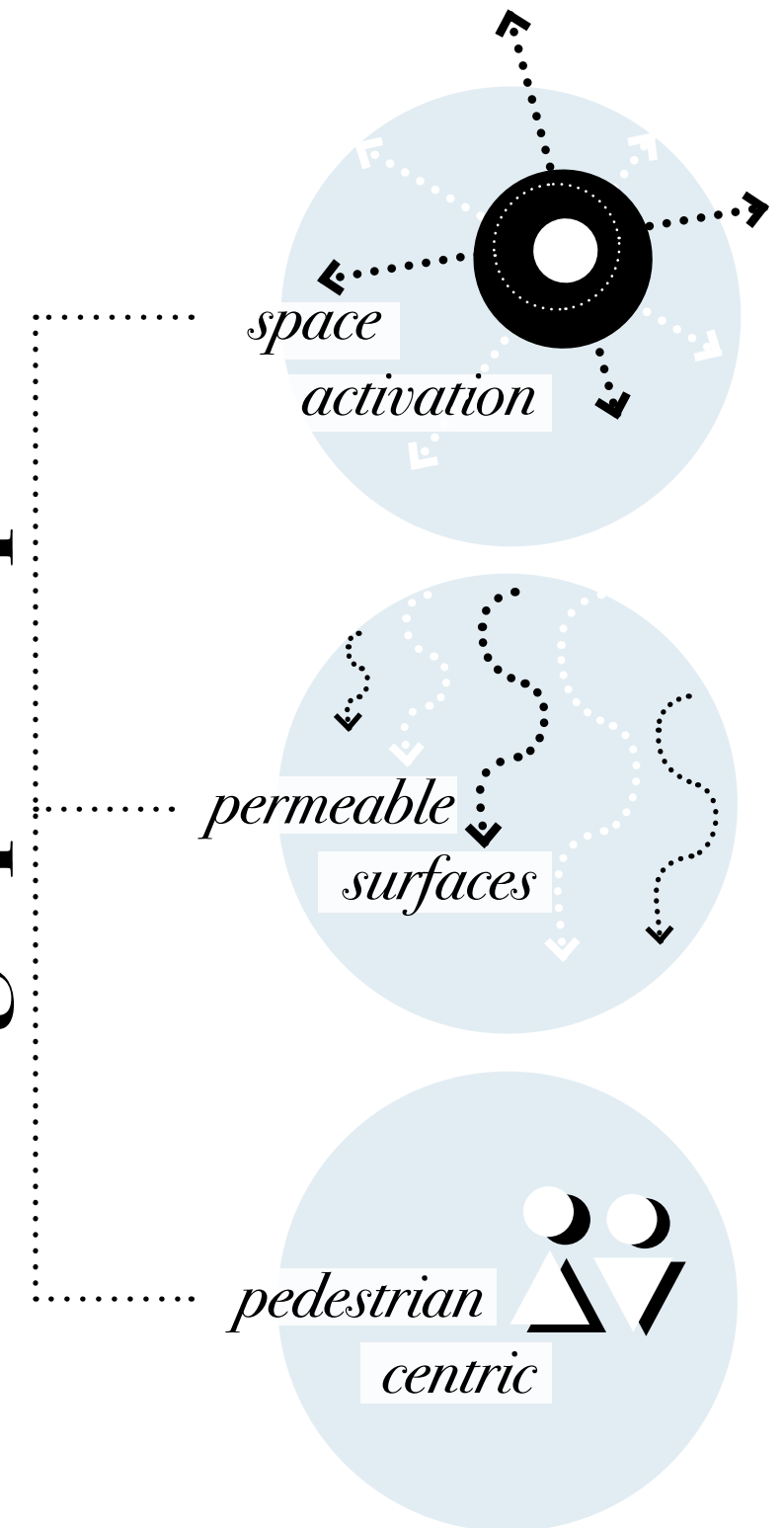
In order to promote visitor spending at local shops, we have included in our design strategies leisure and recreational spaces that will entertain consumers to stay a while at the T. Spencer Canal Port. Such strategies include the outdoor terrace on Buren St., a designated area to host weekly farmer's market in warm seasons and a winter market during cold season and multifunctional parking lots.

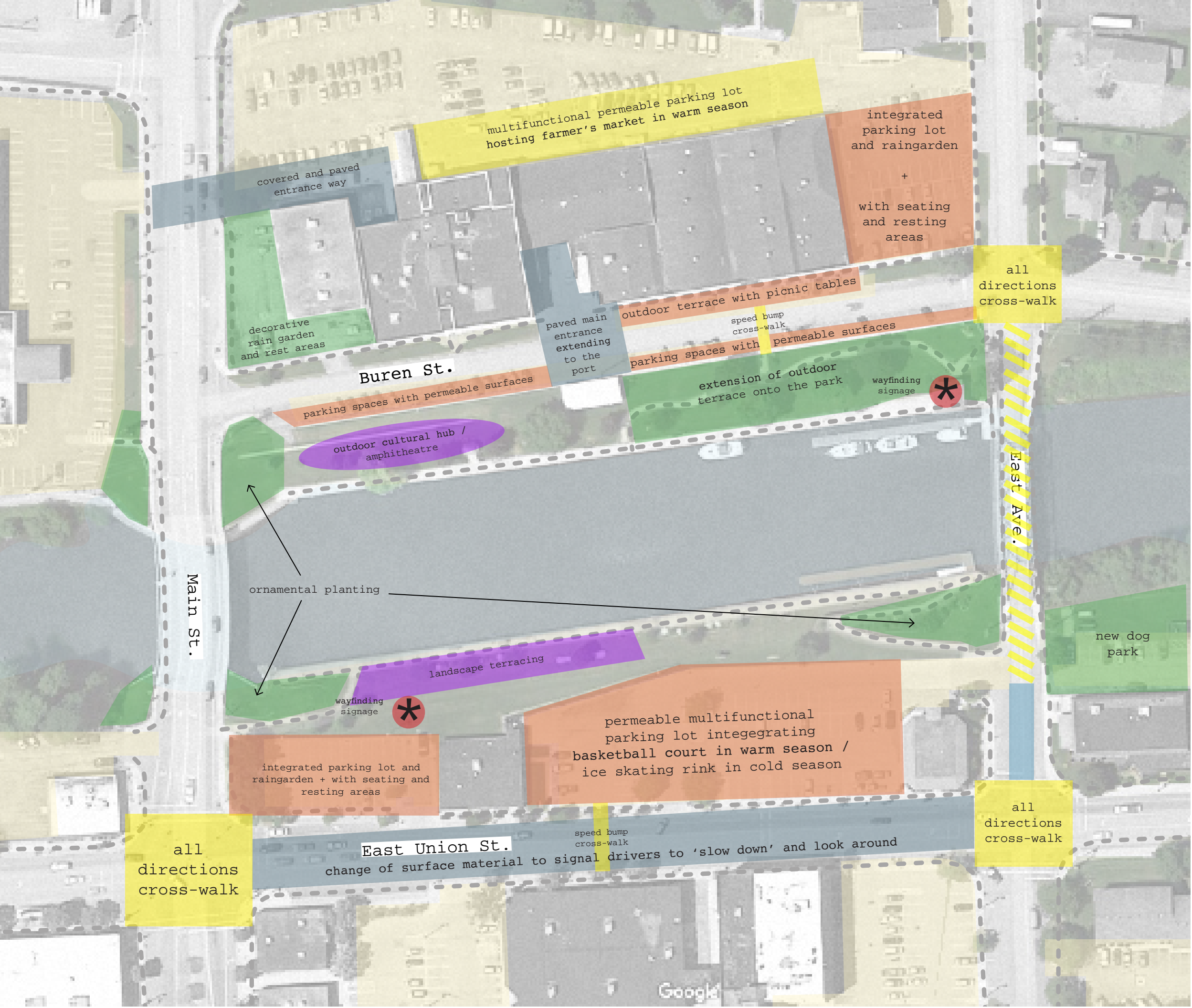
Building on existing development initiatives at the old 'Arc Wayne' warehouse building on Buren St. the proposed vision allows for a more inclusive and sustainable urban design approach.

A better articulation of existing infrastructure around T. Spencer Canal Port will allow for diversity in programming, as well as greater pedestrian accessibility to waterfront recreational spaces.

We have identified the importance of pedestrian accessibility in regards to park accessibility and street crossings. It is highly recommended that East Ave bridge becomes accessible to pedestrians only as to maintain the bridge and Port's historical aesthetic.

design principles





multifunctional permeable parking lot
hosting farmer's market in warm season

integrated
parking lot
and raingarden

+
with seating
and resting
areas

covered and paved
entrance way

decorative
rain garden
and rest areas

paved main
entrance
extending
to the
port

outdoor terrace with picnic tables

speed bump
cross-walk

parking spaces with permeable surfaces

extension of outdoor
terrace onto the park

wayfinding
signage *

all
directions
cross-walk

Buren St.

parking spaces with permeable surfaces

outdoor cultural hub /
amphitheatre

Main St.

ornamental planting

landscape terracing

wayfinding
signage *

integrated parking lot and
raingarden + with seating and
resting areas

permeable multifunctional
parking lot integegrating
basketball court in warm season /
ice skating rink in cold season

new dog
park

East Ave.

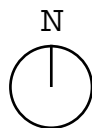
all
directions
cross-walk

East Union St.

change of surface material to signal drivers to 'slow down' and look around

speed bump
cross-walk

all
directions
cross-walk

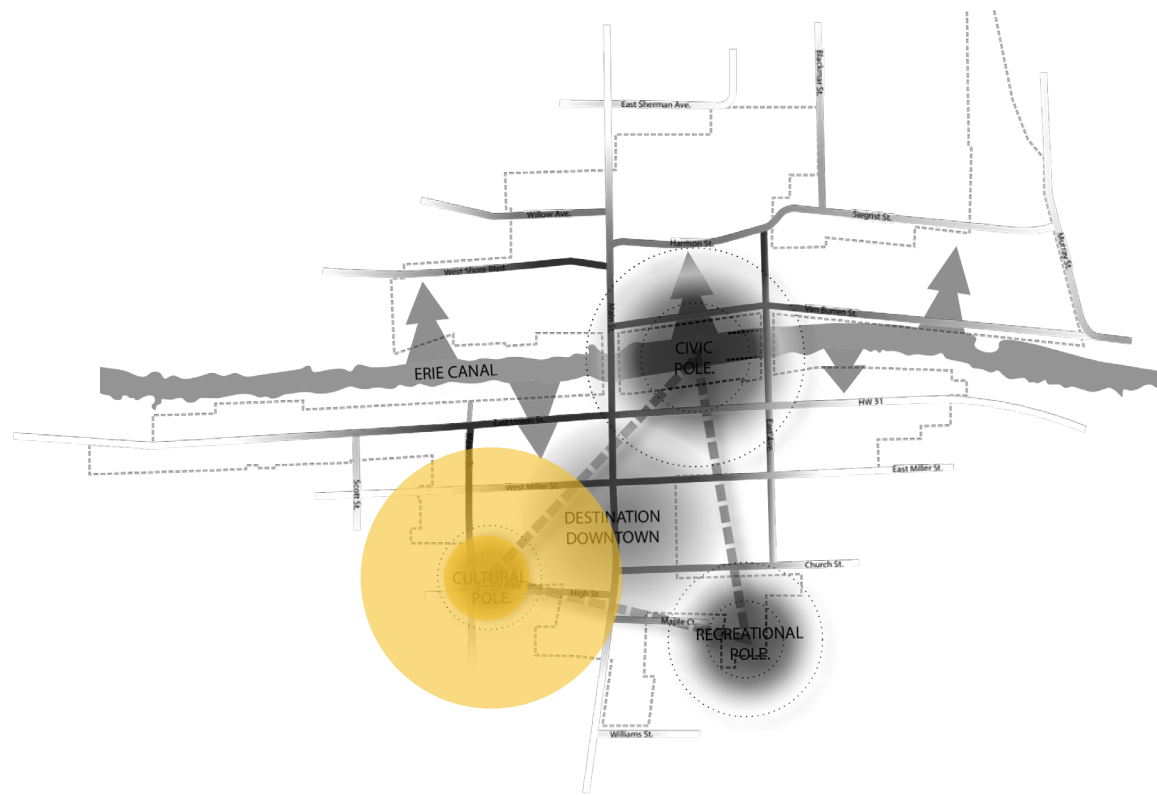




Steps towards Erie Canal Port. Source: Gwen Stark, 2018.

characterizing the erie canal as a civic pole

The suggested design strategies will characterize the Erie Canal as the civic pole of the Village of Newark. A space where locals and tourists alike will be able to gather to enact their citizenship, recreate and to appreciate the beautiful historic scenery of the Erie Canal. A reminder of the village's history and a promise of its future.



the library

*a cultural experience
beyond its four walls*

The Newark Public Library currently hosts a plethora of activities for all ages. Capitalizing on its popularity as a landmark for cultural and community events we suggest a new focus promoting cultural experience beyond the library's four walls. The design guidelines that follow intent to optimize the library's outdoor spaces and to increase its visual presence from the street.



identifying problem and potential zones

Currently the landmark for cultural and community oriented programming, the Newark Public Library finds itself constricted to a neighborhood of residential character. The latter ensures a rather quiet and peaceful ambiance for the library users but may also bring about conflict in regards to certain activities that gathers a larger, and possibly louder crowd.

The neo classical library building itself currently optimizes its footprint on the existing lot and has very little room to expand. Given the limited space, the potential of sharing some of its programming with the civic and recreation pole is recognized.

Allowing for a pervious threshold onto the streetscape not only to signal its presence and slow down traffic but also to allow for its cultural presence to be felt in the neighborhood is identified. Such overlap onto the streetscape would also encourage for a new dialogue between the Public Library and the Newark Arcadia Historical Society. As a cultural pole, this area demands for more shaded seating areas for resting and contemplation.

Limited diagonal parking spaces on the perimeter of the lot both on Mason and High streets offers convenience to its users. These mono-functional spaces have been identified as potential areas.

Parking lots at the corner of Mason and West Miller St. have also been identified as potential spaces for multifunctional uses as well as components of human and natural ecological corridor.

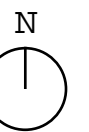


problematic zones

- segregation by transportation infrastructure
- residential properties

potential zones

- landmarks
- sidewalks + promenade
- parking spaces
- roads as public spaces



articulating the urban infrastructure

In support of the concept of bringing the cultural capital of the Public Library outside of its four walls to the streets, allowing it to permeate into the mixed residential and institutional neighborhood has led us to identify design strategies for this area.

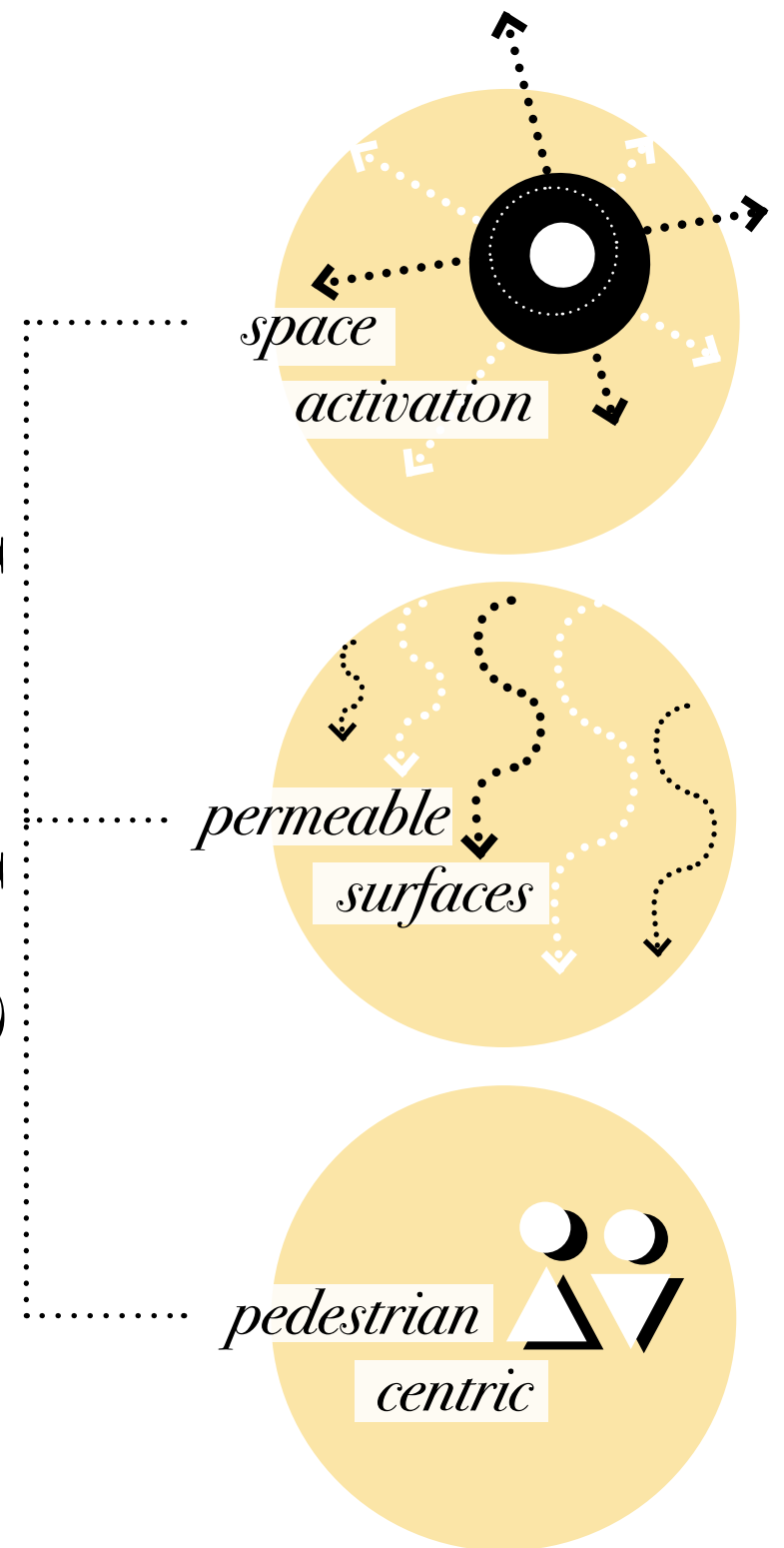
Such strategies include rethinking the diagonal parking spaces in front on Mason and High St. as multifunctional spaces and the possibility of integrating parklets into these during the warm season. As in the previous section, we advocate for permeable surfaces wherever possible. Parking spaces occupy a large surface area of the village's downtown core and allowing for their asphalted surfaces to become permeable will not only orient the village towards a more sustainable future but also allow for better stormwater management directly on the site as well as the possibility to offer cooler shaded areas by allowing for planting in these spaces.

We have identified the lack of seating and resting spaces in this area and suggest that an investment be made towards urban furniture in the green perimeter surrounding the Public Library. The latter has been characterized as the 'Library Garden'.

To increase the library and the historical society's presence to passers-by on the street, we suggest a change of paving on Mason and High St. as we approach the aforementioned institutions. Such change of materiality on the ground would also have the second role of slowing down traffic as cars approached all direction crosswalk at the corner of Mason and High St.

To make up for the lack of shaded seating area at the perimeter of the library and around the historical society, we have identified the parking lot of the Norman L. Waterman funeral home, at the corner of Mason and West Miller St., as a potential space that would largely benefit of a parking lot retrofitting.

design principles

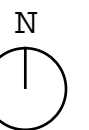




Design strategies

to consider in this area include but are not limited to the following:

- _Promoting outdoor and indoor spaces to host cultural and community oriented activities during all seasons;
- _important pedestrian nexus to be prioritized and accommodated;
- _Reconsider monofunctional street parking spaces as polyvalent spaces;
- _Consistent signage to orient users from and to 'downtown destination', 'civic' and 'recreation' pole;
- _Provide shaded resting areas for reading and contemplation.



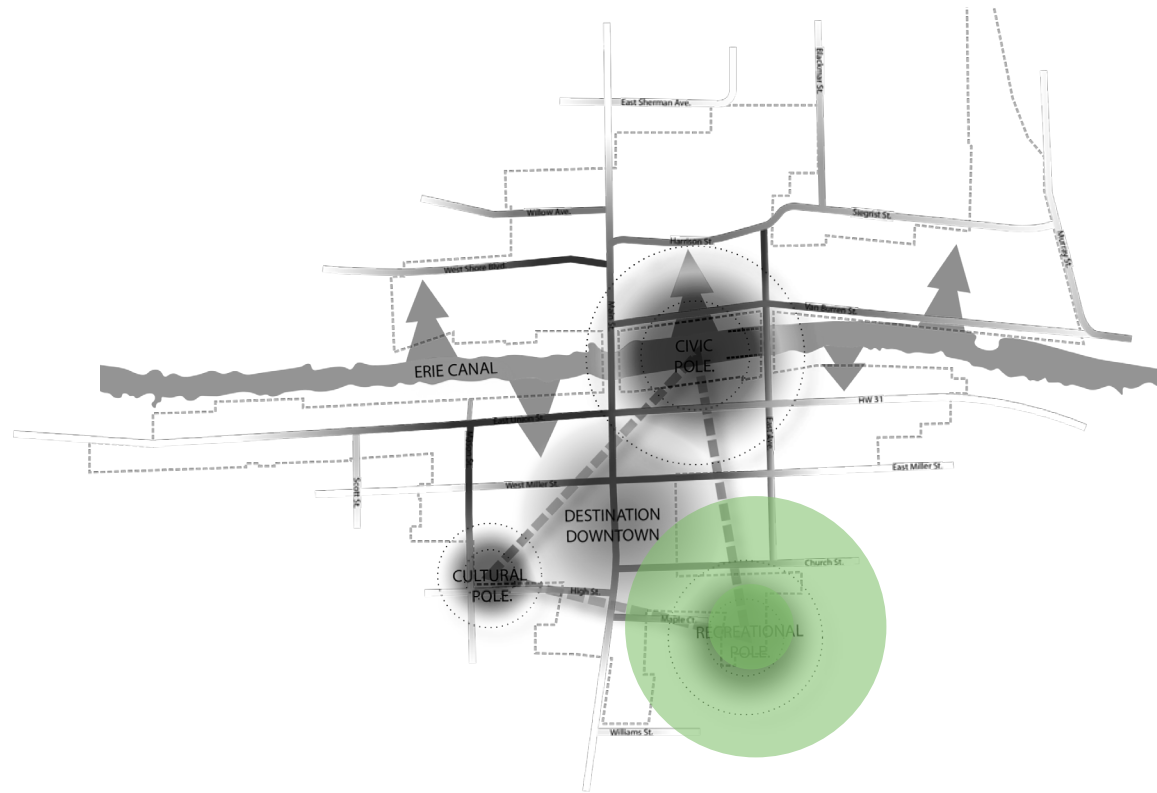


Newark Acadia Historical Society. Source: Google Maps, 2018.

characterizing the library as a cultural pole

The suggested design strategies will characterize the Public Library as the cultural pole of the Village of Newark. An inclusive space where citizens and visitors alike can visit and acquire a sense of the local community's values and culture in all seasons.





community

*an accessible and inclusive
community hub for all*

In response to adamant demand for community spaces during our community outreach meeting we identified the Alex El- igh Community Center and the K&M Demay Skate Park as the locus for the recreation hub at the Village of Newark. This area already recognized as a community hub has the potential to deploy itself and attend a diverse demographic.



identifying problem and potential zones

This area is currently allocates about 39 000 sqft. to impervious parking lots serving the back of Central Park's Presbyterian Church and find itself facing a neighborhood of residential character. In contrast just over the 8,500 sft. K&M Demay Skate park located on East Ave. is designated as public park space. The more intimate setting of East Ave. in comparison to Newark's Central Park on busy South Main St. present a good opportunity to integrate a children's playground in the area and serve a more diverse public.

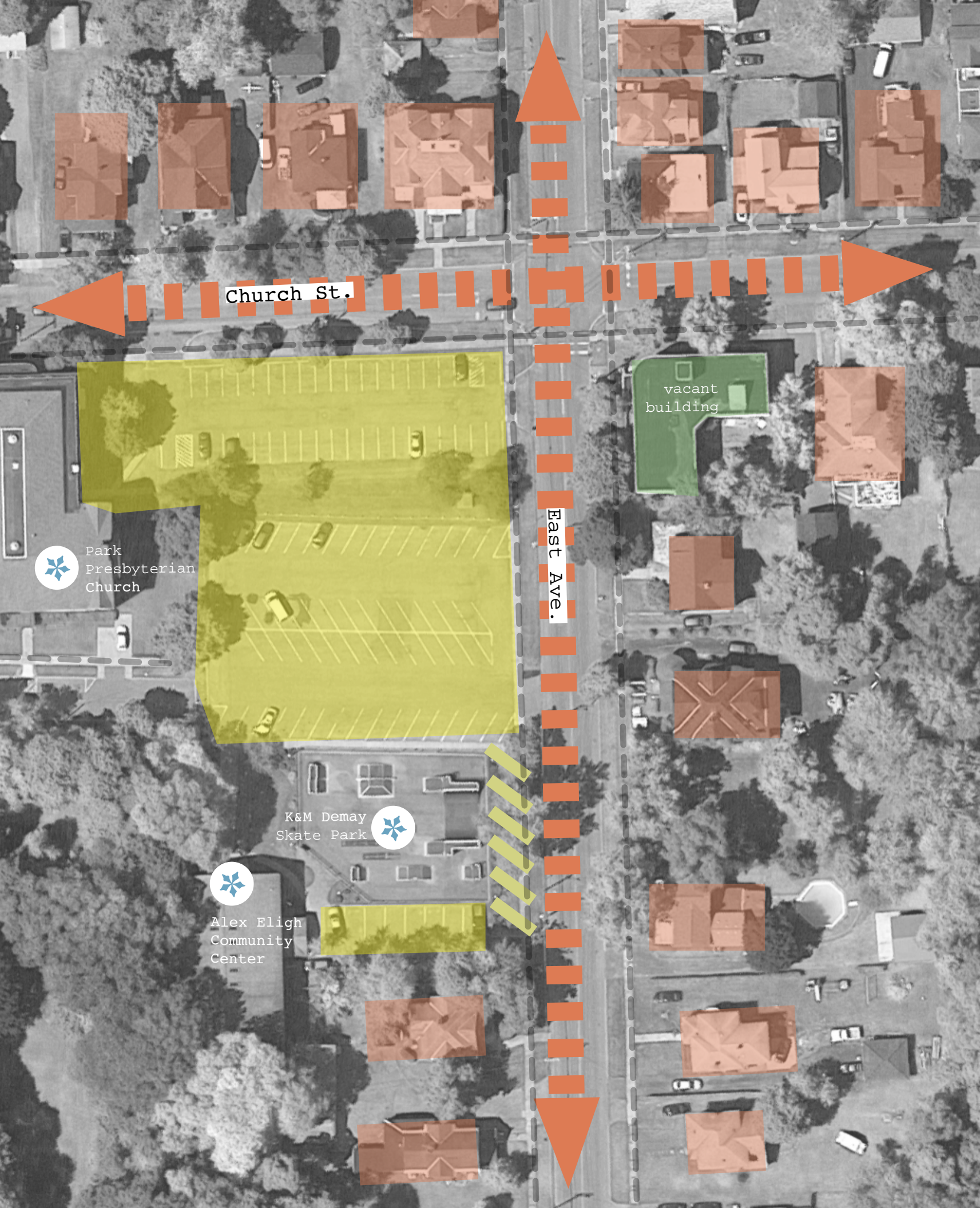
Along with the K&M Demay Skate Park, both the Park Presbyterian church and the Alex Elign Community Center contribute to the characterization of this area as a community hub.

An optimized use of the impervious parking spaces and the vacant building on the corner of Church St. and East Ave. would allow for the deployment of much needed recreational and community spaces identified during our community outreach event.

The challenge of balancing the neighborhood ambiance of East Ave. and the public infrastructure in demand to

service local population in this area remains.

As seen elsewhere in the village's downtown core, we have observed a lack of urban furniture in the area providing comfortable, shaded seating and resting area to pace and rhythm the pedestrian's walking.

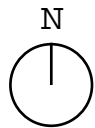


problematic zones

- segregation by transportation infrastructure
- residential properties

potential zones

- landmarks
- sidewalks + promenade
- parking spaces
- roads as public spaces



articulating the urban infrastructure

The identified area, just off of Main St., provides a great opportunity to establish the much in-demand Recreation Center that would include indoor gymnasium, pool, theatre, studio spaces as well as an underground parking lot to servicing the Recreation Center clientele. The vacant building on the east side of Church St. and East Ave. would host the relocated Alex Eligh Community Center. This new location will offer greater visibility and accessibility.

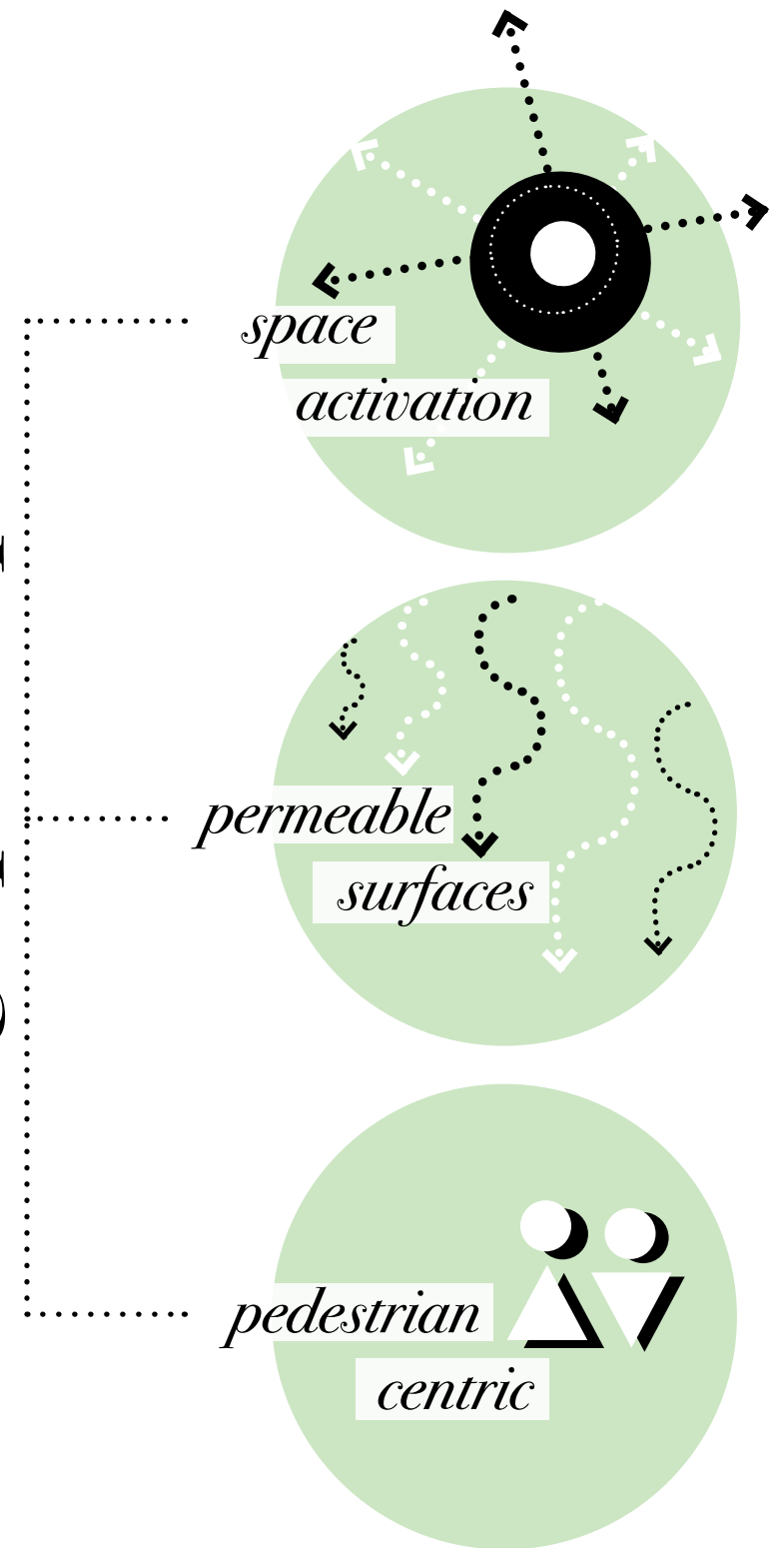
A diverse park programming attending to the needs of all generations is addressed in this area. A new skate park tangent to a basketball court on the West side of East Ave. have also been indentified. We recommend a designated area on the South side of Church St., next to the Park Presbyterian church for a children's playground, tangent to a parklet and a priority open-air parking zone.

All open-air parking spaces are recommended to have permeable surfaces and function dually as a public space with shaded resting areas.

To complement our design suggestions mentioned above we believe it is important to address pedestrian security

in relation to street crossing. As this area has a focus in servicing children, teenagers and elderly alike our design strategies recommends the implementation of a wider speed-bump cross-walk along East Ave. and Church St. in addition to a large all-way pedestrian cross-walk at their intersection.

design principles

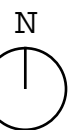


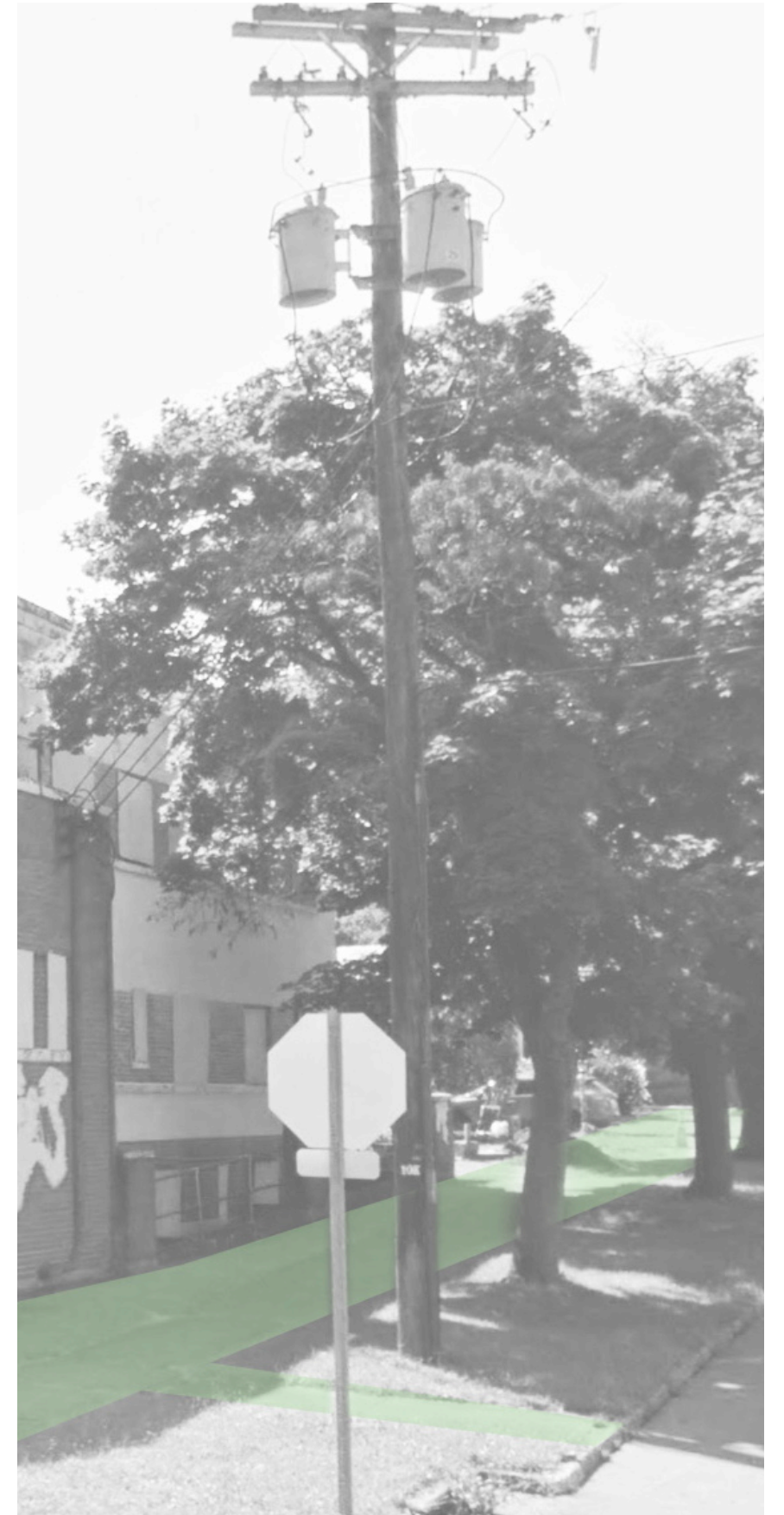


Design strategies

to consider in this area include but are not limited to the following:

- _Increase Pedestrian Accessibility and security
- _Permeabilize asphalted parking surfaces
- _Redesign open-air parking spaces for multifunctionality
- _Program for community oriented events / activities / workshops
- _Offer recreation spaces for all ages and all seasons
- _Relocate Alex Eligh Community Center for increased visibility





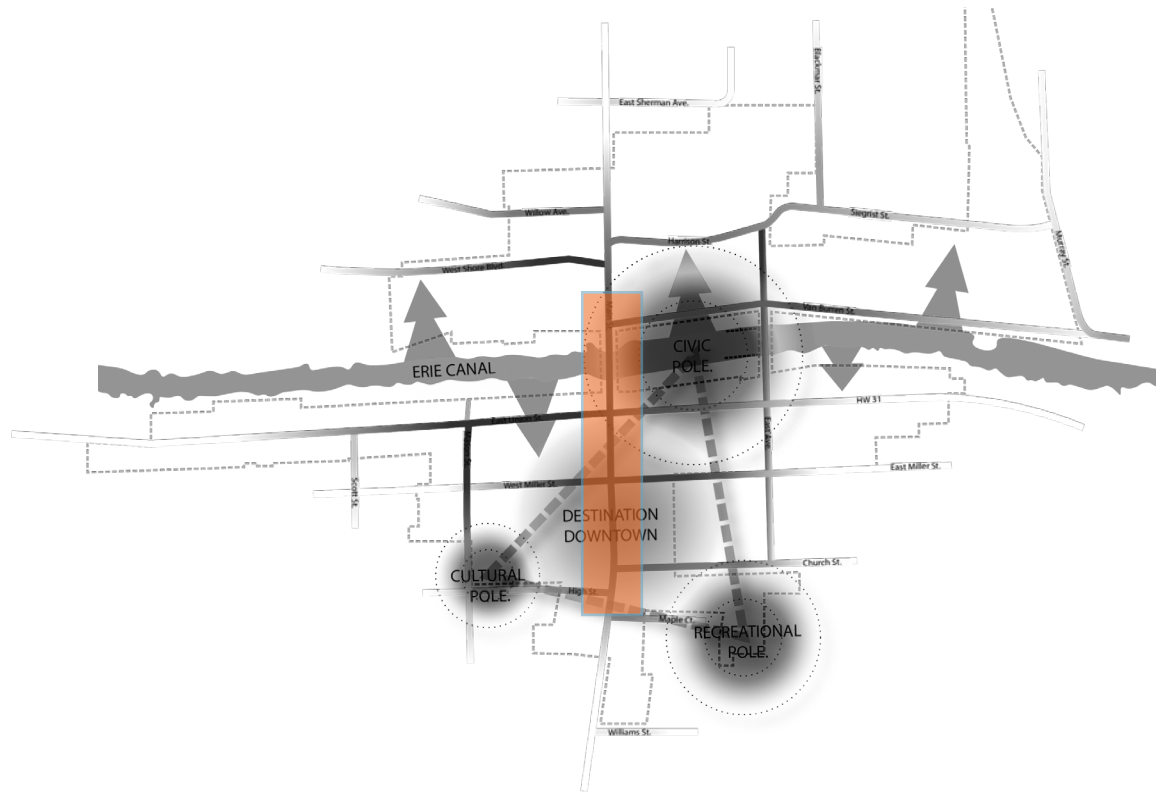
298 East Ave. Source: Google Maps, 2018.

characterizing the community

hub as a recreation pole

The suggested design strategies will characterize the Community area as the recreational pole of the Village of Newark. New public infrastructure will address existing needs of local population and avoid displacement to nearby communities. It would attract and retain young professionals and families.

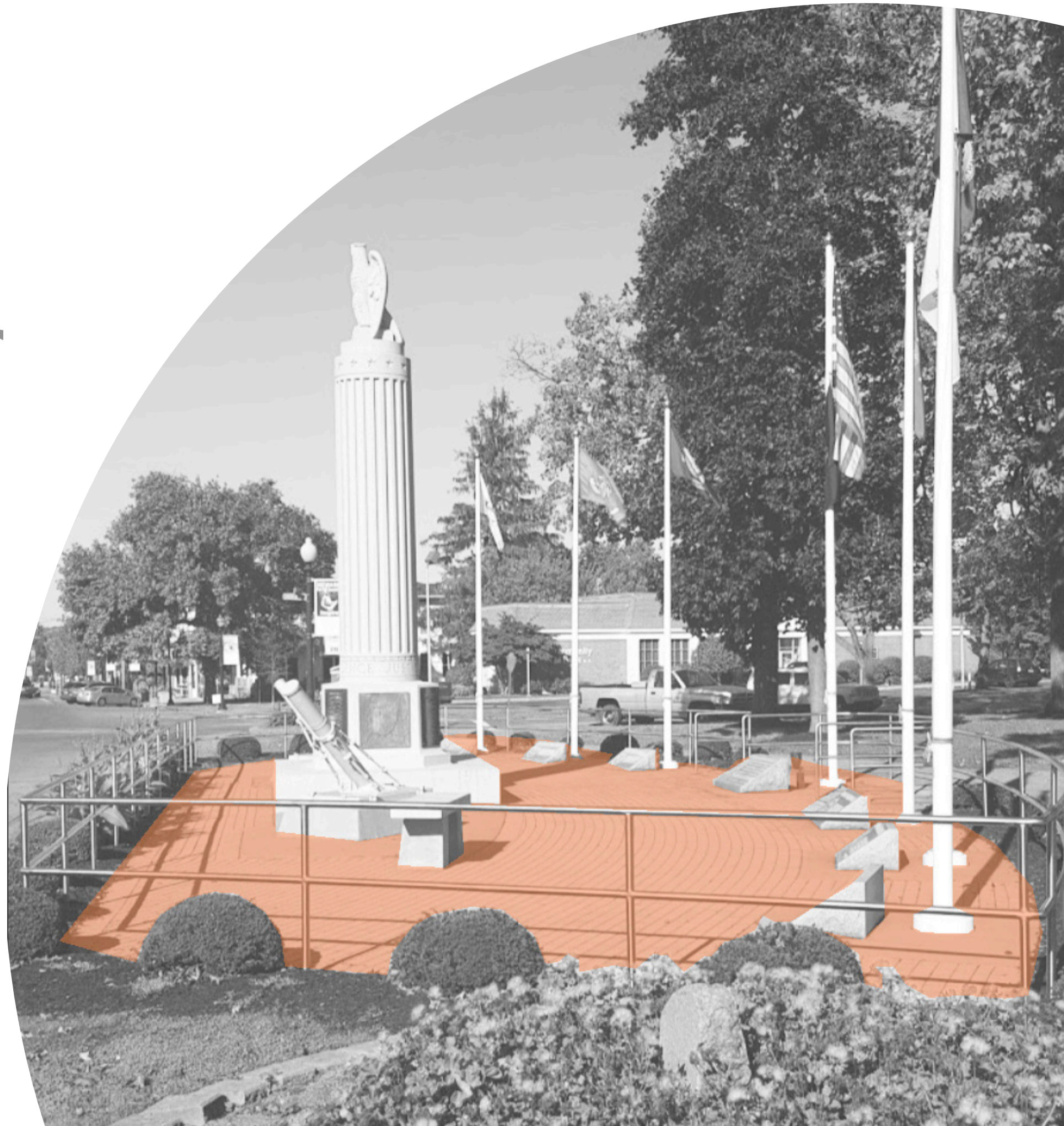




destination

*redefining retail and service
shopping in the downtown core*

A re qualification of the Main St. as it traces its way through the village's downtown core will redefine shopper's retail experience. Prioritizing the pedestrian experience in this area which will increase storefront's presence for consumers. Consistent signage aesthetics will provide unity and a coherent message for a downtown destination.



identifying problem and potential zones

This focus zone analyzes the edges of Main St. from the South side of West and East Union St. all the way to High St.. Here the Main St. makes room for, at its widest point, at the intersection with West Miller St., the equivalent of six lanes for traffic. Such a distance and a lack of visual connection sewing both East and West sides of Main St. make it uninviting for pedestrian strolling. In addition to that, traffic speed here is relatively high and does not make pedestrians at ease at street crossings and creates unease.

Out of all the areas identified as a focus zone, the downtown destination is the one allocating the most surface area to parking, of all with a total just over 160,000 sqft.. These are high potential zones for alternative paths and small gardens spread out through the commercial area.

Impermeable diagonal parking along Main St. blocks visual exposure of storefront and occupies space that could otherwise be allocated to decorative vegetation, urban furniture and parklets. Current street width offers the opportunity for complete street design allocating democratic space for pedestrian, bicycle and motor vehicles alike through the down-

town core. By accessibility by variable means of transportation accounts for a more inclusive design. This raises the possibility of linking Downtown Destination on Main St. to regional bike paths and trails.

East Miller and Church St., both perpendicular to Main St. have been identified as potential areas for slower traffic and pedestrian friendly areas. This addresses the possibility for these to be blocked off during festivals or community events in the downtown core without disturbing main traffic on major roads.

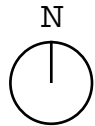


problematic zones

- segregation by transportation infrastructure

potential zones

- landmarks
- sidewalks + promenade
- parking spaces
- roads as public spaces



articulating the urban infrastructure

The intention in this focus zone is to articulate Main St. as a destination for retail and services in the downtown core of the Village of Newark. We believe that a step towards achieving this would entail making the West and East sides along with the cross-walks of Main St. more pedestrian friendly. Interventions such as the introduction of urban furniture at regular human-size intervals on the edge of sidewalks to allow for moments of resting, waiting, and contemplation. It is recommended that these be strategically placed in front of / facing existing and projected storefronts.

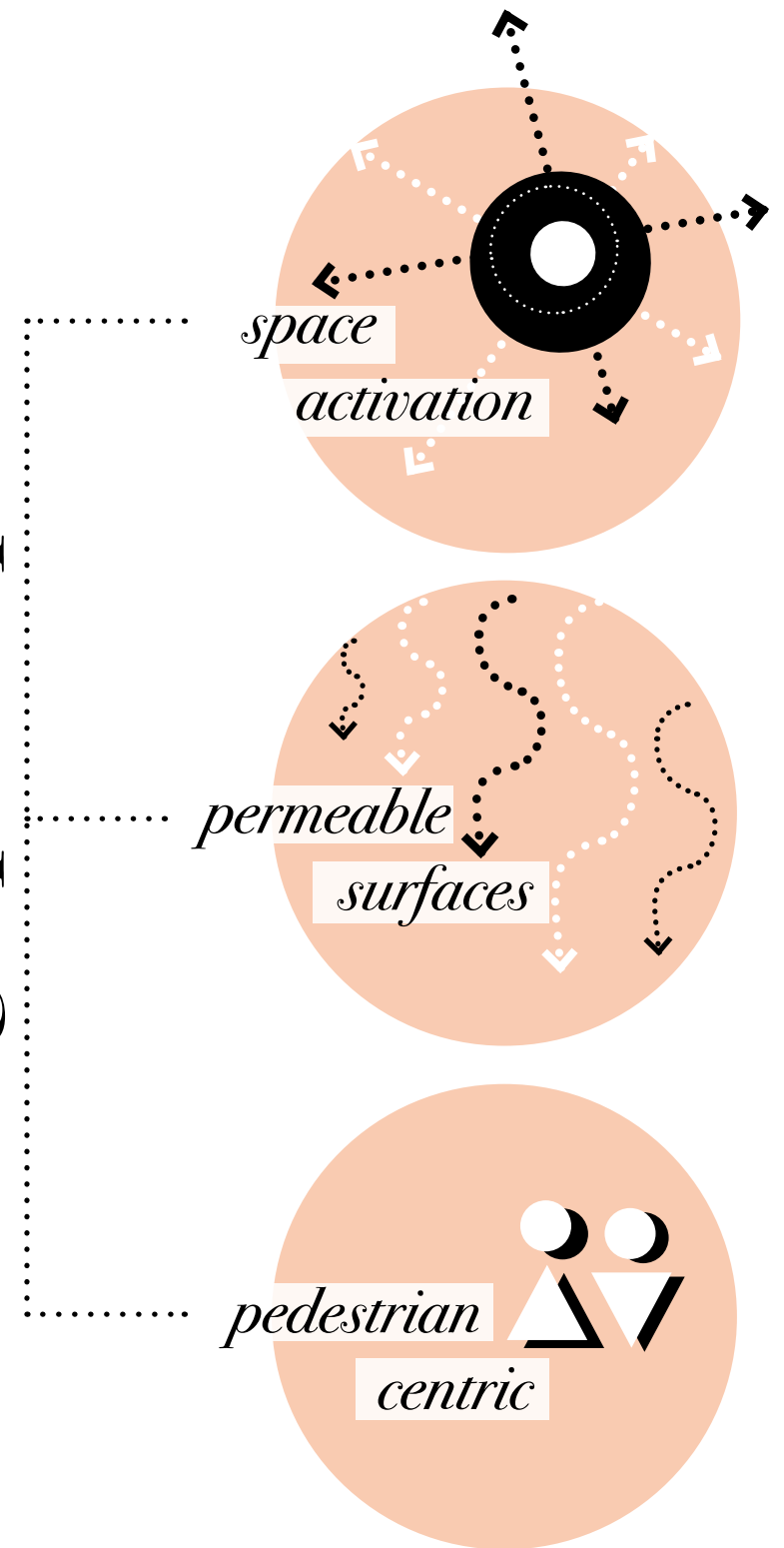
Physical linkages between these edge-like public spaces with multi-functional parking lots such as paths are also encouraged for strolling and discovery inside the blocks. Such an intervention would appreciate certain real estate currently underexploited for commercial and institutional purposes. It would also allow for the optimization of building façades and encourage a larger number of small merchants rather than fewer big box retailers.

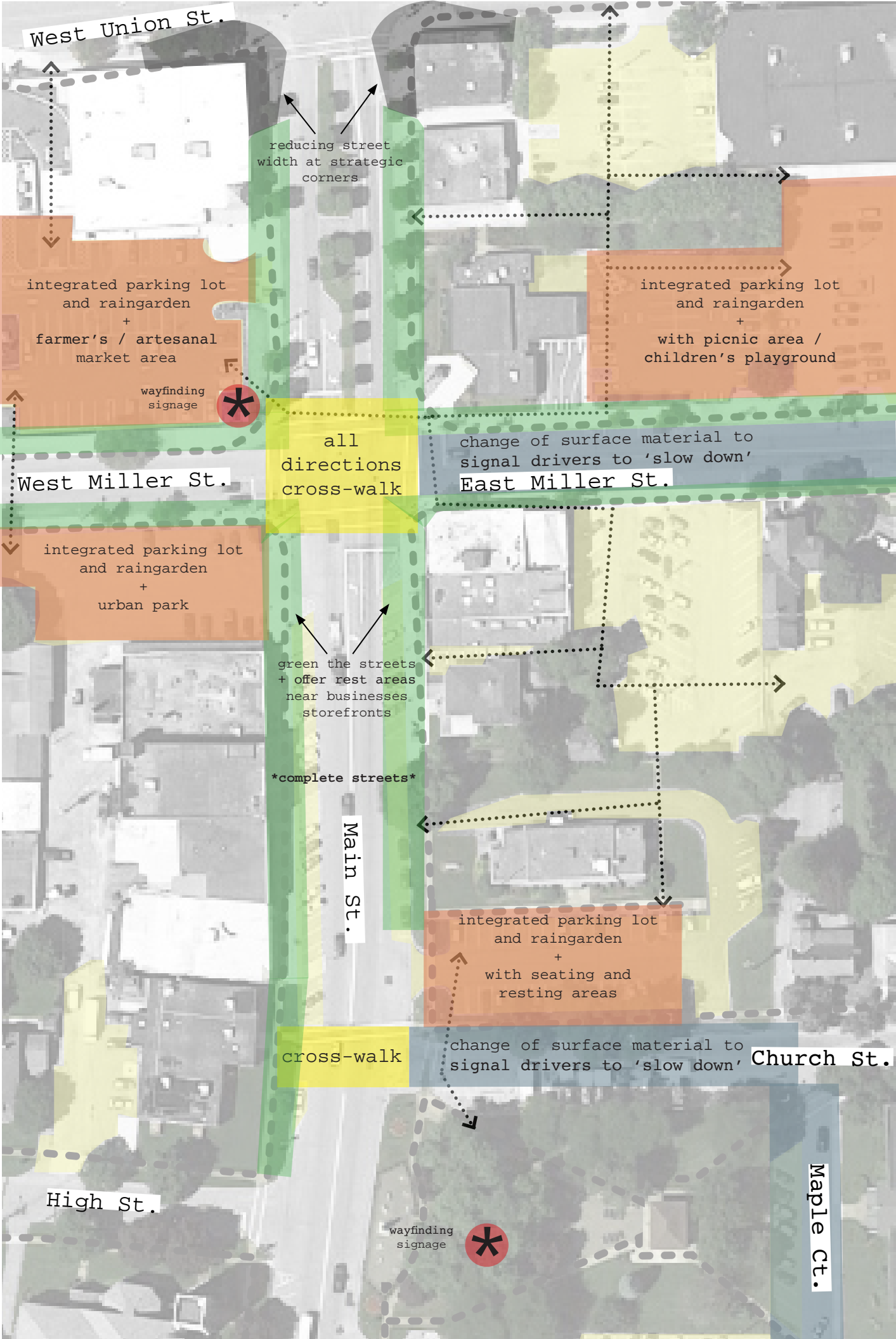
An all direction speed-bump cross walk at the intersection of Main St. with West and East Miller St. is proposed to

both slow down traffic and stimulate and encourage commercial and public spaces in all four corners. The potential identified for both East Miller and Church St. as pedestrian friendly zones manifest itself through homogeneous paving materiality from the north sidewalk through the street to south sidewalk where motor vehicles and pedestrian may circulate together at reduced speeds and where the street may be completely closed off to motor vehicles during special events.

Open-air parking lots are transformed into permeable surfaces and rain gardens. Urban furniture and shaded rest areas are integrated into these large spaces offering them an additional function. These areas would also have the capacity to host events and fairs when necessary.

design principles

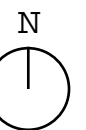




Design strategies

to consider in this area include but are not limited to the following:

- _Make the sidewalk / storefront interface more pedestrian friendly
- _Reduce speed of cars driving through this section by reducing street size on this stretch
- _Speed bumps
- _Aside from street trees, consider 'parklets' installed on street parking spots for summer months
- _Define coherent signage style indicating 'downtown destination' area.
- _Identify vacant real estate and indicate most promising / strategic locations for incoming businesses
- _Possibility of connecting to regional bike routes
- _Permeable parking spaces
- _Consider walking distance and pace, allow for comfortable pauses and interest points along the way





East Union at Main Street. Source: Gwen Stark, 2018.

characterizing the main st.

as downtown destination

Main St., also known as Downtown Destination provides for a leisurely retail and service shopping experience for tourists and locals alike. Retrofitted storefronts, comfortable walkable landscapes and diverse product offering invites consumers all year round.





Vision

articulating a sense of place

“

On the edge of the historic Erie Canal, the Village of Newark provides its residents and communities a place to play and work within a vibrant and active downtown at all seasons.

seeking

a collective urban imaginary

Urban renewal diminished the uniqueness of the Village of Newark. The removal of key buildings has not only uncharacterized the downtown core but also left behind some disparate voids in the urban fabric. A number of these voids have taken a new vocations as transportation infrastructure and parking lots. These public spaces are not optimized.

Contemporary Urban Design and Landscape Architecture practice has proven innovative and pragmatic when it comes to deriving solutions for such spaces.

Our proposal follows a thorough analysis and successful community outreach event. Throughout the desire for a more inclusive and dynamic downtown core stands out. Citizens feel an absence of civic and community spaces available to their families at all seasons. Currently enterprizes such as Wegman's or Walmart seem to be fulfilling this need. ''I go to Walmart to run into my neighbours'' stated a community member. ''

It has been observed that the downtown core of the Village of Newark has the spacial resources needed to fulfill it's community's desires. Collaborative efforts from the planning, economic development and landscape departments can lead to a dynamic programming for the Village that will offer its youth with prospects of personal and professional growth.

An adapted vision statement leveraging from its proximity to national heritage of the Erie Canal has been derived for the village. We believe that a more focused iteration will help target strategic development and programming identified in this report.

All generations gathering to participate at the annual Laurel 5km run. Source: Village of Newark Facebook Page, 2018.

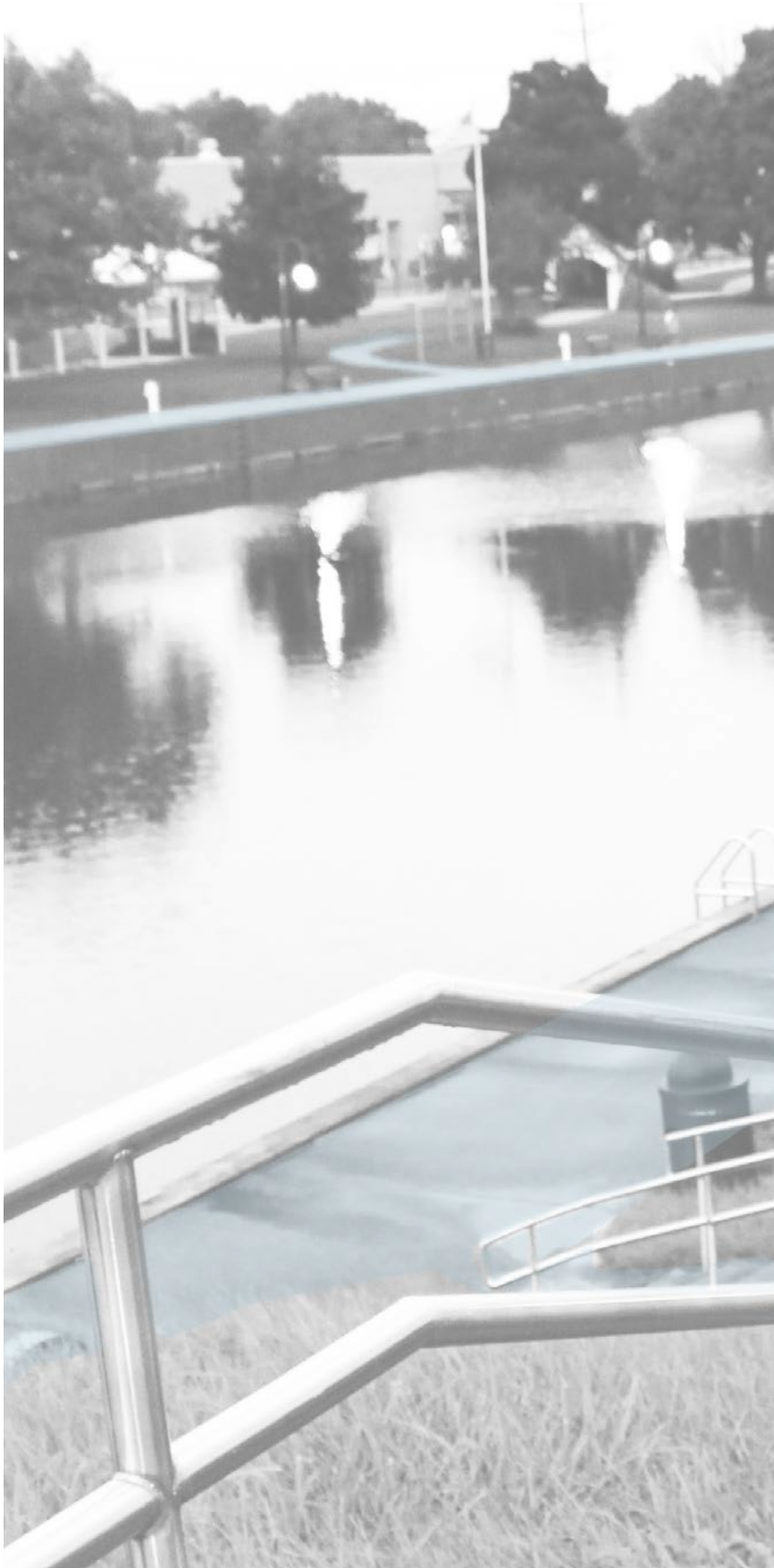






After thoughts

further developments



Steps towards Erie Canal Port. Source: Gwen Stark, 2018.

what's next ?

translating the vision into bite-size design projects

This preliminary site analysis, derived design guidelines and proposed vision makes way for the next step. Taking up one focus area at the time, it is encouraged that bids for bite-size design projects be released. Bite-size projects implemented within the overarching themes identified in this report will allow for smaller firms with high

creative capital to compete. Possibly even to involve the local community to undertake participatory design initiatives in partnership with a team of professional designer. Such enterprise is desirable in this context to reinforce collaboration and dialogue between the diverse communities of the Village of Newark and evoke a sense of place.

Where budget is lacking, temporary urban furniture constructed out of recycled material is an option. Such ephemeral landscapes evokes the imaginary and allows for the testing of different ideas throughout the years, or seasons where a consensus is difficult to reach or where design intentions are acting upon private property where owners do not wish for permanent installations.

As emphasized throughout the report, the human-scale and pedestrian accessibility between important poles of the downtown core is to be emphasized in future projects at the Village of Newark. This will encourage local and tourist flâneries, aimless strolling, and eventual consumption at local shops.

Cornell University

Design Connect AAP Report
Fall 2018

Client:

Taylor, Jonathan

Village of Newark, Mayor

Project Manager:

Herman, William

Bachelors of Landscape Architecture

Contributors :

Colban, Kaia

Bachelors of Applied Economics

Guzelocak, Polen

Bachelors of Architecture

Hassun, Jihany

Masters of Landscape Architecture

Hill, Genesis

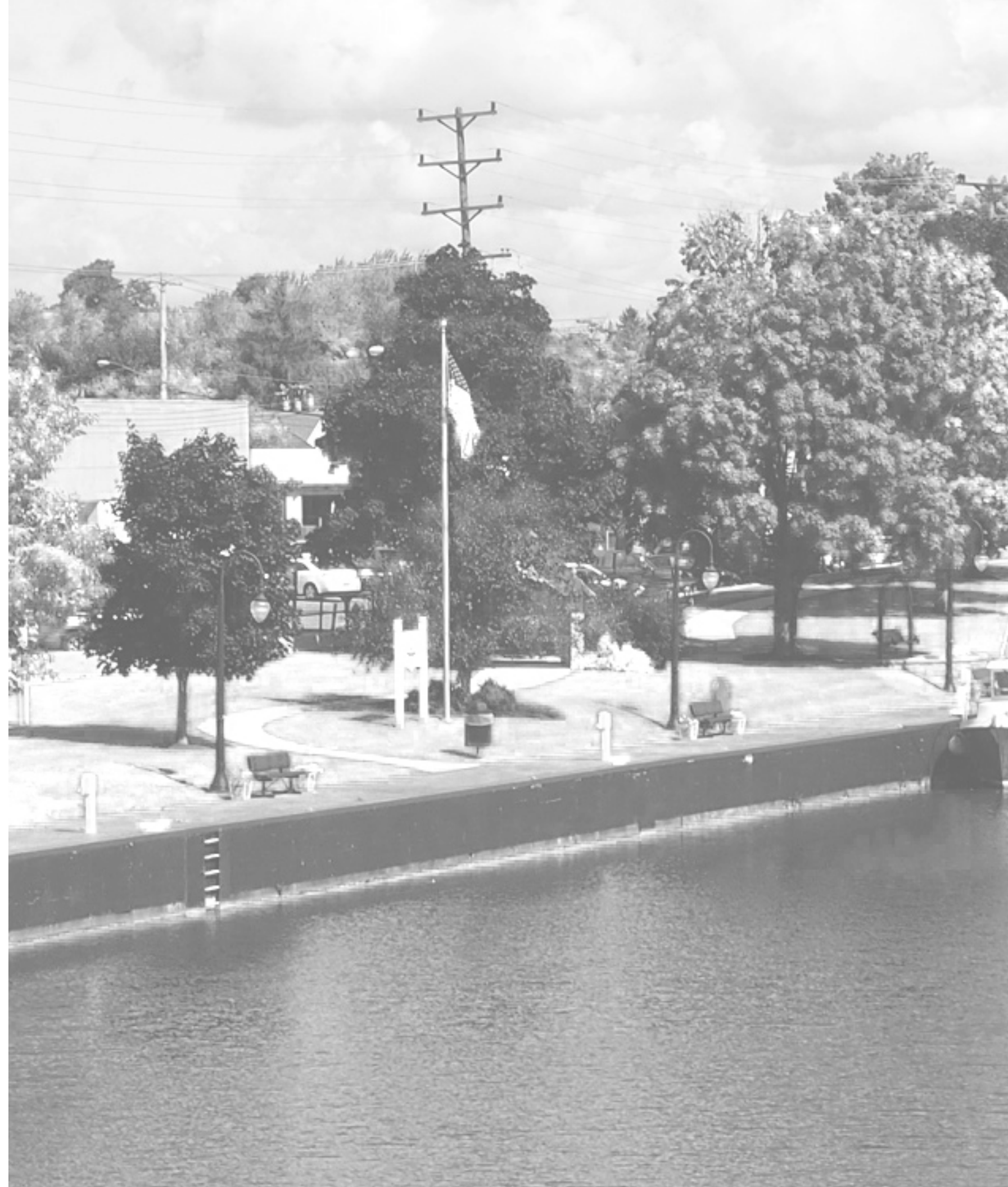
Masters of Regional Planning

Abebe-Kifetew, Yabework

Bachelors of Urban Planning

Stark, Gwen

Bachelors of Landscape Architecture







Village of Newark

Design Connect AAP Report

Fall 2018