

Bailey Avenue Corridor

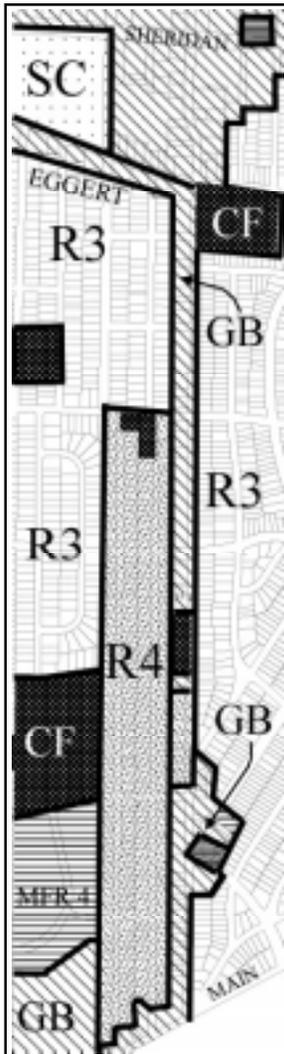
(Grover Cleveland Highway to Eggert Road)



Bailey Avenue is a north-south arterial providing an important linkage between the City of Buffalo and University of Buffalo South Campus and Eggertsville and other parts of Amherst to the north *(See Key Map at left)*.

A diverse mix of land uses can be found along Bailey Avenue. The current roadway corridor continues to confront a problem of conflicting land uses, and is currently experiencing a roadway project that may change the “low key” character of the street.

The intersection of Bailey Avenue and Grover Cleveland Highway provides a commercial “node” of neighborhood retail and service uses.



Findings

- ❖ The east side of Bailey Avenue, except for parcels near the intersections of Eggert Road zoned (CF) and Grover Cleveland Highway zoned General Business (GB) and Motor Services (MS), is zoned for low-density, single-family detached development (R3). This is in contrast to the General Business District (GB) zoning that dominates the west side of Bailey Avenue *(See Zoning Map at left)*.
- ❖ The Bailey Avenue Corridor has a mix of land uses from commercial and institutional uses to single-family residential uses. This mix is particularly evident on opposite sides of the street from Grover Cleveland Highway to Eggert Road .
- ❖ The Bailey Avenue Corridor is primarily comprised of shallow lots (typical depth of ±110 ft.). This complicates potential new development, as lots are often too shallow to meet current front and rear yard setbacks prescribed in the Town zoning ordinance.
- ❖ Bailey Avenue has seen large volumes of traffic over the years, putting stress onto the numerous single-family residents living along this arterial. Current plans for the street include reconstruction and widening that will alter the character of the surrounding neighborhood.

For zoning codes refer to Appendix C.

- ❖ Maintenance of Bailey Avenue sidewalks has varied over the years. Residential areas generally have sidewalks, while the commercial zones have provided only partial sidewalks. In fact, limited building setbacks and large paved parking areas within the right-of-ways have “covered over” or eliminated sidewalks. Streetscape elements, sidewalks, and other pedestrian-mobility features will be addressed as part of the current Bailey Avenue reconstruction project.
- ❖ The character of the Bailey Avenue Corridor is defined by primarily residential uses on its east side and commercial uses to its west side.

The Bailey Avenue Corridor appears to be relatively healthy. Turn-over of tenants and uses has been evident over the years, yet, currently the commercial nodes are occupied. Buffalo Harley Davidson is breathing new life into the former Gardener Furniture Building. Corridor housing stock is in good condition, and public space improvements are underway in the form of the Bailey Avenue reconstruction project.

The largest issue facing the Bailey Avenue Corridor is its identity. The mix of uses between the Bailey/Grover Cleveland commercial node and Bailey/Eggert node do not portray a clear identity for potential investors. As previously mentioned, one side of the street is residential while the other side is a mix of commercial and residential uses. Investors need to know their investment has an opportunity to grow without resistance from surrounding property owners.

In the short-term the Town should undertake specific regulatory and image/enhancing actions to establish compatible land uses and improve corridor aesthetics. While the impacts of regulatory actions may be more long-term, establishing this framework for future development is of immediate importance.

Bailey Avenue Corridor Recommendations

Action 1

Town Board adopts a new mixed-use development zone including provisions for work-live structures on the west side of Bailey Avenue between Cambridge Boulevard and Betina Avenue. Permitted uses and scale of development would be compatible and complementary to the existing residences on the east side of Bailey Avenue.

As part of this new zoning district, the Town Board should strengthen existing town provisions for site design, landscaping and signage taking into consideration Eggertsville's unique community fabric. Creative approaches to shared or municipal off-street parking should be explored.

Cost: Not Applicable. (This could be accomplished in the Town-wide Comprehensive Plan)

Action 2

Town Planning and Recreation Departments in the upcoming Town Open Space Plan consider acquisition and development of a "pocket park" near the center of the newly established residential zone. This park or greenspace may help link the east and west sides of Bailey Avenue as a neighborhood. The Town should consider land acquisition for this purpose as properties become available in the future. Targeted areas should include between Ruth Avenue and Longmeadow Road, and between Fremont Street and Oxford Avenue.

Cost: \$75,000 - \$100,000 based as new 10,000 sq. ft. park property (plus property acquisition & design fees)

Action 3

Town Planning Department prepares rezoning request applying new "Neighborhood Business" classification to the Bailey Avenue/Grover Cleveland Highway commercial node (See General Recommendations section of Action Plan). As more housing and businesses become clustered around this commercial node, new investment in the business district will follow.

Cost: Not applicable

Action 4

Town or Amherst Industrial Development Agency explores the potential for grants, low-interest loans, or property tax abatements to property owners undertaking specific actions to better define the street edge at the Bailey Avenue/Grover Cleveland intersection. The Town should pursue additional federal and state funds to support these programs.

Cost: Not Applicable

Action 5

Town Board begins dialogue with the University at Buffalo's University Community Initiative (UCI) regarding the targeting of private lending pool resources towards the development and renovation of housing along the Bailey Avenue Corridor. Discussions with UCI should focus on establishing low-interest loan programs for new residential construction, home improvements, and home-ownership.

Cost: Not Applicable