Appendix D – Comprehensive Plan/LWRP Plan Summaries
The City of Syracuse Comprehensive Plan 2025 establishes a 20-year vision for the future development of the City. The plan identifies five Strategic Economic Areas (Lakefront, Downtown, University Hill, Interchange, and Erie Boulevard) that the City would like to target for economic growth and development.

Additionally, the plan reflects the City’s desire to reverse population loss and increase the number of middle class residents. The plan recognizes that the City’s infrastructure, although aged, was designed to accommodate a much denser urbanized environment.

The City wishes to capitalize on its well established infrastructure and transportation network to leverage new growth and development. Noteworthy private and public project initiatives acknowledged within the plan that have the potential to significantly affect transportation and land use development patterns include: DestiNY USA, Route 81 viaduct, University Hill and hospital campus initiatives, Onondaga Creekwalk, Inner Harbor redevelopment, Little Italy, Auto Row, Center of Excellence, redevelopment of the “300 block” of South Salina Street, Brownfield Redevelopment Areas (BOAs), the Syracuse Development Center, and so on.

The plan also recognizes the need to balance land use and transportation policies and accommodate a variety of development patterns. To this effect, the plan recommended developing a land use plan that identifies appropriate development patterns based on roadway classifications. The City subsequently adopted a Land Use Plan in 2009. Ultimately, the Comprehensive Plan 2025 serves as a policy document that outlines a series of policies, goals, and recommended actions developed to achieve that vision.
As an outgrowth of the City’s comprehensive plan, the City developed a future land use plan to more definitively express “the preferred urban form that the City will assume in the future by assigning future land use designations to locations throughout the City.” The plan develops future land use categories that are assigned to geographic areas citywide. Additional recommendations are made for each Tomorrow’s Neighborhoods Today (TNT) planning area. The plan identifies 13 future land use categories, which include:

- **NC – Neighborhood Commercial**: Serves the daily shopping needs of residents in the adjacent neighborhood. NC uses are typically within walking distance and help serve as locations for existing future transit nodes.
- **MSC – Main Street Commercial**: In addition to NC uses, MSC includes “destination uses” that attract shoppers from beyond the neighborhood, whether traveling by bus, car, bike, or foot - thereby serving as locations for existing or future transit nodes.
- **CC – Community Commercial**: Offers a wide mix of consumer goods and services to residents of multiple Syracuse neighborhoods and the adjacent suburb. On-site parking is provided and larger sites could include uses such as big box stores.
- **CO – Community Office**: Is for the concentration of large scale offices. Commercial uses that serve the needs of office employees are included but should be located within the office building.
- **RO – Residential Office**: Is for small sites within or near residential areas where low intensity office type uses are located within buildings formerly used as residential homes. Minimal parking is required.
- **UI – Urban Industrial**: Is for large scale manufacturing uses and related activities which are potentially incompatible with most other uses and residential areas. Although primarily auto-oriented, site design should be pedestrian-friendly and support transit-oriented development whenever possible.
- **IT – Integrated Technology**: Is for research and development and light manufacturing. IT district site design should be pedestrian-friendly and support transit-oriented development whenever possible.
- **R-1 – Residential (Single Family)**: Is for single family residences at fewer than 10 units per acre.
- **R-2 – Residential (Two Family)**: Single and two family residences on lots ranging between 5k and 7k square feet with densities of 10-13 units per acre. The increased densities promote transit-oriented services.
- **R-3 – Mixed Residential Moderate**: Offers a variety of housing options with heightened density of 14-18 units per acre. Public markets, recreation trails, and sporting stadiums are considered recreational uses.
- **R-4 – Mixed Residential High**: Offers a variety of housing options with densities more than 18 units per acre.
- **RC/OS – Recreation/Openspace**: Accommodates large parks, golf courses and other open space areas that will remain undeveloped. Public markets, recreation trails, and sporting stadiums are considered recreational uses.
- **I – Institutional**: Accommodates large uses that generally have a regional influence, such as colleges, hospitals, governmental centers, etc.
The City of Syracuse is applying for an urban waterfront redevelopment project that connects Onondaga Lake to the communities and neighborhoods of the City of Syracuse by way of the Onondaga Creekwalk. This will be accomplished by investigating strategic locations along the creek, leveraging existing community and economic development projects, and designing and developing physical linkages and one demonstration project. All activity—both planning and project development—associated with the LWRP must create a positive environmental impact on the creek and lake system, which is one of the fundamental priorities/needs of the City of Syracuse. Project features may include: pocket parks, mini-amphitheaters, pedestrian bridges, interpretive trails, riparian plantings, aquatic habitat features, alternatives to asphalt and other hard surfaces, and signage. This site is a part of the Department of State Local Waterfront Revitalization Program, and the city anticipates a comprehensive, long term redevelopment project.

Proposed Project & Goals:

The goal of this project is to connect the Syracuse community to Onondaga Lake via enhanced linkages and dynamic pedestrian spaces along the Onondaga Creekwalk. All of these linkages will have a positive impact on the environmental quality of the creek system as determined by the Onondaga Creek Conceptual Revitalization Plan, which is currently nearing completion. The Onondaga Environmental Institute (OEI) developed this plan, and the City plans to work with them to ensure that the environmental quality of the creek is both protected and enhanced. To further expand the parameters of this LWRP, the City will collaborate with the Near Westside Initiative, the Metropolitan Development Agency, and the Gifford Foundation with their projects that involve Onondaga Creek.

The project objectives are to:

A. Coordinate with existing community and economic development projects, to leverage project resources to forge neighborhood connections to Onondaga Lake;
B. Utilizing these resources, investigate six strategic locations along the proposed Creekwalk to create ecologically beneficial neighborhood access points to link to Onondaga Lake;
C. From these six strategic locations, select three sites to rehabilitate near shore areas along the Creekwalk and develop detailed project designs, adhering to the following goals:
   1. Reduce local water quality impacts,
   2. Improve ecological health and habitat to the extent that channel morphology constraints will allow,
   3. Increase public access,
   4. Recreational opportunities,
   5. Improve human health and safety conditions in accessing Onondaga Creek by minimizing the potential dangers and liability issues,
   6. Ensure the preservation and enhancement of natural and cultural resources, and
   7. Provide educational experiences.
D. From the three designs, select one to be constructed as a demonstration project.
The 2010 Development Guide for Onondaga County establishes policies that encourage new growth in developed areas that contain infrastructure sufficient to support the proposed land use. Additional policies include preserving infrastructure and transportation assets; promoting sustainable urban and suburban development patterns; and protecting the rural economy, agricultural land and access to natural resources. These policies are designed to achieve the County’s goals: a vibrant, growing economy; an attractive community; diversity and Choice; and fiscal strength. The Development Guide outlines strategies and related policies designed to coordinate community efforts in terms of development and capital investments through good planning, fiscal responsibility, and stewardship of natural resources.

The plan states that the County wishes to limit new infrastructure development and prioritize maintenance of existing infrastructure. According to the plan, “Onondaga County will minimize investment in new linear infrastructure unless there is an assured yield in new jobs. Infrastructure expansion which increases community debt without economic benefits from employment growth weakens the community’s competitive position.” The objective is to encourage new growth and development in areas that already contain infrastructure in order to maximize its use and share maintenance costs.

The 2010 Development Guide encourages the public and private sector to make funding, permitting, and planning decisions using these guiding principles, and to be cognizant of a project’s impact on the quality of life of all residents. In the 2010 Plan, Onondaga County encourages municipalities to maintain an updated comprehensive plan and land use regulations consistent with their plan. The County recommends that municipal plans and regulations promote mixed-use neighborhoods, higher-density developments, and open space preservation.

Onondaga County is currently developing the Onondaga County Sustainable Development Plan, which represents a new approach and a complete rewrite of the Onondaga County 2010 Development Guide. The new plan will focus on settlement patterns that foster sustainability and provide a region of opportunity for future generations. The purpose of the plan is to serve as a decision making guide for County government, municipalities, developers, individuals, and businesses. The new plan will link several other planning efforts that are intertwined with the County’s settlement patterns. These include the creation of the County’s Climate Change Action Plan and the update of the Syracuse Metropolitan Transportation Council’s Long Range Transportation Plan.
The Settlement Plan presents a comprehensive “toolbox” of strategies to encourage traditional neighborhood development patterns as an alternative to conventional zoning and suburban development patterns that many deem an inefficient use of land leading to a burden on transportation facilities.

The Settlement Plan includes a set of transportation policies to guide the County’s infrastructure planning and recommends that these policies be implemented by individual municipalities as well. The plan recommends transportation policies that seek to:

- Provide a transportation system that allows users to choose from many modes, such as walking, biking, and transit use in addition to cars
- Emphasize the importance of accessibility and the positive impact of mixed land uses on accessibility
- Preserve existing highway capacity and concentrate development in nodes
- Enhance connectivity for walking, biking, and driving
- Preserve natural features
- Promote mixed land uses and shared parking
- Promote local streets as public spaces
- Provide streetscaping amenities, especially street trees

These policies focus on the provision and maintenance of a transportation infrastructure that supports the health of neighborhoods, primarily by encouraging pedestrian life. To this effect, Settlement Plan recommendations are described on three levels: the region, the neighborhood, and the street. The following policy categories address issues that must be considered when planning transportation at the:

- **Regional Scale**: Intermodal Balance; Mobility vs. Accessiblity; Induced Traffic; the Highwayless Town; the Townless Highway; Regional Facilities vs. Local Needs, Transit vs. Parking; Park and Ride; Bicycle Network; and Freight Movement.
- **The Neighborhood**: The Neighborhood Structure; School Transportation; Avoiding Cul-de-sacs; Block Size; the A/B Network; Traffic Calming; Traditional Intersection Design; Rear Lanes; Nature Preservation/Celebration; On-Site Parking; Reduced Parking Requirements; and Shared Parking.
- **The Street**: Vehicular/Bicyclist/Pedestrian Balance; Design Speed; Street Widths; Shared Lanes; Curb Radii; Parallel Parking; One-Way Streets; Curving Streets; Signal Timing; Skywalk; the Transit; Sidewalks; Crossings; Street Trees; Lighting; Shielded Parking; and Parking Lot Quality.
Strategies for a New Age: New York State’s Transportation Master Plan for 2030 is the State’s comprehensive statewide transportation master plan and serves as the federally recognized, long range transportation plan for the State of New York. This plan also guides the State’s coordination of transportation plans, programs, and planning activities with related planning activities being undertaken within and outside of the 13 designated metropolitan planning areas within New York.

The Plan recognizes the importance of integrated transportation and land use planning and supports preservation of existing infrastructure, stating that:

- “demands on the transportation system are influenced a great deal by land use decisions”
- “preservation of existing assets and improved management of the transportation system are the primary means of improving mobility and reliability for transportation customers.”

The Plan is focused on five priority themes: Mobility and Reliability, Safety, Security, Environmental Sustainability and Economic Competitiveness. According to the plan:

- **Mobility and Reliability**: Managing transportation assets with the goal of achieving a state of good repair for all modes. Improvements will emphasize operational and demand management strategies, wherever they are appropriate. System capacity expansions will be limited, carefully targeted and will address both freight and passenger needs.
- **Safety**: To provide safe travel and reduce system safety deficiencies across all modes of travel.
- **Security**: Planning for the prevention and protection of the transportation system and the need for emergency plans to mitigate the effects and speed recovery from natural disasters or malicious activities. A key factor will be to attain improved security without unreasonably sacrificing mobility and reliability while being aware of the public’s safety.
- **Environmental Sustainability**: presents a broad understanding and commitment that environmental and energy use considerations must be fully integrated with sound transportation planning and investment strategies while in alignment with the goals of the State Energy Plan and Federal clean air requirements.
- **Economic Competitiveness**: One targeted strategy will be to more closely integrate transportation planning with local land use planning.
- **Transportation Financing**: The Plan for 2030 does not presume a specific level of financial support for the period 2005-2030, but instead identifies the broad investment priorities upon which progress within the State’s Priority Result Areas (PRAs) depends. In order to compete in the global economy, Transportation Development Partnerships offer an innovative and promising financing mechanism.
The Village’s comprehensive plan was an outgrowth of the Onondaga County Settlement Plan and was sponsored and funded in part by the New York State Department of Transportation (NYSDOT). The NYSDOT provided funding, and the Settlement Plan used Liverpool as a pilot project, because the Village illustrates what could happen to community character when the transportation-land use balance is not maintained. The purpose of this plan is to:

1. Gain public consensus towards a shared vision for the future redevelopment of the village, and
2. Illustrate that reducing traffic volumes and increasing turning movement opportunities would result in increased economic development opportunities within the Village business district.

The plan established a clear vision and was able to quantify the amount of new development potential (in square feet) under different transportation mitigation scenarios. The planning process generated lots of excitement among community stakeholders, residents, village merchants, the NYSDOT, Onondaga County Parks Department, and other participants. These factions worked together to not only develop a comprehensive plan for the entire Village, but also to establish a Downtown Redevelopment Plan (DRP) that identifies several land use and transportation opportunities. Notable concepts from the DRP include:

**Downtown Redevelopment Plan**

- Reduce traffic volumes
- Reconfigure significant roadways
- Incorporate traffic calming
- Infill development within business district - higher density; mixed-uses
- Remove overhead signs over Routes 57 & 370
- Share parking lots with Onondaga Lake Park
- Incorporate County Park trolley stops along First Street
- Improve pedestrian gateways into Onondaga Lake Park
- Identified a future transit station location to service DestiNY USA
- Identified new bike & walk routes

The adoption of the plan lead to the complete update of the Village’s zoning ordinance and map. As an outgrowth of the Village’s planning process the SMTC conducted a subsequent study to determine the feasibility of reducing traffic volumes through the Village. The study entitled *Liverpool Transportation Modeling Technical Memo (May 2009)*, which is a technical precursor to a future more detailed traffic analysis, determined that it is feasible to reduce traffic volumes through the Village to desired levels identified within the plan and further study is warranted. It is now incumbent on the Village to decide whether to pursue working with the SMTC and the NYSDOT to initiate additional detailed studies that would lead to new roadway improvements.
The Town of Van Buren’s 2002 Comprehensive Plan is currently being reviewed as an initial phase to update the document. In the meantime, the document serves as the Town’s current planning reference guide. According to the Plan, the Town anticipates some new residential growth within the northeast portion of the Town adjacent to the I-690 corridor. Along the southeast corner of the community, the Town envisions light industrial and heavy commercial uses. The majority of the rest of the community will be set aside for rural and agricultural uses.

The 2002 Plan identifies nine different types of planning areas that identify preferred future growth and development options. According to the plan, the Town is considering two transportation alternatives to minimize congestion within Van Buren:

1. Reroute NYS Route around the west side of the Village of Baldwinsville.
2. Build an elevated roadway and bridge that will cross the Seneca River and serve as another route north of Van Buren into the Town of Lysander.

Within the Town of Lysander, a portion of the Baldwinsville Bypass has been completed, which links Route 31 with Route 370. The potential to extend the bypass further south to Route 48 and Interstate 690 exists. However, there are several issues that confront the extension scenario. First, the bypass would have to be elevated to cross over an existing railroad corridor as well as the Seneca River and associated wetland areas. Several residential properties and a community park may also be impacted.

The Town is interested in protecting its rural character and its small hamlet areas, while simultaneously promoting managed growth in areas capable of supporting new development. According to the 2002 Plan, the Town’s unique character is established by the fact that the amount of farmland today is the same as it was in 1850. The original section of the Erie Canal, although no longer in use for commerce, has experienced a renewal as the old tow paths are now maintained as recreational trails. The hamlets of Memphis, Ionia, and Warners also contain a vast amount of historic resources that the Town would like to protect and preserve.
Portions of this modern suburban community are significantly developed, yet much is still rural with little infrastructure and available commercial services. It is the Town’s intent to balance future development by not only preserving its several established working farms and rural land but also building upon its commercial and residential needs in an environmentally sensitive way.

Overall, the Town wishes to preserve its environment. The Town protected 200 acres of land on Route 174 along Nine Mile Creek as a Critical Environment Area making future development prone to a high degree of scrutiny. Route 174 provides access to this area which boasts a Class A trout stream. The current configuration of Route 174 makes bike riding along this route difficult. An abandoned railroad corridor exists within this area north of the existing Finger Lakes rail line. Additionally, the Town recently restored the Nine Mile Creek Aqueduct and multi-use trails.

Development interest, however, does exist within the Town. At the time of this Plan’s writing, developers have purchased land situated in the First and Second Wards with 500 acres up for sale. Half of the 400 acres approved for residential development has been built out.

Other development proposals acknowledged within the plan includes 34 patio homes behind the current Medical Center West development, a 66-acre “town center” project envisioned along Route 5 across from Southern Container, and continued West Genesee Street corridor improvements. The town center project will consist of retail stores and residential apartments with a new town highway designed to connect Hinsdale Road with Bennett Road. The new highway may result in a need to widen Knowell Road to accommodate a future increase in capacity. As for industry, the Town has approximately 1,300 acres that are presently zoned industrial that may host light manufacturing or small industry in the future. In summary, the Town looks to build upon the pockets of development that currently exist while encouraging a harmonious balance between current and future land uses and development.
The Town of Cicero has experienced significant growth and development during the past forty years. Since 1970, the Town’s population has grown by 24% while Onondaga County experienced a decline in population.

Although significant portions of the Town are covered with wetlands, (i.e., Cicero Swamp) growth is anticipated to continue in the form of single family home and commercial development. The majority of the developable land within the Town has been built-out. However, the Route 11 and Route 31 corridors still contain a significant amount of land that is targeted for commercial development. The Plan also encourages neighborhood-oriented commercial development at the intersections of South Bay at Lakeshore, Route 31 at Cicero Center Road, and at South Bay and Route 31.

Cicero identified a location along Route 31 for the development of a new hamlet. The plan also calls for infilling single-family homes in places within proximity to sewer or water infrastructure. In areas contiguous to Route 31 (east of Cicero Center Road) the plan recommends creating one new zoning district, referring to it as an estate lot zone, consisting of 5-acre minimum lots.

The recommended future growth scenarios have the potential to increase congestion and transportation issues. According to the Plan, many intersections could experience a 50-75% increase in traffic. A new interchange at Mud Mill Road is also envisioned as a way to alleviate pressures at the Route 31/I-81 interchange as well as an east west, publicly owned collector street north of Route 31.

In all, the Town considered, and in many instance adhered to, the recommendations regarding limited urban expansion and the preservation of open space set forth in the “2010 Development Guide for Onondaga County”. It also took into consideration the SMTC travel demand model ten year development projections.
The Town of Clay (population 59,000) has 26 miles of shoreline along the Seneca River, the Oneida River, and the Erie Canal. This program establishes policies that will be reviewed when projects are proposed for the Waterfront Corridor. Those policies are as follows:

<table>
<thead>
<tr>
<th>Policy</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 1</td>
<td>Foster a pattern of development in the waterfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a waterfront location, and minimizes adverse effects of development.</td>
</tr>
<tr>
<td>Policy 2</td>
<td>Preserve historic resources of the waterfront area.</td>
</tr>
<tr>
<td>Policy 3</td>
<td>Enhance visual quality and protect scenic resources throughout the waterfront area.</td>
</tr>
<tr>
<td>Policy 4</td>
<td>Minimize loss of life, structures, and natural resources from flooding and erosion.</td>
</tr>
<tr>
<td>Policy 5</td>
<td>Protect and improve water quality and supply.</td>
</tr>
<tr>
<td>Policy 6</td>
<td>Protect and restore the quality and function of the ecosystem.</td>
</tr>
<tr>
<td>Policy 7</td>
<td>Protect and improve air quality in the waterfront area.</td>
</tr>
<tr>
<td>Policy 8</td>
<td>Minimize environmental degradation in the waterfront area from solid waste and hazardous substances and wastes.</td>
</tr>
<tr>
<td>Policy 9</td>
<td>Provide for public access to, and recreational use of, the waterway, public lands, and public resources of the waterfront area.</td>
</tr>
<tr>
<td>Policy 10</td>
<td>Protect water-dependent uses and promote siting of new water-dependent uses in suitable locations.</td>
</tr>
<tr>
<td>Policy 11</td>
<td>Promote sustainable use of living marine resources.</td>
</tr>
<tr>
<td>Policy 12</td>
<td>Protect agricultural lands.</td>
</tr>
<tr>
<td>Policy 13</td>
<td>Promote appropriate use and development of energy and mineral resources.</td>
</tr>
</tbody>
</table>

The Waterfront Corridor contains approximately 8,200 acres of land, most of which is privately owned and used for residential purposes. Yet there are numerous opportunities still for development. The LWRP identifies Three Rivers Point as a potential future site for a multi-use center that will include residential, office, retail, and public open space, as well as dining establishments envisioned as a New Urbanism development project. There is also an opportunity along Maider Road to develop a former industrial site into a mixed residential/retail community. Both areas could be connected by a riverfront pedestrian boardwalk. These areas also serve as locations for public shoreline fishing and public boat launch sites. Town land along Black Creek Road poses development opportunities that could compliment the Lock 23 Canal Park.
It is anticipated, that by the year 2025 the Town of Clay, as a whole, will increase its population by 15%. Most of the Town’s future growth is anticipated to occur north of Route 31, within currently vacant farmland. The study proposes to retain the area’s current Residential/Agricultural District zoning designation as well as allow for the inclusion of a One-Family Residential District. A full build-out analysis for the single-family residential zoned districts north of Route 31 revealed the existence of 9,500 acres of available residential land, which equates to an estimated 62,610 new single-family lots. Current development proposals in the northern part of the Town include:

- the Three Rivers Waterfront Development Project mentioned under the LWRP,
- the Town of Clay Main Street Project,
- the Clay Historic Park and Visitor’s Center, and
- the Clay Industrial Park

The Main Street project looks to enhance the southern Route 57 and the Hamlets of Euclid and Clay by improving the streetscape, amongst other things. Meanwhile plans for the Clay Industrial Park, call for a large industrial user that will create an estimated 500 jobs or more on 250 acres of land in the southeast corner of the park, on the north side of Route 31, east of Caughdenoy Road. The Town is also going to allow for limited business activity nodes north of Route 31 with focus on areas such as Three Rivers, Orangeport, Caughdenoy, and Oak Orchard. Numerous, transportation related improvements were recommended in this study, with a focus on enhancing Ver Plank Road. Proposals include:

- Connecting Ver Plank Road with Great Northern Mall and the other commercial development as well as connecting to Oak Orchard Road.
- Improve site access to the proposed Clay Industrial Park site by enhancing Ver Plank and Mud Mill Road connections.
- Develop/enhance an east/west road between Black Creek and Caughdenoy Road as well as a new road running parallel along the south side of Route 31 in conjunction with the commercial development at the Industrial Park.

The study calls for any future projects to promote smart growth concepts, sustainable development, safe and strategic circulation patterns, and circulation within and between future neighborhoods. Examples of this would be the installation of sidewalks and pedestrian paths and/or promoting design that would allow a bus system (Centro) to operate efficiently. The study encourages users, particularly government officials to think of the Greater Central New York Community as recommended in the 2010 Onondaga County Development Guide.
Title: Town and Village of Skaneateles Joint Comprehensive Plan
Date: July 11, 2005

The town and village of Skaneateles, recognizing that they are in fact one community, developed a joint comprehensive plan and have presented it as an updated version of earlier comprehensive plans from 1974 and 1996. Anticipating a decline or a leveling off of its population in the next 30 years has not stopped Skaneateles from planning for potential future development. There are some, in fact, that predict population could accelerate in the near future.

Currently, there are 176 acres of undeveloped land that have the potential to be converted over to housing in the next two decades. The Town recognizes the importance of farmland and the plan states it should take reasonable measures to minimize any interference. Of the Town’s 27,224 acres of land, 16,952 acres are considered to be prime farmland. There is the possibility though of farmland and open space coming under development pressure. The accommodation for growth is limited due to the lack of sewage treatment capacity. Skaneateles will implement “smart” growth practices that will preserve their open space.

Currently, growth along Jordan Road and Fennell Street corridors and in the existing hamlets is supported by the plan. Developing a Transfer of Development Rights (TDR) system is recommended in order to encourage hamlet development and preserve farmland. Any rental housing is encouraged to locate in the Village where shopping and municipal services are within walking distance. Skaneateles does not want large or isolated high-density pockets of apartments. The Plan also encourages the development of housing and service facilities for the elderly.

Light industrial development and commercial development are likely to continue at a slow pace and the Town will allow non-conforming structures built prior to 1996, located along Route 20 East and West of the Village, to expand their uses. Overall any future commercial development is encouraged within the existing village commercial district. As for limiting truck traffic through the Village the Plan calls for exploring rerouting this traffic to the thruway or the Interstate Highway System.

Skaneateles has an abundance of natural beauty and the plan looks to protect that beauty and build upon it where possible. The Plan also promotes protecting the Town and Village’s watershed as Critical Environmental Areas (CEAs), and discourages the extension of public water systems in the watershed and in agricultural districts. The plan recommends developing a system of bikeways, footpaths, sidewalks, and a Skaneateles creekwalk to facilitate movement in the Town and Village.
The Plan’s goals and strategies focus on land use and development; natural and cultural resources; transportation; housing and neighborhoods; and community facilities and services. The Village encourages Smart Growth and New Urbanism planning and development principles. The Plan sets out to preserve and enhance the community’s small village character; its natural, cultural, and historic resources; and also encourage vibrant mixed-use development.

The Plan’s transportation element speaks to maintaining a proper balance of pedestrian/bicycle mobility, safety and convenience. It recommends that an overall coordination of local transportation improvements occur with other government and regional transportation agencies. It speaks to the need for a coordinated access management effort along East Genesee Street. The housing and neighborhoods section of the plan supports the development of a variety of housing and accommodating home base occupations and home office activities. While the community facilities and services section identifies opportunities to connect recreational trails with ones that exist in adjacent municipalities.

The Village applied goals and strategies to “focus planning areas”. Those areas were the Mill Street Extension District, the Lower Business District, the O’Brien & Gear property and the Lumberyard property. Specific concept development plans were established for each area.

### Four Focus Planning Areas – Village of Fayetteville

- **The concept plan for the Mill Street Extension District** involves turning a former industrial area into a mixed-use development with a development density compatible with the adjacent residential neighborhood. Streetscape improvements, enhancement of the Ledyard Canal Spillway and the creation of multiple access points and overlooks to Limestone Creek are all recommendations of the concept plan put forth for this area.

- **The Lower Business District** concept plan calls for the creation of a boulevard lined with street trees and buildings that are built close to the street. Overall mixed use development is encouraged. It recommends consideration of a 5-way traffic light at the East Genesee Street, Highbridge Street and Limestone Plaza intersection.

- **As for the O’Brien & Gere Property** the concept put forth by the plan calls for creating a campus type development compatible with adjacent residential character areas while being sensitive to the Bishop Brook open space corridor.

- **The Lumberyard Property** concept plan envisions integrating new housing development and enhancing connections between East Genesee Street and Salt Springs Road. It encourages vehicle access management on Salt Springs Road and East Genesee Street, continuous sidewalks along Salt Springs Road and housing developments, as well as the coordination of O’Brien and Gear’s redevelopment with East Genesee Street access.
The Village’s plan targets the community as a receiver of redirected growth primarily in the form of infill development and adaptive reuse. The Plan identifies underutilized properties that are appropriate for commercial development, and recommends consolidating small lots that have the potential to be consolidated into larger lots for more intense economic development. The Village also wants to balance safe pedestrian mobility with vehicular traffic flow. To do this, the plan recommends reducing the curb cuts along streets such as Route 11 and South Bay road and maintaining/enhancing traffic calming techniques. Additionally, the Plan calls for a continuous well-maintained sidewalk network that connects neighborhoods with parks, open spaces, and the commercial uses along Route 11.

The Plan outlines specific strategies for six “revitalization areas” that include the Taft Road/Gateway Park Business Corridor, the Southern Village Gateway, the Southern Transition Area, the Village Center, the Northern Transition Area, and the Northern Village Gateway.

**Six Revitalization Areas – Village of North Syracuse**

- **The Gateway Park Business Corridor** should accommodate professional business offices while the **Taft Road Business Corridor** section should look to contain business support services. The small lots on Taft Road could be merged to create larger lots thereby reducing curb cuts.

- **The vision for the Southern Village Gateway**, the intersection of Route 11 and Taft Road as well as the intersection of South Bay Road and Taft Road, involves a landscaped commercial gateway with development that includes highway commercial uses in the southern section and professional office type uses in the northern section. The Southern Transition Area, between Melrose Drive and Palmer Drive along Route 11 and between Melrose Drive and Wells Avenue along South Bay, envisions specialty shops that transition between large-scale development to the south and traditional neighborhood development to the north while providing a pedestrian friendly atmosphere.

- **The Village Center**, lying along Route 11 is envisioned to be a pedestrian-friendly vibrant social gathering place complete with government services, civic spaces and mixed use residential above retail shopping opportunities.

- **The Northern Transition Area** located along Route 11 between Lyndhurst Avenue and Tuller Road is envisioned to be a tree lined corridor-containing uses that are geared toward serving commuters and local residents’ needs.

- **The Northern Village Gateway**, which extends along Route 11 from Bear Road to Tuller Road, experiences similar traffic and aesthetic issues faced in the southern gateway. This area encourages medium to large-scale commercial development.
A small portion of the Town of Hastings is located within the MPA. The SMTC reviewed the Town’s plan paying particular attention to its transportation and land use policies for this section of town. Hastings’ plan focuses on maintaining the Town’s character and historic resources (e.g., Fort Brewerton, etc.) while allowing for managed residential, commercial and industrial growth.

The Town is home to the country’s first plank road that connected Salina to Central Square. Currently, the Town contains 117 miles of roads with 49% being town roads, 25% being county roads, 19% being state roads, and 7% being village roads. Interstate 81 is the only limited access highway that runs north/south through the Town. Approximately 42% of the Town’s land use is low density rural residential development, 33% is considered vacant, and only 10% of the Town’s total land is used for agriculture. The majority of the Town’s commercial uses exist along the Route 11 corridor. The Town has water and sewer districts and encourages development within these areas. Growth within much of the Town is constrained by sensitive environmental resources such as wetlands and floodplains. The Plan establishes numerous goals, several of which address land use and transportation policies:

- The Town should grow and accommodate new development
- The built environment should have a full array of land uses
- The Town’s working farms should be protected
- Environmentally sensitive lands should be preserved/protected
- The Town’s rural character should be enhanced and protected
- The proper functioning of the community’s highway transportation system should be protected.

The Town also identifies the following highway corridor policies:

- Minimize number of highway access points and encourage common access points, with appropriate spacing between points.
- Buffer highway frontage areas
- Signage should be appropriate to the area’s character
- New roads adjacent to the Village should integrate with the existing village street pattern
- Commercial and industrial development on principal highways should be concentrated into specific locations so as to more easily control their cumulative impacts on traffic and aesthetics
- The development of U.S. Route 11 and NYS 49 should be consistent with future needs to widen the road.

The Plan also highlights the following policies for areas along the U.S. Route 11 corridor:

- North of the Village should continue to develop as mixed residential and commercial area, and should transition to just residential uses further north along the corridor.
- The land south of the Village should be retained for commercial development with proper access and signage controls.
The Village of Manlius is a community that is nearly built out with limited potential for new growth, and some potential for infill development and adaptive reuse development. A major focus of the Vision Manlius plan is to further enhance and redevelop the community’s downtown business district.

Like many business districts, there is a perception that there is no parking in the Village’s downtown. Additionally, there are three major MYS Routes that converge in the Village with an annual daily traffic flow of more than 25,000 cares. This as a result adds additional concerns regarding vehicular and pedestrian safety and access. The Village also has five traffic lights within its downtown. Due to high traffic volumes, it is difficult to make left hand turns onto Stickley Drive, Arkie Albanese, Candy Lane, Smith, Wesley and Mill Streets. Residents have also expressed concerns that the crosswalk lights are too short to allow pedestrians to cross the street. This is an issue that exists throughout the entire village and not just within the downtown area.

The Plan also indicates that the Fayetteville-Manlius High School does not have a safe pedestrian access route to the school. The sidewalk on Seneca Street ends and forces pedestrians to cross the street to continue on a sidewalk, only to cross the street again to get to the school. Additionally, trails and paths should be extended for bicyclists and pedestrians throughout the Village, especially on Mill Street to Mill Run Park, within the downtown, the High School, Perry Springs Park, Candy Lane, Hale Estate, Pocket Parks, Limestone Creek and Glencliffe Park.

The Plan identifies several additional actions that should be considered:

- Roundabouts for Seneca and Fayette Streets, Seneca and Washington Streets, and Highbridge and Fayetteville-Manlius Streets;
- Use of red brick for pedestrian crosswalks;
- Improve signage aesthetics;
- Meter all municipal lots;
- Develop the land between the museum and the historical society building as a municipal lot;
- Use rumble strips coming from the east on Seneca Street to the Village;
- Use of sensors and cameras for enforcement;
- Extending the 30-mile per hour limit throughout the Village;
- Have lights timed for commuter hours, different than non-commuting hours;
- Create two lanes instead of four lanes whenever possible;
- Use Flume Street as a bypass (and add a stop light at Mill Street); and
- Develop a bike plan for NYS Routes 92 and 173 within the Village and with adjacent municipalities.
In 2006, the Village of Phoenix received a grant from the Office for Small Cities to develop a strategic plan for the Canal Waterfront District. The plan reflects the Village’s desire to enhance the economic, residential, and recreational opportunities available in the Canal Waterfront District, which is bounded by Main Street (Route 57) to the east, the Oswego River to the west, the Town/Village border to the north, and Church Street to the south. Below is a list of all the recommended projects and activities that are included in the Strategic Plan for the Canal Waterfront District in the Village of Phoenix.

<table>
<thead>
<tr>
<th>Boater Services and Accommodations</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Construct marina facilities to accommodate additional boaters</td>
</tr>
<tr>
<td>• Utilize the containment area along the dam as a mooring facility</td>
</tr>
<tr>
<td>• Expand docking facilities at Henley Park</td>
</tr>
<tr>
<td>• Install appropriate facilities and services (i.e., Restrooms, showers, water and electric service at all docks, WiFi, etc.)</td>
</tr>
<tr>
<td>• Install floating docks and a fishing pier to promote recreation</td>
</tr>
<tr>
<td>• Install a canoe and kayak launch</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recreational Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Create a network of trails to accommodate walking and biking</td>
</tr>
<tr>
<td>• Install interpretive signs</td>
</tr>
<tr>
<td>• Develop an exercise course on Lock Island or along the waterfront</td>
</tr>
<tr>
<td>• Install bike racks to promote non-motorized travel in the Canal Waterfront District</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Encourage adaptive reuse of existing structures and infill of vacant lots along State Street</td>
</tr>
<tr>
<td>• Investigate the potential use of the draw bridge for pedestrian traffic</td>
</tr>
<tr>
<td>• Create a Village Square and install a large clock and reflection pool</td>
</tr>
<tr>
<td>• Install a kiosk near canal to inform/direct visitors and residents</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community Restoration</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Install lighting to increase security and expand visitor hours</td>
</tr>
<tr>
<td>• Repair sidewalks and repaint crosswalks</td>
</tr>
<tr>
<td>• Plant trees and other native vegetation to enhance the visual environment</td>
</tr>
<tr>
<td>• Bury the power lines</td>
</tr>
<tr>
<td>• Convert State Street parking to parallel parking and install a raised median</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy and Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Connect individual public open spaces through a system of trails</td>
</tr>
<tr>
<td>• Pursue acquisition of lands that could provide continuity for pedestrian access along the canal</td>
</tr>
<tr>
<td>• Amend zoning to allow residential uses in commercial district</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Marketing and Community Involvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Install signage along Interstate 481 to bring people to Phoenix</td>
</tr>
<tr>
<td>• Install signage along the canal to bring people to Phoenix</td>
</tr>
</tbody>
</table>
The Seneca and Oswego rivers divide the Town from the rest of Onondaga County. Thus, the Town is linked to the rest of the County by six bridges. The Belgium Bridge along Route 31 links Lysander to the large, well established commercial and retail establishments found within the Town of Clay. The Clay commercial corridor serves much of the area’s shopping needs. As such, there is a higher demand for residential development and little demand for commercial and retail establishments in Lysander.

Residential development is anticipated to occur in the Town’s southeast corner and radiate out along the Seneca River to the east and north. Much of the Town’s remaining land to the east exists as environmentally sensitive, agricultural, or rural residential uses. Lysander established a Transfer of Development Rights (TDR) program in an effort to protect agricultural land a promote growth within and adjacent to existing communities serviced by water and sewer infrastructure.

Retail and service businesses will be concentrated in hamlets, adjacent to the Village of Baldwinsville or in specially designated retail areas along major arterials. Scattered strip retail stores will be discouraged. Heavy commercial or industrial uses will be concentrated in the Radisson Industrial Park or in selected industrial areas designated on the future land use map. Commercial development should take advantage of the Town’s assets including its proximity to the Barge Canal, the rail line passing through the Town, its access to the interstate system, and the availability of public water and sewers in significant portions of the Town. The Town is also wishes to provide additional public riverfront access points, and use the rivers (i.e., barge canal system) for recreational purposes.

Transportation projects proposed or acknowledged within the Plan include:

- The Baldwinsville Bypass connecting Route 31 with I-690 via a bridge over the Seneca River;
- A new bridge over the Oswego River connecting the Village of Phoenix with the hamlet of West Phoenix
- Improvements to Lamson Road between Route 48 and River Road
- A bridge over the Seneca River in the Town of Clay opposite Wetzel Road with associated roadway connections and improvements.
The Village of Central Square has experienced a shift in land use from rural and agriculture to a bedroom community with some regional scale commercial development. The greater Central Square area has continued to experience an increase in residential development due to relatively low property costs and access to Route 81. Daily services have diminished along Main Street as larger retail establishments such as Wal-Mart have been developed. At the time of the Plan’s writing two additional projects were being considered that could impact transportation and land use: anticipated highway improvements and an industrial park.

The Plan identifies traffic congestion as a concern within the community, and has identified the following intersections as problem areas: County Route 12 and State Route 49; County Route 12 and State Route 11; and along Route 49 between Fulton Savings Bank and the Rite Aid/Dollar Tree. During rush hours, it is difficult to make left hand turns within these areas. Traffic volumes along Webb Avenue have also greatly increased as drivers use it as a shortcut from Route 11 to Route 49, thus avoiding a traffic light.

Central Square also has the potential for a walking trail to circumnavigate the Village. Currently, a network of trails already exists and is maintained by a local snowmobile club. These trails could be incorporated into a more extensive system and managed. The Plan also has identified the following land use and transportation recommendations:

- Residential growth should occur from center outward
- Development patterns should take their cue from street layout, not from lot lines
- Develop a new road that connects Mallory Road and Route 49
- All streets should (to the extent possible) connect to other streets and form a block pattern
- Development outside the village center should form mixed-use neighborhoods
- Commercial development should be located at major intersections to allow access from several directions
- Place a “no right on red” sign at the corner of Fulton Street and Route 11 (heading south)
- Develop an arterial road connecting Route 49 at Wal-Mart to Hungary Lane; Continuation of Gertrude Road
- Develop municipal parking lots within village center
- Prohibit parking on sidewalks
- Investigate the probability of adding an off-ramp between Central Square and Parish.
- Maintain safe distinguishable sidewalks throughout the Village
Title: Town of Geddes Waterfront Planning Strategy  
Prepared by: Clough, Harbour & Associates LLP  
Date: April 2006

The focus of the Geddes Waterfront Planning Strategy is to find ways to reconnect residents and visitors with the western shore of Onondaga Lake (5 miles of shoreline) and the Seneca River (2.5 miles of shoreline) within the Town. The New York State Fairgrounds, the Lakeland residential neighborhood, and large industrial employers such as Crucible Steel and the Dwight Industrial Park serve as major land uses within the study area. Additionally, thousands of acres of land along the Lake and inland across from the Fairgrounds consist of mounds of industrial waste beds. Interstate 690 and parking for the New York State Fairgrounds are developed over many of these beds; however, the Interstate and parking areas serve as additional access obstacles to the Lake. Access to the Seneca River is also limited in several areas due to wetlands, private property ownership, and industrial uses. The plan proposes the following transportation and land use recommendations for future consideration.

- Develop a public trailhead to Onondaga Lake near Dwight Industrial Park
- Explore feasibility of building a pedestrian bridge over I-690 from Lakeland Park
- Maintain and enhance existing pedestrian bridges over I-690, provide parking and mitigate need for at grade rail crossing
- Maintain and enhance I-690 underpass trail connecting Lakeland to Onondaga Lake
- Officially designate a bike trail connecting the Erie Canal trial in Camillus to the Onondaga Lake West Shore Trail via a route through Geddes over an I-690 pedestrian bridge
- Develop a public canoe launch along Nine Mile Creek
- Explore reclamation opportunities for waste beds including but not limited to complete removal of waste, NYS Fairground expansion area, passive recreational uses, trail right-of-ways (e.g., “loop the lake”), and other forms of non-residential development
- Maintain rail yard facilities that support local industry
- In light of major economic investments in the region discussed at the time of the plan’s writing, (e.g., DestiNY USA, NYS high speed rail corridor, etc.) the Town of Geddes would like to explore the following options if I-690 had to be redesigned to accommodate a significant traffic volume increase:
  - Relocate the I-690 right-of-way further inland away from Onondaga Lake to allow for shoreline restoration, public access and waterfront redevelopment opportunities
  - Explore light rail/OnTrack connections to NYS Fairgrounds
- Wetlands should be maintained as parkland whenever possible
- Develop parkland and recreational trails along the Seneca River
The Village of Marcellus is a small rural village located in the Nine Mile Creek Valley. The Village is nearly built out and contains isolated pockets of undeveloped land most of which is zoned for residential development. The surrounding topography and sewer infrastructure capacity limits development opportunities within the Village. New development within the Village is anticipated to consist of infill residential development with a focus on senior housing of various types and styles from multi-family to single family.

Adaptive reuse of structures such as the Old Crown Mill and various commercial structures along Main Street into mixed use facilities is encouraged. The Plan outlines economic development strategies for the further enhancement of the traditional “downtown” business corridor along Main Street. A land use map was presented as part of the Plan. The Plan identifies significant truck traffic from the local mining operation as a threat to the community’s character.

The Plan outlines recent and ongoing transportation improvements along South and North Streets, which include repaving, curbing, striping, lighting, and replacing street trees. The Plan prioritizes the pedestrian over the automobile and notes that all roadways should contain sidewalks and curbing with street trees planted within the right-of-way. Downtown parking recommendations were made for additional off street parking lots. Recommendations were also made for improving street parking design and streetscaping amenities.

The Plan also identifies the establishment of the Nine Mile Creek Walkway that extends throughout the entire Village from Marcellus Park north past the high school. The Creek Walkway would provide pedestrian connections from Park Street, Bradley Street, East Main Street (Downtown Business District), Maple Street, Chrsler Street, Paul Street, and Orchard Street. Additionally, this trail system could extend north from the Village along Nine Mile creek potentially using the old railroad bed to connect into the Camillus Nature Preserve and the Village of Camillus.
The Town of DeWitt updated its 1961 comprehensive plan that included land use and transportation elements. The Town requested that the SMTC assist with the development of the transportation element. The SMTC prepared a separate study in October 2001 that examined and evaluated existing data including an analysis of traffic movement in and through the town, accident and congestion locations, public transit and possible future traffic volumes on the DeWitt road system. The study outlined issues and opportunities such as traffic calming measures, bicycle and pedestrian transportation, air transportation, rail and truck transportation, water transportation, and implementation of the State regional canal plans. Four potential traffic scenarios were analyzed to provide an indication of the nature and extent of DeWitt traffic conditions in the future.

The Plan highlighted several key findings:

- Congested areas include Route 290 from Bridge St to Freemont Rd; Interstate 481 from Interstate 90 to Kirkville Rd, Route 92 from Route 5 to Woodchuck Hill Rd.

- The Central New York Regional Transportation Authority (CNYRTA) operates predominately a hub-and-spoke transit system focused primarily on service to and from Downtown.

- The Town has significant rail facilities including a CSX rail and truck freight intermodal facility that is located near the NYS Thruway and I-481.

- There are several constrained intersections through which trucks must maneuver to reach the I-481 ramps, such as North Central Ave.

- If the Town is anticipated to grow as projected within the plan, growth in traffic on major roadways over the next ten years is projected to be less than one percent per year.

- Total build out of residential areas within the Town would result in 2,000 to 2,100 additional dwelling units based on zoning regulations existing at the time of the writing of the Plan.