

TOWN OF ONONDAGA

2007 (updated 2017)

MASTER PLAN

Adopted: November 19, 2007

Supplement last revised March 17, 2015 Adopted: March 7, 2016

First Addendum to the Supplement Adopted: March 7, 2016

Seconded Addendum to the Supplement Adopted: April 3, 2017

2007 MASTER PLAN
TABLE OF CONTENTS

	Page
Introduction:	1
Goals and objectives for land uses and Development	2
Community Character Goal	2
Highway System Goal	3
Environmental Goal	4
Economic Goal	5
Implementation of 1988 Land Use Plan Recommendation	6
Summary of Recommendation	7
Trends and Issues	9
Population, Housing and Employment	9
Recent Growth Trends	10
Development Assets	11
Land Use Issues	12
Residential Density	12
Subdivision Patterns	14
Range of Housing Opportunity & Lifestyles	15
Availability of lots for future Construction	15
Availability of land within County Sanitary District	16
Economic Development	16
Physical factors Affecting Development	17
Wet Lands	18
Flood Hazard Areas	18
Steep Slopes	19
Archeological Deposits	20
Ground Water	21
Agricultural Districts	22
Historical Sites and Structures	22
Public Water and Sewers	22
Recommendations: Single Family Development Densities	22

Highway System	24
Highway Function	24
Highway system Performance	26
Traffic Volumes	26
Accidents	26
Highway Improvement	27
Recommendations	28
Preserve Highway Function	28
Increase Right-of-Way	29
Driveway Permits	29
Capital Programming	29
Parks	30
Current Inventory & Projection	30
Kelly Brothers Memorial Park	31
King Memorial Park	31
Santaro Park	31
Overall Future Park Recommendation	32
Drainage	32
Watershed Basin Areas	33
Environmental Protection	34
Environmental Sensitive Areas	34
SEQR Review	34
Unique Natural Areas	34
Economic Development	35
Land Use Plan	37
Commercial Areas	38
Industrial Areas	38
Cemeteries, Parks and Golf Courses	39
Institutional Areas	39
Quarries	39
Utilities	39
Economic Development Areas	39
Vacant & Low Intensity Development	40
Implementation	41
Zoning Ordinance	41
Definitions	41
Neighborhood Shopping District	41
Professional & Commercial Office District (PCO)	42
Light Industrial District, LI and General	42
Industrial District, GI	42

Land Use Plan Continued	
Planned Residential District P-R	42
Planned Residential Community District P-RC	42
Planned Mobile Home Development District PMH	42
Planned Economic District PE	43
Other Zoning Ordinances Recommendation	43
Zoning Map Recommendation	43

MAPS 44

Map 1 Limitations of Soils for Septic Tank Absorption Fields	
Map 2 Archeological Deposits	
Map 3 Highway Jurisdiction	
Map 4 Watershed Characteristics	
Map 5 Future Land Use	
Map 6 2007 Town of Onondaga Zoning Map	

Town of Onondaga
Land Use Plan

INTRODUCTION

The purpose of this land use plan is to provide the Town of Onondaga with a guide for land use and development over the next 20 years by updating the town's prior master plan which was completed in 1988. During the approximately twenty years in which the plan has been in place, many changes have occurred which were not fully anticipated in the earlier plan. Nevertheless it should be pointed out that many parts of the earlier plan still retain both relevance and importance to the community. For example, many of the maps and much of the analysis of the physical characteristics of the town are still useful today; these discussions will not be repeated in this document and the user of this report is encouraged to continue to use the physical description sections of the earlier report to obtain a perspective of the town's physical resources. Also, the earlier plan is still important since it furnished the rationale for much of the current zoning ordinance and map; to understand current zoning patterns, it is necessary to read the recommendations in the earlier plan. It is presumed that the revised assumptions and updated goals of this new plan will naturally lead to revisions in the current zoning ordinance and map.

This updated land use plan and plan map may serve as a land use guide for the next 20 years. However, this plan will require refinement sometime over the next 20 years since unforeseen events could require change in the plan to keep it relevant. The plan should be seen as a flexible document which can evolve to meet new circumstances and periodic updating as necessary.

GOALS AND OBJECTIVES FOR LAND USE AND DEVELOPMENT

The goals and objectives of this land use plan are intended to provide the policy framework which will guide future land use decisions in the Town of Onondaga. No land use plan can anticipate every development proposal that will occur; a series of agreed-upon goals and objectives will enable the town to react to unforeseen development problems by comparing its development philosophy as expressed in the goals and objectives to the issues which arise from specific development proposals. The evaluation of development plans in light of the town's goals and objectives will provide valuable guidance in reaching reasoned land use decisions.

The proposed goals and objectives for the town fall into four general categories: community character, the economy, highway system, environment.

I. COMMUNITY CHARACTER GOAL

TO PRESERVE THE EXISTING RESIDENTIAL CHARACTER OF THE TOWN INCLUDING ITS HIGH QUALITY OF LIFE WHILE PERMITTING AND ENCOURAGING PROPERLY PLANNED DEVELOPMENT.

Objectives

- 0 To protect and enhance the suburban/country atmosphere and lifestyle of the town, including valuable open space and scenic vistas.
- 0 To protect the aesthetic attributes of the town, particularly the scenic vistas, unique natural areas, special views, and hillside and ridge areas.
- 0 To enhance the economic and aesthetic character of the town's hamlets - Onondaga Hill, Southwood, Nedrow, Taunton, Howlett Hill, South Onondaga, and Navarino.
- 0 To encourage the use of residential clustering while maintaining overall low density in locations where clustering serves to protect unique natural features and vistas or enhance the amount of open space.
- 0 To provide adequate public infrastructure to support parks, libraries, and fire stations to meet the needs of residents as the town grows.
- 0 To protect established residential areas from incompatible commercial activities by establishing retail and service locations which best meet the needs of residential neighborhoods.
- 0 To provide information and data to interested groups and organizations that otherwise provide public service.

- o To Evaluate the conversion of the existing Highway Department to a department of Public Works and evaluate physical space needs to accommodate the changing needs of the Town.
- o To define limits of public sewer and water service.
- o To allow for a range of residential densities to meet the needs of various neighborhoods from older hamlets, townhouse and apartment sites, single family subdivisions, and country homes.
- o To continue to permit higher density subdivisions and other more intensive residential use, only within the areas served by both public sewers and water. Areas served only by public water should be at densities which will provide adequate absorption fields for septic tanks.

II. HIGHWAY SYSTEM GOAL

TO RECOGNIZE THE IMPORTANCE OF THE TOWN'S HIGHWAY SYSTEM AND TO PROTECT AND ENHANCE THE ABILITY OF THAT SYSTEM TO ACCOMMODATE CURRENT AND FUTURE TRAFFIC AND LAND ACCESS REQUIREMENTS.

Objectives

- o To minimize future conflicts between thru-traffic and adjacent land uses on the designated collector and arterial highways.
- o To continue to minimize frontage subdivisions and curb cuts along designated collector and arterial highways by substituting reverse frontage subdivisions, local internal streets, and incentives for interior development of parcels where possible.
- o To continue to promote comprehensive site development standards including setbacks, driveway locations and lot width - which will maximize the compatibility of new development with the existing highway system.
- o To Work with applicable State and County Agencies to provide safe access onto highways from interior portions of sites as well as from permitted driveways at the stage of initial subdivision.
- o To insure that subdivision streets in major subdivisions provide interconnections with neighboring developed and undeveloped lands without burdening residents along these streets with traffic loads inappropriate to the character of the areas.
- o To provide adequate access of neighborhood traffic to the collector and arterial system by requiring a system of minor collectors through large and connecting subdivisions.

- To minimize the use and length of dead-end streets, (including hammer heads). Extension of existing dead-end streets to create through streets should be sought where possible to provide interconnection with other subdivision and neighborhood.
- To consider emergency service when establishing length of cul-de-sacs.
- To preserve the functioning of local streets while maintaining livability along these streets by controlling truck routes, speed limits, and land use development intensity.
- To insure the continued establishment of priorities in terms of repairing or reconstructing local streets in the town through a long term repair and improvement program.

III. ENVIRONMENTAL GOAL

TO PRESERVE THE INTEGRITY OF THE TOWN'S ENVIRONMENT AND NATURAL RESOURCES.

Objectives

- To protect valuable natural resources such as groundwater, surface waters including wetlands, viable farmlands, and unique natural areas from any harmful impacts of development.
- To implement in accordance with State mandates, Local Regulations for the control of the quality of storm water run-off.
- To permit only limited, carefully designed development within areas of greatest environmental sensitivity.
- To encourage site plans which limit development on environmentally sensitive portions of parcels while locating development in more appropriate areas on such parcels.
- To encourage intensive development, only in those areas with public water and sewers and no major environmental impediments.
- To limit the kinds of development allowed in flood-prone areas and to require flood-proofing of those structures permitted within those areas.
- To insure that storm water runoff from existing and future development does not create unmanageable impacts on developed areas within the town or neighboring municipalities.
- To preserve important cultural resources, especially archeologically significant areas from the impacts of development.

IV. ECONOMIC DEVELOPMENT GOAL

TO DEVELOP ECONOMIC ACTIVITIES CONSISTENT WITH THE TOWN'S LOCATION, DESIRED LAND USE CHARACTER OF NEIGHBORHOODS, NEED TO PROTECT THE ENVIRONMENT, AND AVAILABLE PUBLIC FACILITIES OF SPECIFIC SITES.

- Objectives -

- To protect and preserve existing viable agricultural activities.
- To allow for the orderly transition of farm land to other uses where economically and environmentally acceptable.
- To designate appropriate areas for future economic development without interfering with established residential areas.
- To encourage economic activities which take advantage of the town's unique institutional assets, i.e. the Community College, Community General Hospital and Van Duyn Hospital.
- To encourage the development of community retail and service centers in appropriate zoned locations.
- To provide sites for economic development uses with easy access to the interstate interchanges and suitable physical characteristics.

IMPLEMENTATION OF 1988 LAND USE PLAN RECOMMENDATION

The 1988 Land Use Plan identified a number of objectives as a part of the plan's purpose to guide the Town over the contemplated twenty year life of the plan. While some of the objectives were meant to serve as guiding precepts, many of these objectives encouraged specific actions to implement the long term goals of the plan. In order to encourage the use of this updated land use plan as a continuing guide for the next twenty years the implementation of many of the prior plan's objectives should be reviewed.

1. Goal:

-To regulate and monitor home occupations and use variances to minimize impacts on surrounding residences so that home occupations which outgrow the limits of their residential origins can be required to relocate to commercial zones.

Action:

The land use regulations were amended in 2000 to better define "home occupations" and to eliminate these uses in residential districts.

2. Goal:

-To define limits of public sewer and water service.

Action:

The Town has worked within the County of Onondaga's 20/20 plan limiting the extension of sewer districts outside of County guidelines. Water service in major residential subdivisions has generally followed the availability of sewer service. The expansion of water service in other areas has been a reaction to residents' needs to replace failed or deteriorating well service or to address water quality issues.

3. Goal:

-To establish a density for residential development in areas without public sewer and water which is consistent with the protection of these areas' environmental limitations, most importantly groundwater.

Action:

The land use regulations were amended on 5/16/94 to regulate larger minimum lot sizes of two acres for lots not served by both public water and public sanitary sewer in R-1 and R-C residential districts.

4. Goal:

-To minimize future conflicts between through traffic and adjacent land uses on the designated collector and arterial highways.

-To designate those collector and arterial highways which need protection during the ongoing development of the town.

-To insure that rights-of-way of collector and arterial highways are of sufficient width to permit any necessary future road development.

-To minimize frontage subdivisions and curb cuts along designated collector and arterial highways by substituting reverse frontage subdivisions, driveway locations and lot width - which will maximize the compatibility of new development with the existing highway system.

Action:

The Town implemented new land use regulations in 3/19/2001, particularly Section 35-31 of the Zoning Code which designates collector and arterial highways, increases setback requirements along collector and arterial highways, increases frontage requirements and creates incentives for reverse frontage lots.

5. Goal:

-To insure that subdivisions in major subdivisions provide interconnections with neighboring developed and undeveloped lands without burdening residents along these streets with traffic loads inappropriate to the character of the areas.

-To provide adequate access of neighborhood traffic to the collector and arterial system by requiring a system of minor collectors through large and connecting neighborhoods.

Action:

In addition to implementing Section 35-31 of the Zoning Code the planning process of the Town has consistently implemented interconnection of residential to residential neighborhoods and the construction of hammerheads where it is foreseeable that adjacent undeveloped land provides future development opportunity and has limited the number and location of connection to collector and arterials from major subdivisions.

SUMMARY OF RECOMMENDATIONS OF 2007 MASTER PLAN

Residential Development

- o The existing and future land use of the Town of Onondaga should be predominantly residential.
- o Flexibility in housing types shall encouraged within the established gross residential densities shown on the future land use plan.

Highways

- o Location of access points should continue to be carefully controlled particularly for subdivisions through the subdivision and driveway permit processes.
- o Proper design of subdivisions will continue to minimize future road maintenance costs and provide safe access to individual home sites. Subdivision reviews should consider the number and location of access roads, limit the number and length of cul-de-sacs, provide interconnections with other subdivisions where feasible, and insure that collector streets through subdivisions have minimal impacts on adjacent residences.
- o In rural areas, sketch plans of all small frontage subdivisions should be reviewed so that the location of access point to interior areas can be properly determined during the approval of the initial subdivision.
- o Developers should be encouraged to preserve or grant additional right-of-way so that all collector roads and county roads have a minimum 80' right-of-way. Current highway standards indicate that this is the minimum right-of-way necessary for the design, maintenance and future improvement of such highways.

Town Center

- o Onondaga Hill should remain the focal point for town-wide activities because of its central location and existing activity level.
- o Smaller centers of residential and commercial focus should continue in Nedrow, Taunton, South Onondaga and Navarino. Southwood will become a center of residential and commercial activity as subdivision growth continues and commercial activities expand in appropriate zoned area.

Town Facilities

- o The continued growth of the Town along with new state mandates such as drainage requirements require that the Town evaluate the role of the Highway Department and its facilities. This department has and will continue to expand its role beyond simply repairing and plowing roads. Consideration should be given to conversion of the Highway Department to a Department of Public Works. In addition to reflecting its expanding role, this conversion may broaden funding opportunities from State government and other sources.

Town Facilities Con't

- o The Town should also evaluate the existing Highway Department facilities. The existing buildings are at capacity for its current equipment. The Town owns additional lands on Nixon Park Drive which are currently used by the Highway Department for materials storage. This parcel of land is large enough to accommodate the construction of one or more building to address the Highway Department's needs. Relocation would permit the Town to realize the inherent unlocked value of the land on which the current facility exists and an alternate use, even if commercial in nature, may result in an improved visual impact as predominately residential construction has already expanded in nearby areas.

Parks & Recreation

- o The Town should consider consolidating parks district into one town-wide district
- o The Town should continue to pursue the establishment of a park in the Southwood area.

Land Use

- o The Town should consider consolidating the two Industrial Districts into one.
- o Language and definitions of the Zoning Ordinance should be reviewed and updated.

TRENDS AND ISSUES

Population, Housing and Employment

Onondaga has grown steadily in population and households during the past thirty eight years. The 1988 Town of Onondaga Master Plan identified that the then leveling off of population growth despite household growth, they identified that this leveling off of the population was similar to that experienced in other areas of Onondaga County. However, the 1990 and 2000 United States Census identified the continued growth in both population and households. The population of the Town has increased by 3,564 persons from 1986 to 2004.

Population Growth

	Population	Households
1960	13,429	3,513
1970	16,555	4,513
1980	17,824	5,961
1986	17,810	6,446
1990	18,490	6,557
2000	21,063	7,964
2007	22,556	8,544

Most residents in the town commutes to work sites outside of the town, the City of Syracuse being the primary destination.

The Town of Onondaga is a primarily residential community with very few large industrial employers. Large industrial employers continue to be Onondaga Community College, Community General Hospital, Van Dyne Hospital, Hill Brook Detention Home, and Syracuse University Administration offices. These institutions continue to draw large numbers of commuters to Onondaga. While public institutions do not increase the tax base, their presence has the potential for attracting related private economic activity including physician's offices, medical services, retail and service centers, and housing.

Recent Growth Trends

Residential growth in single family homes continues to be the predominate source of development within the town. Conventional subdivisions continue to dominate the land use development of last three decades.

The trend identified in the 1988 Master Plan of agricultural land going out of production continues. New Housing continues to be uneven between 1990 to 2006 averaging about 84 residential units annually with a low of 39 units in 1995 to a high of 131 units in 1990.

Development Assets

The town's assets for development stem both from its location and its highway network. The northern portion of the town has relatively easy access via Routes 173 and 175 to the City of Syracuse and to employment centers both north and east of the City. Route 80 and Route 20 via Route 81 provide access between the southern portion of the town and the City. A large number of north/south county and local roads provide connections between residents' homes and these major commuter routes. Southwood has excellent access to Interstates 81 and 481 at Brighton Avenue.

The town's physical assets include a varied topography, a blend of rural countryside, suburban tracts and village-like settings, and a number of streams, ponds and wetland areas. Because of the town's topography, exceptional views and vistas are available.

The northern third of the town is within the County's Consolidated Sanitary District and public sewers are available in significant portions of the district. Public water supplied by the Onondaga County Water Authority is widely available in the same area. Onondaga is well served with public facilities including parks, schools (seven school districts serve portions of the town), fire departments (eight districts cover the town), Onondaga Free Library, Onondaga Community College, Community General Hospital and related medical offices, and a post office on Onondaga Hill.

A relatively undeveloped retail and service market within the town presents opportunities for community shopping centers as residential growth increases the market. Current retail needs are being met by large scale commercial and retail complexes located just outside the town boundaries in Syracuse, Dewitt, Geddes and Camillus. There is land available for development in the town, presenting a variety of possible sites and locations for most needs.

Town Facilities

In February, 2005 the Town moved into a new Town Hall located on Ball Road. The long planned and awaited opening of this facility addresses the present and foreseeable space needs of the Town for offices, program operations, state criminal justice standards and historical space. This facility is also equipped with a generator which will facilitate the uses of this building as a command post and community facility in case of emergency or natural disaster. The Town has acquired additional land adjacent to the Town Hall to provide for future needs. It is contemplated that this facility will serve the Town's needs far beyond the life of this master plan.

The Town Hall facility also incorporates adjacent space built by the Town and leased to Onondaga County on a long term lease for the Sheriff's Department substation. Since the Town does not maintain its own police force, this facility contributes to maintaining a strong and visible Sheriff's Department presence in the Town.

Land Use Issues

Residential Density

Although there is consensus in the Town of Onondaga that residential developments will continue to be the predominate land use, there are several concerns about the pattern and density of new residential development which need to be resolved. Residential density has implications for: the appearance and feeling of open space; the potential for a rural, suburban or urban lifestyle; the economic provision of public sewer and water service; the protection of groundwater; the design of adequate septic drainage; the preservation of sensitive environmental features; the adequacy of the highway system to carry traffic; the demand for neighborhood retail and service centers; and the need for park and recreation facilities and public meeting space.

Current residential zoning for most of the town requires 20,000 square feet of land per dwelling unit where public water and public sewer is provided and 2 acre lots where there is neither public water or public sewer; exceptions are in districts designed for older neighborhoods such as Nedrow, Southwood and Taunton and for townhouse and apartment projects allowed in planned residential districts.

Town residents have focused on residential density as a controlling factor for future land use development as new subdivisions push the extension of utilities further south and encroach on rural neighborhoods despite large vacant tracts in areas with utilities, as traffic has increased on previously low volume roads due to growth in Onondaga and surrounding towns and to a statewide trend toward increased vehicle usage, and as conflicts between commuter traffic and adjacent residential neighborhoods become more frequent. The 1988 Master Plan identified several question which clarify actions the Town could take to address the density issue. As a result, regulation that has been adopted to address the questions raised in the 1988 Master Plan the Town of Onondaga provided a variety of residential alternatives including encouraging cluster development. Public water and infra-structure needs to continue to be maintained and updated.

In 1994 the Town revised the Zoning Ordinance to require two acres for a building lot where both public water and sewer were not available.

In the scenario where both utilities are not provided the Town requires a minimum of 2 acres in anticipation of accommodating and maintaining residential septic systems that may be affected by soil conditions which provide general poor absorption capacities. Likewise, the Town identifies traffic conditions and established certain roads as arterial and collector streets and provided a new section of the zoning ordinance which addresses arterial and collector overlay requirements. In general, set back requirements are increased on both arterial and collector streets to provide future enlargement of these designated highways to accommodate the increase in residential traffic. Likewise, lot widths were increased in the arterial and overlay requirements to minimize the number of road cuts required to serve individual residential lots and thus reducing curb cuts onto these designated highways that are designated and designed to carry commuter traffic from residential developments.

The 1988 Master Plan recognized a different type of density issue occurs in older neighborhoods such as Taunton, Nedrow and Southwood which were developed on small lots, many of which did not meet the requirements of residential 2 and residential 3 zoning districts. Lots which predate zoning are classified as legal non-conforming; owners must obtain area variances to make even simple changes to the property. Recognizing this impact the town rezoned many of the areas including Southwood, and Nedrow from R2 district to an R3 District to reduce the hardship on the number of properties that appear in these older developments. These concerns can be distilled into several questions which clarify actions the Town could take to address the density issue.

Subdivision Patterns

Residential development accounts for the overwhelming land use in Onondaga in terms of number of parcels - approximately 75% of all parcels are in residential use. Single family homes account for over 70% parcels in residential use; apartments and townhouses account for the balance.

Residential Building Permits

Year	Single Family	Multiple
1989	135	7
1990	131	15
1991	106	9
1992	124	7
1993	95	9
1994	99	8
1995	39	1
1996	45	4
1997	60	11
1998	71	12
1999	68	1
2000	91	2
2001	80	3
2002	84	10
2003	90	5
2004	85	2
2005	90	3
2006	63	3

Range of Housing Opportunities and Lifestyles

The Town of Onondaga is an attractive residential community. With its close proximity to the City of Syracuse as well as the commercial, industrial and retail hubs located in neighboring communities and our optimum access to the interstate and county highway systems, the Town is competitively attractive when compared to other "bedroom" communities in the region. The 1988 Land Use Plan noted that "despite a history of construction of apartment projects and townhouses alongside single family subdivisions and country homes in the 1960 and 1970's, single family construction prevailed almost exclusively in the 1980's". The trend has continued. With the exception of three senior housing projects in the Onondaga Hill, Taunton and Southwood areas, which were undertaken by non-profit organizations, no new multifamily housing or entry level affordable ownership housing was constructed in the Town of Onondaga for the period encompassed by the 1988 Land Use Plan through the end of 2005. For the period from 1989 through 2005 sixty-six (66)% of building permits were for homes in subdivisions, the balance were built on single family lots along rural roads surrounded by vacant and agricultural land.

The 1988 Land Use Plan also noted that "attitudes derived from country lifestyle" preferences and other concerns about density have contributed to a reluctance to permit new apartment or townhouse development". As a result only one new apartment complex of 112 units has been permitted and is scheduled to open in the Southwood area in 2007.

The need to accommodate town residents who no longer require a large house, who can no longer afford a large home, who can no longer undertake the maintenance responsibilities associated with single family home ownership and the need to provide opportunities to new families who are not yet able to afford to become homeowners remains to be addressed. The Town land use regulations already provide for consideration of clustering and planned developments to address housing uses other than single family homes on large lots; however, the impact of public attitudes will remain a significant factor in determining whether the housing opportunities within the Town expand beyond large single family lot home ownership.

Residential construction on individual road front lots represents an important, but declining trend to tract development. Since 1989 (33%) of all building permits have been issued outside of tracts indicating a strong desire for a rural lifestyle. This appears to be a declining trend since as of the 1988 master plan reported from 1980 was 40%.

Availability of Lots for Future Construction.

Over the past two decades annual residential growth has averaged 86 units in Onondaga; There are currently about 1,264 undeveloped parcels that have the potential of becoming as least as many "approved lots". At the current pace of residential growth these parcels will meet the demand for the next fourteen years. An additional minimum of 11,700 lots or a 136 year supply is available to be developed within the existing County's sanitary district as it presently exist.

Availability of Land within the County Sanitary District.

Developable parcels- of at least five acres with direct highway access, within the sanitary district- could potentially provide another 3,703 acres of (at two units per acre) another 7,406 single family building lots. This supply of developable residential land within the area of current sewer service potential could conservatively accommodate growth for an additional 85 years. There is no justification or need for expanding the County consolidated Sanitary District.

Economic Development

The Town of Onondaga is, and is likely to remain, residential in character. Non-residential commercial economic development occurs in zoned areas primarily in Nedrow, near Jamesville Ave adjacent to Syracuse University and in small clusters in Southwood, Taunton, and Onondaga Hill. Large scale public and charitable institutions such as Onondaga Community College ("OCC"), Van Duyn Hospital and Community General Hospital create economic impact in employment for the greater region but contribute little to a nonresidential tax base.

The continued expected growth in residential development and the residential population will result in demand for retail goods and services within the Town. In addition to some retail and service presence in Nedrow, future retail and service developments are likely to occur in areas of concentrated residential population growth areas of Onondaga Hill and Southwood areas. Existing zoning designations contemplate future retail and service development along Route 173 in Southwood and on Route 175 across from OCC. Demand for these uses on Onondaga Hill will also be impacted by the construction of student dormitories on the OCC campus which opened in September, 2006.

Industrial and commercial development or high tech development is likely to occur in Planned Economic areas near the Town Highway Department on Route 175. The existence of large mineral deposits of gravel in South Onondaga will continue to create the opportunity for that industry to continue well into the future. Regulation of mining uses is under the jurisdiction of the New York State Department of Environmental Conservation and not the Town of Onondaga.

The highway improvements along the Route 173, 175 and Velasko Road areas will improve traffic flow in these areas but will likely hasten the decline of a residential population in some of these areas. This is likely to result in a demand for the conversion to professional office and service uses of some properties. The adoption of the West Seneca Turnpike Corridor overlay district requirements applicable to the Route 175 corridor form the boundary line with the City of Syracuse on the east and Harris Road on the west will assist in controlling this transition. Since its adoption, the increase in residential developments coupled with the dormitories at OCC and the likelihood of further development pressures along this corridor, leads to a recommendation that the district be extended further west to Cerarvale Road and that the extent of control of the dimensional depth requirements of this district be expanded especially in areas where non residential development may occur.

The limited opportunities for economic growth within the Town will constrain the ability of the Town to expand its non residential tax base. Residential development requires more services, such as new roads and the increase in the number of school age children, than does other forms of development. The impact of increases in the Town and school districts budgets will remain primarily on residential owners.

Environment

Environmentally sensitive areas should be protected from improper development by means of stringent Zoning reviews, SEQR reviews, storm water run off regulations, and subdivision reviews.

Environmental coordination with surrounding municipalities is necessary particularly with regards to drainage, storm water run off and SEQR reviews.

Drainage

The development of vacant land increases the volume of storm-water runoff per acre. Storm-water runoff collects in basins, drainage ditches, municipal drainage systems and streams. Due in part to the topography of the Town, drainage from storm-water affects not only town residents who live downstream of developed areas as well as lands in the City of Syracuse through which Harbor Brook, Furnace Brook and Hopper Brook drainage basins flow.

Over the past thirty years, the Town has addressed storm-water drainage impacts throughout the subdivision and land use regulation. It has been the consistent practice of the Town to require developers to construct storm-water detention basins onsite of new developments to control these potential impacts. These facilities become a part of municipal drainage districts upon completion to ensure control by the Town of the effective maintenance of these facilities over the long term.

New federal regulations implemented by the State of New York under a Phase II Storm-water Program now require additional state permits to control storm-water from Construction Activity. One impact is the change from basins that detain water to control the rate of discharge to basins that will hold open water to reduce the discharge of pollutants to protect water quality. The Town of Onondaga will be required under federal guidelines to develop and implement local storm-water management programs by early 2008.

The Town should continue to assess the impact of storm-water management issues in the implementation of its land use regulations and should take into account the offsite impacts of runoff in downstream properties as the development density grows within the Town.

Physical Factors Affecting Development.

While there is a plentiful supply of vacant land within the Consolidated Sanitary District to accommodate future residential growth, the actual location and intensity of this growth both within and outside the district, will be affected by the physical characteristics of the land. The following discussion highlights six physical factors that will impact on residential growth in the town: three nonphysical factors are also discussed: wetlands, floodplains, steep slopes, soils, archeological deposits, groundwater, agricultural districts, historic sites, public water and sewers.

Wetlands

The extent of freshwater wetlands in the Town of Onondaga is displayed on "Freshwater Maps" available for review in the Town of Onondaga Code Enforcement Office. Freshwater wetlands include bogs, marshes, swamps, wet meadows, and other areas where groundwater is at or near the surface for a significant part of the year. Vegetation is the key factor used in identifying wetlands, Wetlands are important to the environment of the town since they play a vital role in preventing flood damage by storing flood or storm water, in maintaining ground water supplies by recharging them, in pollution treatment by acting as chemical and biological filters, in erosion control by collecting and absorbing silt and organic matter, in maintaining the ecological balances in freshwater systems by serving as a source of nutrients in the flood chain, and in providing a habitat for a significant range of plant and animal species.

Wetlands larger than 12.4 acres (5 hectares) and protected under the State Freshwater Wetlands Act. A wetlands permit is required from New York State Department of Environmental Conservation (DEC) for such activities as draining, dredging, excavating filling, discharging pollutants and construction within the wetland. Actions which alter a regulated wetland should also involve the State Environmental Quality Review Act (SEQR) process when an application for town land use action has been requested. In addition certain wetlands of at least 1 acre or larger are also subject to the jurisdiction of the US Army Corp of Engineers under the Federal Clean Water Act.

The four largest wetlands in the Town are one around Mud Pond and two along the West Branch of Onondaga Creek, one around the hamlet of South Onondaga and the other in the Pumpkin Hollow area. Other smaller wetlands are scattered throughout the town. Generally wetlands do not affect significant portions of the town within the prime development areas (areas within existing water or sewer districts), although there are several that may become important if development spreads southward in the town.

Flood Hazard Areas

The location of flood hazard areas in the town are shown on "Flood Insurance Rate Maps" that are available for review in the Town of Onondaga Code Enforcement Office. Flood hazard areas are defined as the 100-year floodplain, or in other words the area where each year there is a 1 in 100 (1%) chance that the land will be flooded. This criterion was established in 1968 through the enactment of the National Flood Insurance Act, which instituted the National Flood Insurance Program to reduce flood damages and promote wiser use of floodplains. This law enables local communities to provide low cost (federally subsidized) flood insurance to property owners in flood prone areas. The Flood Disaster Protection Act of 1973 made it mandatory for a community to regulate new floodplain development in order to remain eligible for the subsidized insurance rates. The Town of Onondaga approved an updated Flood Damage Prevention Law, Local Law No. 3 in April 1987 as last revised in 1991 and is therefore a participant in the National Flood Insurance Program.

The primary flood hazard areas in the town are along the entire length of the west branch of Onondaga Creek from Pumpkin Hollow to South Onondaga, areas along Harbor Brook, portions of Nedrow along Onondaga Creek and several other scattered sites in the town. The only locations that could be affected by future development are those along Harbor Brook both in the Town of Onondaga and in the

Town of Geddes and the City of Syracuse. It is important to know the locations of these flood hazard areas so that impacts of potential flooding can be analyzed as development occurs in areas within the affected streams' drainage basins. Development within actual flood hazard zones needs to be restricted so that potential future financial losses from flooding can be avoided. Flood prone areas are undesirable for residential purposes since septic tanks can be breached during floods, wells can be contaminated and lives and personal property can be endangered.

Steep Slopes

The steep slopes are a major impediment to development, particularly to large scale residential development. Slopes over 15 percent present considerable development limitations, which can be overcome only at great expense to developers, adjoining property owners, the town and the environment. Some of the problems encountered include soil erosion, malfunctioning septic systems increased requirements for cut-and-fill operations, and vegetative cutting.

Even areas with slopes between 8-15 percent can provide problems with driveway and road construction, road maintenance and snowplowing, storm-water runoff difficulties, increased soil erosion and increased construction costs. In most cases, careful planning can allow construction on sites in the 8-15 percent slope range.

Steep slopes affect a significant portion of the town, particularly the southern section. Steep slopes bracket the valley of the West Branch of Onondaga Creek, they extend southward along Route 20, and along Amber Brook. The Sentinel Heights area has significant areas of steep slope as does the area on either side of Nedrow. There are also steep slope areas in the northern portion of the town, particularly around Onondaga Hill, Split Rock and around the hamlet of Howlett Hill. The areas of major subdivision development are generally not affected by steep slopes although there may be isolated sections of some subdivisions which will need to be designed to mitigate any problems from slopes. While steep slopes can cause development problems, they do offer the town some of its greatest assets, i.e. varied topography beautiful vistas and a wide variety of building sites.

Steep slopes, wetlands and floodplains represent major environmental impediments to residential development. Each element inhibits intensive residential development in some fashion: steep slopes due to difficulties in construction and access, wetland due to poor soils, high water table and need to protect sensitive areas, and flood hazard areas because of the danger to life and property both on site and downstream.

Topographical and other environmental problems increase the cost of providing public water and sewer facilities in the southern half of the town thereby further decreasing the likelihood of intensive development. Two other areas of the town have numerous areas with the environmental constraints: the Sentinel Heights area and an area along the very northern edge of the town. Conversely, broad areas of land west and south of Onondaga Hill have relatively fewer environmental constraints which partially explains the growth that these areas have been experiencing.

Soils

General soil suitability is a primary consideration in locating development. Extremely poor soils can greatly increase the initial cost of development as

well as creating future problems including septic tank failure, well contamination, building foundation degradation from cracking or hydraulic pressure, and unacceptable erosion.

The primary source of generalized soil information is the "Soil Survey of Onondaga County, New York" issued by the U.S. Department of Agriculture's Soil Conservation Service in 1977. The dominant soils in the county are derived from glacial deposits containing varying amounts of limestone, shale and sandstone. The soils exhibit great variability in terms of their suitability for development. The soil survey details this variability through its maps and charts. For the purposes of this land use plan, the characteristic of limitations of soils for septic-tank absorption fields has been mapped (Map 1) since all residents in the town outside the Consolidated Sanitary District boundary must use septic tanks for their waste water disposal system.

The ratings on Map 4 indicate the degree and in some cases the kind of limitation that can be expected when using a soil grouping for a septic tank absorption field. The rating assumes adequate design and installation of the septic system. Factors considered in the ratings are the permeability of the soil layers at or below the tile line, soil drainage loss, depth to bedrock, surface rockiness, slope, surface stoniness and flood hazard. The soil survey notes that the source of water supply is not considered in the ratings, but the hazard of pollution of wells, springs, streams and lakes is noted for some soils. In particular, the potential for pollution of water supplies from rock fractures is significant because of the speed with which water moves through rock fractures and the inability of rock to absorb pollutants from the water.

Map 4 reveals that much of the town outside of the Consolidated Sanitary District boundary has soils with severe limitations for septic tank absorption fields. Only a few small areas have moderate limitations. A number of areas are indicated as having slight limitations, but this is misleading since these soils have rapid permeability and therefore a contamination hazard may exist for nearby ponds, streams, and lakes. If the permeability (percolation rate) is too rapid, the soil organisms which normally digest harmful bacteria contained in septic tank effluent do not have time to do their job effectively. Therefore, harmful bacteria may be deposited in the ground or surface water supply. Thus even soils in the slight category may not be suited for large scale development unless care is taken to avoid contamination of nearby waters.

Archeological Deposits

Archeological resources include objects (artifacts) and sites below the ground which are significant to our cultural heritage. Archeologically sensitive areas may contain objects and sites which will help explain life in prehistoric times prior to the European occupation of the land. Archeological resources are irreplaceable and if they are destroyed through development, they cannot be recovered.

Map 2 is a highly generalized map of areas in the town with a higher than average probability of containing either artifacts or archeologically important sites. This map does not mean that sites or artifacts will be discovered on every parcel within the designated area, only that the probability of discovery is higher. Likewise, it is conceivable that sites or artifacts could be found outside the designated area since not every prehistoric site is known. The source of this map is the Office of the State Archeologist in Albany which acts as a clearinghouse for the storage and dissemination of archeological information in New York. Individually known sites are not identified on the map to protect the sites from vandalism.

SEQR procedures should provide some protection for archeologically sensitive areas since the Environmental Assessment Form addresses itself specifically to actions which may affect archeological sites. Development proposals within the areas designated on Map 2 should receive special scrutiny in regard to potential archeological impacts. In the town, there are a number of areas of archeological sensitivity including the general Onondaga Hill area, Nedrow area around South Onondaga, an area in Sentinel Heights and an area north of Route 173 in Southwood.

Groundwater

Groundwater is a significant source of water for households in the Town of Onondaga, particularly in the southern portion of the town. The 2000 Census of Housing reveals that out of a total of 6098 year-round housing units in the town, 5,054 relied on a public system or private company for water, 722 received water from a drilled well, 188 from a dug well and 134 got their water from some other source (springs, artesian wells or other arrangement); thus in 1980 at least 15% of all year round units used wells for their water source.

Information concerning the availability of groundwater is not obtainable in detailed form; its collection would require expensive ground surveying techniques and test borings. The information that is available is generalize and provides only an indication of potential groundwater supplies.

Agricultural Districts

Agricultural Districts are intended to encourage farmers to remain in business and Agricultural Districts affect development in a negative fashion both by providing the tax incentives for continued agricultural use and by inhibiting the extension of certain utilities.

Agricultural Districts tend to function as a development constraints based on the premise that agricultural lands and activities should be protected from unwanted development pressures. The Agricultural Districts Law passed by New York State in 1971, allows counties, through local initiative, to designate as Agricultural Districts those areas that are the most productive farmlands. All districts must be certified by the State Department of Agriculture and Markets.

In the Town of Onondaga, the previous four agricultural districts, (numbers 1, 5, 9 and 10) have combined into one District in the Town and represent approximately 14,900 acres. A map showing the agricultural district in the Town is available for viewing in the Town of Onondaga Code Enforcement Office. Agricultural Districts are approved for an eight year period after which they are reviewed, modified and recertified by the State.

Historic Sites and Structures

There is one property on the National Historical Register that being the General Hutchinson House. Special consideration must be given to a property that carries this designation. In addition the Town's Historical Society has identified numerous places of interest based on the Historical Society's own criteria of age or/and architecture. A list of these sites is available in the Town of Onondaga Historical Society Office.

Public Water and Sewers

There has been a significant increase in the area served by public water and sewers in the past 20 years.

While there is a great deal of overlap between the boundary of the Consolidated Sanitary District and the water districts, there are areas where sewers are potentially available without public water and vice versa. Since the town controls the extent of water districts (subject to OCWA's technical approval and cost considerations) and the extent of sewer districts (within the boundary of the County's Consolidated Sanitary District), it is a town decision on how and whether to readjust these boundaries.

The area within these district boundaries is important since provision of public water and/or sewers allows a greater density of development. The existing zoning ordinance enforces this density bonus by allowing single family residences on 20,000 sq. ft. lots (rather than the otherwise required 2 acre minimum in R-C and R-1) for areas where public water and public sewers are available. Where both public water and sewers are available, the current ordinance permits minimum lots of 12,000 sq. ft. and 7,200 sq. ft. in R-2 and R-3 districts.

The installation of trunk sewers facilitated the expansion of sewer laterals. While technical impediments are few and can be overcome, the real impediments to expansion of water and sewer service is likely to be financial.

Recommendations: Single Family Development Densities

The location and density of the majority of single family development in Onondaga for the next twenty years will be strongly related to the boundary of the County's Consolidated Sanitary District and the combined areas within the town's water districts. The Consolidated Sanitary District boundary represents the extent to which new town sewer districts can be formed without requiring revision of the boundary by the County Legislature. The area within the Consolidated Sanitary District includes the northern third of the town, the most densely populated area of the town. The area within town water districts does not coincide with the Consolidated Sanitary District although both cover the same general area of the town. The water districts represent areas within which water service can be made available and these districts can be expanded solely by Town Board action.

The town has within the boundaries of the Consolidated Sanitary District enough vacant land to accommodate all residential growth in the town for the life of the plan and far beyond. Within the Consolidated Sanitary District, a variety of residential densities can be permitted ranging from typical subdivision densities (20,000 sq. ft. minimum lots) to apartment densities (a maximum of seven units per acre).

While most areas within the Consolidated Sanitary District are also within a town water district, there are a few areas which are not. Many of the smaller areas border on the City and are either served by City water lines or by other means (Van Duyn and Community Hospital). However, several large areas along the southern boundary of the Consolidated Sanitary District have not been included in a water district because of topographic problems, the extent of current development, or the type of current development.

It is assumed that areas within the Consolidated Sanitary District, but not currently in a town water district, will eventually be served with public water, if the demand exists. Therefore, these areas, for planning purposes, are treated as if they were within both sewer and water districts and the density recommendations are the same as all other areas within the Consolidated Sanitary District.

HIGHWAY SYSTEM

Any assessment of current performance and future capacity of the town's highway system involves an examination of the system's existing characteristics and an understanding of highway function. Existing characteristics include traffic volumes, road widths, intersection level of service, accident frequency and location, and planned improvements.

Highway function refers to the role of a particular road in the context of the overall highway network. The two major functions of any highway system are: 1) to carry traffic, and 2) to provide access to adjacent land. Individual roads are classified according to the extent they serve one or both of these functions. Conflicts between these functions often arise as development progresses (turning movements increase as the number of adjacent land uses increase, thus slowing the flow of through traffic). As these conflicts increase, there are demands for new or improved highways and/or limits to new development.

The purpose of this analysis is: to examine existing characteristics in order to determine whether and where improvements may be needed, and identify steps the town can take to reduce or avoid future conflicts and minimize negative impacts on the highway function as development continues.

The highway network in the Town of Onondaga includes state, county and town roads. The state roads include major highways - Routes 173, 175, 11, 80 and 20, and portions of Interstate Routes 81 and 481 - originally designed to serve as inter-community and/or cross state roads. The county road system consists mostly of north-south roads reflecting their origin as farm to market roads. The town system consists primarily of subdivision or local streets and minor roads in the southern part of town.

Except for the Interstate highways, the roads in Onondaga are two lane roads with right-of-way widths of either two or three rods (49.5 feet and 66 feet respectively); one exception is Route 175 which has a 100 foot right-of-way. Major intersections may have additional lanes to facilitate turning movements.

There are two Interstate 81 interchanges which serve Onondaga - one south of Nedrow on the Onondaga Nation Territory and one in Syracuse near Southwood in the northeastern corner of the town. Most of Onondaga has no direct access to the interstate system and residents must travel some distance on local roads and streets to reach an interchange. In much of the town, commuters are dependent on the two lane local roads for their access to work and shopping sites.

Highway Function

Highways are classified according to their relative traffic carrying/land access functions as freeways, arterials, collectors and local streets. The freeway or interstate highway primarily serves to carry traffic; no direct access to adjoining properties is provided. At the opposite end of the continuum is the local street which has land access as its primary purpose; traffic movement on a local street is clearly a secondary function, and through traffic is undesirable. Collectors and arterials fall between local streets and freeways as described below.

Highway Classification	Function
Local Street	<ul style="list-style-type: none"> - provides access to abutting properties (land service) - provides intra-neighborhood traffic; should not carry through traffic - moving traffic is secondary function
Collector Street	<ul style="list-style-type: none"> - collects traffic from local streets and conducts it to arterials - provides inter-neighborhood traffic - land access is a secondary function
Arterial	<ul style="list-style-type: none"> - moves larger volumes of vehicles from one area to another (inter-community traffic movement) and to freeways - land access is a secondary function
Limited Access or Freeway	<ul style="list-style-type: none"> - carrying traffic is only function - no land access function

Generally speaking most of the state highways in the town function as arterials (Routes 173, 175, 20 and 11) or as freeways (I-81 and 481). Most county highways function as collectors, and most town highways function as local streets. Arterials and Collector Streets are designated in the Zoning Ordinance. Map 3 indicates the respective municipal ownership of State, County and Town highways located within the Town.

While the four classes of highways are distinct in concept, in reality there is a constant conflict between their respective land service and traffic service functions. This is especially true with respect to local streets, collectors and arterial highways. While this conflict may not be readily apparent when development is minimal and traffic volumes are low, the conflict becomes increasingly apparent as development progresses.

The function that a particular highway plays in the town highway system should become an integral component of the development review process, and incorporated into local land use controls where necessary. This will be increasingly necessary to balance the highway improvement needs created by additional development and increased traffic in an era of limited public fiscal resources.

Highway System Performance

The means for highway improvements generally derive perceptions that there is too much traffic (high volume) that are unacceptable time delays or bottlenecks at intersections, that intersections are poorly aligned and/or have site distance problems which impedes safe turning movements, or that there are a disproportionately high number of accidents at a particular location. Data addressing each of these issues have been analyzed and need to continue to be analyzed in the future.

Traffic Volumes

Traffic volumes for State and County Highways are available through traffic counts that are secured by and available through the New York State Department of Transportation and the Onondaga County Department of Transportation. These traffic counts are routinely updated and the updated information should be taken into consideration through the life of this plan as the Town continues to develop and new subdivisions are proposed. Updated information is available on the New York State Department of Transportation's web site by visiting www.travelinfony.com - NYSDOT Traffic Data Viewer and through the Onondaga County Transportation Department. These two sources provide current data regarding traffic counts, traffic volumes and intersection analysis. Traffic studies should continue to be an integrate part of the subdivision and development process.

Traffic volumes in the town are not high compared to highways countywide, nor are rates of traffic increase exceptional. Generally, expansion of a highway from two to four traffic lanes is not considered until volumes (AADT) exceed 12,000 vehicles per day. At this volume, improvements to selected intersections are usually sufficient to maintain acceptable levels of traffic flow and accommodate significant traffic increases.

Accidents

There are a few high accident locations on Town of Onondaga's road network. The State of New York Department of Motor Vehicles produced their last known comprehension study of accidents that have occurred in the Town of Onondaga for the physical year of January through December 1999.

During this time 403 accidents occurred within the Town of Onondaga compared to 359 the previous year. Out of the total number of accidents reported, 50% occurred on State Roads 25% on county Roads and approximately 12% on Town Roads.

Locations with high accidents frequency have been identified and ranked based on a combination of variables (total accidents, accident severity in terms of fatality or personal injuries, traffic volume, length of road segment and relation to State accident rates for similar highway types). The highest rank

intersections are further analysis to identify specific problems which could lead to intersection improvements projects. The 1988 Master Plan identified only one intersection (Onondaga Blvd and Bellevue Ave) at the signalized intersection as being ranked as a high accident location. This intersection is scheduled to be reconstructed as a result of the reconstruction of Bellevue Ave scheduled for the summer of 2007.

The New York State Department of Transportation investigates potential safety problems based on local request and the highway safety investigation report. Construction and reconfiguration of the Velasko Road Rt. #175 Makyes Road intersection has been realigned as a result of the demolition of the Town of Onondaga Town Hall. However this reconstruction/realignment was completed in 2006 and a comparison of accident rates are not available with the new configuration at the time this plan was prepared. The New York State Department of Transportation and the Onondaga County Department of Transportation along with the Syracuse Metropolitan Transportation Council should be continuously consulted during the life of this plan for continuing highway improvements. Future consideration should be given to the intersection of Cleveland Road and Makyes Road to align Cleveland Road so that it enters this intersection at right angles thus improving site distance. Likewise, consideration should be given to the Cpl Welch Road - Kasson Road intersection along with the Cpl Welch - Howlett Hill Road intersection to reconfigure these intersection so that they enter at right angles thus improving site distances. Consideration should also be given to Cpl Welch Road being used as a short cut between Kasson Road and Howlett Hill Road by individuals traveling east on Howlett Hill Road heading to Camillus and individuals traveling Kasson Road heading westerly to Marcellus instead of the "local street" it is intended to be.

Highway Improvements

Except for Rt. #81 and #481 there has been no major change to the majority of the highway network in the Town for at least 70 years. Only local streets built to serve new subdivisions have increased Town road mileage. Highway improvements have continued as indicated with the Rt. #175 Velasko Road reconstruction/reconfiguration along with the Onondaga County Department of Transportation plan to rebuild and reconfigure Fay Road/Grand Ave within the Town. The reconstruction of Velasko Road from Rt. #173 to the city line is projected for the fall of 2008. This will include grade improvements, updating signalization and left turning lanes for all four lanes of Velasko Road and McDonald Road at the intersection. Two other proposed improvements are as follows;

Bellevue Extension - is an east-west corridor in the Town of Onondaga and is designated as an urban local street. This project will impact Olmstead Road and Winkworth Parkway, both of these are Town Roads. This project will be bid in the spring of 2008 with a projection completion date of 2009.

Rt. #175 from Cedarvale Road west into the Village of Marcellus - will be a continuation of the 175 and 173 project Of 2005 - 2006. This project will address site distances and culverts replacement between Cedarvale Road and the Village of to the west. Rt. #175 at this location is an urban feeder road. This project is to be bid in 2007 and will impact the intersection of Beef Street, Cedarvale Road, Kasson Road, Chelise Hamlet Road, Kencrest Drive and Townline Road. Many of these intersections have been identified in the past, as requiring potential improvements.

The function that a particular highway plays in the Town Highway system should become an integrate component of the development review process and incorporated into local land use controls where necessary. This will be increasingly necessary to balance the highway improvement needs created by additional development in the increased traffic in error limited public physical resources.

Recommendations:

No substantial changes will occur in the town's highway system in the foreseeable future except as identified above. There may be minor intersection improvements if increased traffic warrants, but these will generally involve only signalization or minor functional improvements rather than major reconstruction or redesign.

Preserve Highway Function

As the town continues to grow, it will be important for the town to minimize the impact of future development on the existing highway system. The town should endeavor to reduce friction points for traffic moving along commuter roads by controlling the location of all new intersections of subdivision streets and existing highways, curtailing the number of new driveways on key arterials, and carefully locating high traffic generating land uses such as retail, service or industrial uses. If the number of access points onto arterials is not controlled, conflicts between local traffic at access points and through traffic will increase, traffic flows will be impaired, and the function of the highway will decrease. Average speed on the arterials will decrease, accidents will increase and the road will become a compromised commuter route. Careful planning will be required to maintain reasonable levels of service on the town's roads while permitting growth to occur.

The Town should continue to preserve the functioning and capacity of town highways by continuing to require the following:

Reverse fronting subdivisions: Subdivisions proposed with more than 3 lots fronting on a designated arterial should be provided with an interior access road so that there is no direct access from each onto the highway; the access point for the interior road should be carefully chosen for safety of entrance onto the arterial (including proper alignment with any opposing entrances) and for possible combined use from neighboring parcels or subdivisions.

Subdivision design: Proper design of subdivisions can minimize road maintenance costs and ensure safe access to individual home sites. Beyond being diligent in selecting the location of highway access points for major subdivisions, the town should carefully scrutinize minor subdivisions which create a few frontage lots from a larger parcel having significant frontage along a highway or large acreage. The location of these new frontage lots may define the eventual access points for the remainder of the parcel and remaining access points for large interior parcels should be properly located for the potentially greater traffic activity they may generate.

The subdivision regulations require a sketch plan for the entire large parcel with future access points identified, drainage problems noted, and other salient features identified; this sketch plan is then used as a basis of judging the merits of minor subdivisions as well as setting precedents for any future subdivision of the original parcel.

During subdivision reviews, desirable design features include the number and location of access roads to the subdivision, street layouts which provide for easy maintenance (for example, by limiting the number and length of cul-de-sacs), street connections between subdivisions where feasible (to provide alternate access for emergency vehicles and to reduce the need to travel on main collectors or arterials), and minor collectors (connecting collectors or arterials) designed to minimize impacts on adjacent residences.

Increase Right-Of-Way

Current engineering standards require a minimum of 80' feet of right-of-way for collectors and arterials; this width is needed to accommodate wider lanes and shoulders plus the necessary drainage ditches. Having a sufficient right-of-way eliminates the need to obtain land at a later time which can be costly and delay needed improvements to roads; also the wider right-of-way permits the siting of structures at a proper distance from roadways so that they will not be negatively impacted by any road improvements.

Developers should be encouraged to grant additional right-of-way (7 feet for a four rod road, 15 feet for a three rod road) to meet the requirement. State roads may require varying amounts of right-of-way beyond the 80' minimum depending on the precise location because of the variable widths of many of the existing rights-of-way. In terms of State roads, it is best for town planners to check with the New York State Department of Transportation concerning each individual development to see if any additional right-of-way is needed. Similar contacts with the town highway superintendent and the County Department of Transportation can help determine if any unique right-of-way situations exist for any proposed development.

Driveway Permits

Driveway permits are required for all new access points onto town, county or state roads. The town has reviewed its existing permit procedures and the Town standards are consistent with state and county standards. Town planners should require all applicants to have approved driveway permits before granting permission for any development requiring new access points. Developers are made aware of this requirement at the beginning of any zoning or subdivision procedure.

Capital Programming

The town has a road maintenance program that will need to be reviewed and updated through the life of this master plan and as new roads are developed in the subdivision process and acquired by the town.

PARKS

Recreation is an essential service within the community as it contributes to the social, cultural and economic wellbeing of residents and enhances the overall quality of life. The Town is a major provider of all types of recreation services, including parks, facilities and programming. The Parks and Recreation Department currently administers and coordinates a diverse variety of year-round recreation and leisure programs for all ages as well as leagues, tournaments and special events which have grown in scope and quality over the years. The Town currently has 4 parks with almost 60 acres of developed land.

In addition to the Town, there are a number of other public, quasi-public and private sector organizations that play important roles in the delivery system, including local School Districts, Onondaga County Community College, private fitness and golf clubs.

There is also an active network of community organizations and volunteers within the Town. These organizations, which include sports associations and special interest groups, play a role in the delivery of recreation programs. In many cases these same groups are relying on our facilities, specifically our parks to deliver these same services.

There are some general key trends affecting recreation and the delivery to the community that need to be taken into account today and for the future. Our population is aging, and with it will be an increased demand for seniors' programming including active living and wellness. The demand for child and youth programming should remain stable. The number one barrier to participation for both youth and adults will be "lack of time".

CURRENT INVENTORY AND PROJECTIONS

Parks & Recreation Office and Senior Center

Since its' inception in 1987 the Senior Center has become multipurpose from both a programming and age specific activity center. It currently provides for Seniors; hot lunches four times a week, instructor based classes (art, tai chi, country line dancing, dance, exercise and more) as well as a network of computers for free use anytime, health outreach programs (flu clinics, mammography, wellness, blood pressure, nutrition counseling, etc). The building also regularly schedules free tax assistance, defensive driving classes, catered luncheons, entertainment, speakers, holiday celebrations, card playing, day trips, and more. The building also has a room with a pool table that is used daily.

The building has recently undergone renovations including remodeling of the kitchen space, and dining area and the addition of a parking area to the north and a handicap drop-off at the Velasko entrance to the building.

There are four parks located within special park districts and are supported by tax levies within the respective districts.

Kelley Brothers Memorial Park

A fifteen acre park located off Dorwin Avenue in Nedrow. The park is home to the Nedrow Youth Athletic Association, affiliated with Apple Valley League. The facilities include: Combined restroom/storage and concession building, two tennis courts, one basketball court, one beach volleyball pit, two ball fields, playground apparatus and a small pavilion.

King Memorial Park

This 15 acre park is located on Split Rock Rd. The park features athletic fields, three softball fields, two tennis courts, one basketball court, one beach volleyball court, age specific playground equipment and a pavilion. The restroom building was renovated in the fall of 2005 allowing for handicapped accessibility. The maintenance garage for the parks department is located at King Park. WOYSA schedules spring and fall youth soccer games here. The Town runs an adult softball program, with games held at this location as well as a summer playground program, instructional youth soccer, adult beach volleyball, tennis lessons, and outdoor basketball league. The pavilion is heavily used for permits.

Howlett Hill Park

Almost 10 acres of parkland includes two tennis courts, two softball fields, basketball court, a medium size athletic field, restrooms with an overhang shelter, a pavilion and playground apparatus. The park is home to our adult softball league and WOYSA soccer - spring and fall. The restroom building was renovated in 2006 making it handicapped accessible.

Santaro Park

This 22 acre park on Velasko Rd has undergone the most transformation in recent years. It initially started as a five acre ball field site run by the volunteer organization of the Onondaga Hill Association. A former tennis court area has become a Tikes and Bikes surface, where preschoolers can safely ride big wheel type riding toys and bikes with training wheels in a fully fenced area free from vehicular traffic. There are four tennis courts and a street hockey court behind the restroom building. The park also has two softball and one baseball field, a full size athletic field as well as providing two other fields of smaller size for spring and fall soccer as well as lacrosse. The park is home to the Onondaga Hill Community Association softball/baseball league, WOYSA soccer, Blue Wave Lacrosse and practice sites for Westhill and Onondaga Central School Districts lacrosse teams and the practice site and home site for Bishop Ludden's Girls Tennis Team. The building at the park includes restrooms as well as a meeting/activity room - used exclusively by our summer playground program.

A 40' x 60' pavilion was constructed in 1996. This park, by far, is our most heavily requested for permits. It is booked nearly every weekend from May - August. A shade shelter was erected in 2004, and a 30' x 40' storage building was constructed in 2004. Playground apparatus has been installed and added to, in phases allowing for a substantial playscape. There is also a basketball court surface and the addition of shade seating, benches and the planting of shade trees in recent years. The parking area was blacktopped and striped. The Town has been able to initiate and complete many capital improvement projects due to the collection of park development funds.

Overall Future Park Recommendation

With the continued development in the Southwood area, a new park facility will be needed. The property owned by Jamesville - Dewitt school district on Southwood Park Drive was determined to be the best location in the area. The Town attempted to purchase and or lease this parcel for park purposes. The Jamesville - Dewitt School District decided to retain control of the property for future school district purposes. The Town should continue to pursue other options in the Southwood area.

Consideration should be given to establishing a town wide park district.

DRAINAGE

The Town continues to review drainage facility as a part of the review of new development. The standards that will continue to be applied are: requiring 100 year storm retention on the site of a major subdivision with release rates approximating those of the undeveloped site (two year release rates have been used for some subdivisions); incorporating new drainage facilities into the consolidated town drainage district of all the individually approved districts (this will facilitate maintenance, administration and bookkeeping); requiring a thorough review of all drainage plans from any size subdivision; using State Environmental Quality Review Act (SEQR) procedures to require draft environmental impact statements (DEIS) which address drainage where appropriate and obtain evidence of compliance from a developer indicating the NYS DEC Phase 2 storm water regulations have been met.

In addition, before a subdivision map can be filed with the county clerk a developer must evident its compliance with the City of Syracuse's three mile limit review authority. Under the Three-Mile Limit Review procedure, the City has an original jurisdictional review over all subdivisions within three miles of the boundaries of the City of Syracuse; this area includes much of the developing area in Onondaga. In order to make the review of subdivisions within the three-mile limit area more expeditious for the developer, the town and city have agreed to coordinate SEQR reviews and individual subdivision reviews so that demands on the developer can be coordinated and delays can be minimized. During the Three-Mile Limit Review, the City will be concentrating on drainage impacts on downstream areas within the City. As Map 17 indicates, much of the rapidly developing area of the town either drains into Harbor Brook or Onondaga Creek via Furnace Brook, Hopper Glen or other tributaries of the creek; these streams flow through the City where problems may develop.

Watershed Basin Areas

Stream or Lake	Map Code	Basin Area (acres)
Otisco Lake		
Van Benthuyzen Brook	Van(c)	1,269
Amber Brook	Amb(b)	712
Ninemile Creek		
Geddes Brook	Ged(c)	2,859
Ninemile Creek	NIM(d)	32
Tributary 2	Nim-2(b)	645
Butternut Creek		
Meadow Brook	Mea(c)	22
Tributary 1	But-1(b)	370
Rush Creek	Rus(c)	99
Subtributary	nus-1(c)	666
Harbor Brook		
Harbor Brook	HAR(d)	5,155
Onondaga Creek		
Furnace Brook	Fur(b)	2,113
Tributary 1	Onc-1(b)	1,007
Onondaga Creek	ONC(b)	124
Tributary 2	Onc-2(b)	1,895
Onondaga Creek	ONC(c)	5,506
Commissary Creek	Com	1,532
Kennedy Creek	Ken(a)	306
Kennedy Creek	Ken(c)	102
West Branch	won(a)	6,218
Subtributary 1	won-1(a)	935
Subtributary 2	won-2(a)	1,748
Subtributary 3	won-3	2,014
Subtributary 4	won-4(a)	2,095
Subtributary 5	won-5	1,725
Onondaga Creek	ONC(d)	747

ENVIRONMENTAL PROTECTION

Environmentally Sensitive Areas

A key goal of this plan is to continue to protect environmentally sensitive areas from types or intensities of development which are inappropriate. The Residential Development section of this report discusses various physical factors that influence the location of development; it is vital to the success of this plan that these factors be taken into account when any development, residential or nonresidential, is being evaluated. The future land use map identifies, environmentally sensitive areas and thereby provides an initial warning of areas of the town where special environmental scrutiny will be necessary. The environmentally sensitive areas predominate in the southern portion of Onondaga, beyond the service areas of public water and sewers.

The location of critical environmental features reinforces the concept of lower development densities in these areas. Larger lots allow a landowner to avoid environmentally sensitive areas when developing new uses and require lower population densities which put less stress on groundwater, soils and other environmental elements. While the land use plan stresses caution in regard to developing areas designated as environmentally sensitive, the designation does not preclude any development; in fact with proper design and care, scattered residential sites in these sensitive areas can offer unique vistas or opportunities to take advantage of special natural features.

SEQR Review

The State Environmental Quality Review Act (SEQR) procedures should be an integral part of protecting Onondaga's environmentally sensitive areas. The town has its own SEQR implementing legislation which can be modified, as needed, to include more items in the town's Type I listing. Large developments in environmentally sensitive areas may require environmental impact statements while smaller developments will at least require long-form review. Within areas served by public sewer and water, SEQR emphasis should be placed on drainage patterns, soil protection (from erosion), wetland preservation and avoidance of construction in floodplains. In areas not served by public sewer and water, groundwater protection and surface water protection (including streams) should be additional major concerns in the SEQR review.

Unique Natural Areas

Several natural areas and special situations require particular attention. The flood plain of the West Branch of Onondaga Creek provides a linear natural area which stretches the entire width of the southern portion of the town and includes extended sections of freshwater wetlands. This area would serve as a storage area for flood waters collected behind the Onondaga Creek Flood Control Dam during flooding situations. Because of the size, length and the importance of this area to controlling flooding in the southern portion of the town, great care needs to be taken in protecting this area from intense development. This natural area offers future opportunities in terms for public education on the importance of wetlands and the development of trails or observation points should be considered to make the area accessible to a limited and controlled degree.

Mud Pond and the adjacent pond are significant, privately owned freshwater wetland areas. Both ponds are outside of the Consolidated Sanitary District and soils have poor percolation so that development around these ponds will require measures for the protection of ground and surface waters from pollution. Onondaga Creek as it flows through Nedrow is an unused resource that is potentially valuable for trails, nature observation and fishing.

ECONOMIC DEVELOPMENT

Onondaga's continuing residential development needs to be balanced by development of the other sectors of the economy - retail, service, manufacturing and mining.

The town must be realistic about its assets and liabilities for economic development. A major liability is the lack of adequate direct access to the interstate highway system which will discourage businesses needing good transportation links from locating in much of the town. Only the Southwood area has good access to Routes 481 and 81. An economic development area has been designated on the north side of Route 173 to take advantage of the good accessibility and the availability of vacant land with public sewers and water; environmental constraints are absent from most of this area.

While the western portion of the town has no comparable accessibility to the interstate system, it does have other assets including available vacant land, large areas served by public sewers and water, proximity to the City of Syracuse and proximity to desirable residential areas. In addition, the existence of a major hospital and several County facilities including the Onondaga Community College provides an important source of employment and potential future employment opportunities. Several medical offices have located in the town to take advantage of the proximity to the hospital. It appears reasonable to assume that additional offices could locate in the town to be near both the hospital and the community college. One large area has been designated on the plan to provide additional space to accommodate such office growth, along with several smaller areas. In the eastern portion of the town, there are opportunities to take advantage of the relative proximity to Syracuse University both along Route 173 and Jamesville Avenue.

Nedrow is currently well served by retail and service businesses; Onondaga Hill is not as fortunate with only one grocery store and a small number of other retail and service shops. Many residents on Onondaga Hill travel to Western Lights or Camillus. One major site has been designated by the Town on the southside of Rt. 175 across from OCC to potentially fill these retail and service needs.

Industrial locations are important in the town, with the emphasis on "light" industry, warehousing, and research or "high tech" facilities. At present, the town has two areas zoned for light industrial use. One, in the northeast portion of the town, contains Syracuse University's administrative offices, Syracuse Research Corporation (SRC), the County's Solid Waste Authority facility and a number of warehouses; there is room to expand along Jamesville Avenue and at Skytop. The second area is located off Smoral Road and contains a former landfill and with several other industrial uses; there is room for additional uses in this zone.

A large area is zoned Planned Economic District on Nixon Park Drive off Route 175 near Young Road. This area contains one industry as well as several town facilities. There is sufficient area to expand southward and the town has a service road connecting to its Town's Highway material storage area and a fire training facility which could provide access to additional vacant areas.

One other significant component of the town's industrial sector is the sand and gravel industry. This industry uses large acreage in the town both for open pit mining and for processing of materials. There are positive and negative aspects of the sand and gravel industry in the town; the town continues to balance the competing interests of the industry and the nearby residential neighbors. The fact that the industry still thrives while residential activity keeps expanding suggests that this balance has been successful to date. This plan recognizes the need for further expansion of mining activities and indicates general areas where such expansion can occur. It is suggested that as new mining areas develop northward away from the hamlet of South Onondaga, that alternative access points be developed to reduce the impact of truck travel through the hamlet. This alternative routing would involve access onto Tanner Road with trucks using Tanner Road for at least one leg of their journey to the Nedrow plant.

Farming is among the largest land uses in the Town; its use supports the rural character of the Town and it is an important component of the local economy. Agricultural land contributes to the visual openness of the community. Loss of farmland to other uses is a local and national concern. Planning concerns relate to assuring the continuation of farming on prime agricultural land and limiting the extent of non-farm development especially in the southern part of the Town where most agricultural activity occurs. Recent history reflects the trend of the discontinuance of many smaller farms and family farm operations and the consolidation of large agribusiness operations.

Agricultural land is zoned as residential. Some non-farm development has already occurred in areas dominated by agricultural land and more non-farm conversion can be expected to occur. Protection of agricultural residential areas will be provided by focusing residential growth within existing water and sewer districts. This plan cannot protect farms within sewer and water districts from the competition of rising residential land values. It is worthy of note, however, that water districts have been expanded in predominately rural areas, such as the hamlet of South Onondaga, where well capacity and water quality have become issues. The Town should carefully evaluate any future requests that would result in any district extension to take into account the potential for resulting conversion of agricultural uses.

The Town should support agricultural and other private sector efforts to protect and minimize impacts on agricultural and other sensitive areas which serve to protect prime agricultural land as well as streams, drainage ways, wooded areas and wildlife habitat. Additional planning concerns are random residential strip development along existing roads. The Town should monitor performance standards for septic systems and should enforce low density large lot requirements which were enacted in furtherance of the last master plan as a means of supporting continued farming activity in the Town.

LAND USE PLAN

The plan and proposed land use map (Map 5) are based on several assumptions and priorities. Existing land use has been assumed to remain unless there is a specific redevelopment project known. Environmentally sensitive areas - land containing slopes over 15%, wetlands or flood hazard areas - form the next input, only low intensity, if any development, should be allowed in these areas. The boundary of the County's Consolidated Sanitary District and the extent of the town's existing water districts have been placed on the map. Within the Consolidated Sanitary District, residential development will eventually dominate much of the land use although areas within the district have been designated for future commercial, industrial and economic development activities. Very little land within the district is not designated for some future use since the presence of public sewers and water will encourage intensive development. For areas with only public water (not in the Consolidated Sanitary District) only known subdivisions have been indicated. Other residential development will occur, but not to the intense level as in areas also having public sewers. For areas outside of both the Consolidated Sanitary District and water districts, little new activity is projected; residential growth will be scattered, commercial growth minimal, and industrial growth will primarily occur in mining.

The map of proposed land use contains 10 land use categories: environmentally sensitive areas, residential; commercial; industrial; cemeteries, parks and golf courses; institutional; quarries; utilities; economic development areas; and vacant and low intensity development. The map is intended to guide future land use decisions for the next 20 years. As with the other recommendation in the plan, the map may need updating or modification during the life the plan in order to remain useful. Such updating should be regarded as necessary and normal for any land use plan.

Environmentally Sensitive Areas: This category includes freshwater wetlands, flood hazard areas, and area with over 15% slope. The largest concentrations of this designation are in the southern portions of the town, generally south of the Consolidated Sanitary District Boundary. Any development proposals involving a parcel either totally or partially within this land use category should at the minimum require a long form SEQR review; in many cases a positive declaration of environmental significance will be justified and should lead to the preparation of an Environmental Impact Statement. Design and intensity of use will be critical elements for any development allowed in these areas. For example, single family residences can be properly designed within areas of steep slopes if topographic features are carefully incorporated into the layout of the house. Uses proposed within environmentally sensitive areas may require reviews by other agencies such as New York State Department of Environmental Conservation or the Army Corps of Engineers and the town should make applicants aware of these additional reviews where appropriate.

Residential Areas: Residential land use includes existing residential properties as well as areas likely to be developed for residential purposes; no attempt has been made to differentiate between single family and multiple family developments; it is presumed that the majority of development will be of single family. If a property is especially suitable for multiple family development, it is noted below. Single family development within subdivisions having public water and sewers will be permitted on a typical minimum lot size of 20,000 sq. ft. or approximately 2 units per acre. This density is the same as

that currently allowed in the Residential and Country District and in the One Family Residential District - R-1; it is not anticipated that the Residential-2 or Residential 3 Districts, with minimum lot sizes of 12,000 sq. ft. and 7,200 sq. ft. respectively for lots with public sewers and water, will be used to develop new subdivisions in the town; these districts are currently used for older neighborhoods areas such as Nedrow, Taunton and Split Rock.

The areas designated for future residential development primarily comprise the large, currently vacant parcels within the County's Consolidated Sanitary Sewer District. No attempt has been made to determine when these parcels may develop since factors such as the national and local economy, developers' goals, development in other parts of the county, and mortgage rates influence timing. There is sufficient land within the Consolidated Sanitary District Boundary to accommodate residential development for the life of the plan and beyond. Therefore, no intensive development outside the County's Consolidated Sanitary District boundary should be permitted nor should any expansion of the district be allowed. All large vacant areas within the Consolidated Sanitary District suitable for single family subdivision development should be zoned Residential 1.

Over the last 20 years the Town has seen the development of Bellevue Manor, Summerfield Village, AHEPA, and Barrett Manor. The only foreseeable new project would be a separate AHEPA complex on McDonald Road adjacent to the existing AHEPA Facility.

Outside of the Consolidated Sanitary District within the confines of the town's water district only existing residential uses and known subdivisions are shown as residential uses. The Residential and Country District should be applied to residential uses in these areas. Areas with only public water need larger lots to accommodate private septic tank systems and to allow room to expand or relocate the system if subsequent problems occur with the system.

In areas outside of public sewer and water districts, only existing residential areas are shown on the future land use map, it is not possible to predict where individual homes may be sited. In areas with no public sewers or water a minimum 2 acre lot is required for single family dwelling construction. The 1988 master plan suggested that the only exception to rezoning areas without public sewers and water to the Residential and Country District requiring 2 acres minimum was in the hamlet of South Onondaga where too many nonconforming lots may be created. This fact, along with other contributing factors, resulted in municipal water being supplied to the Hamlet of South Onondaga in 2000.

Commercial Areas: This designation is primarily used for existing retail and service uses as identified by the land use survey.

Industrial Areas: This category is used to designate the two primary areas in the town where industrial activity is occurring and is expected to continue and expand. One area is at the end of Smoral Road and includes the former Tripoli Landfill site as well as surrounding industrial uses; the area is currently zoned Light Industrial District and is largely unaffected by naturally occurring environmental problems. Public water is available and the area (outside the landfill site) is appropriate for warehousing, light manufacturing and other traditional industrial uses.

The other area designated for industrial use is located south of Route 175 along

Nixon Park Drive. The area is zoned Planned Economic District which allows light industry, offices, research laboratories and wholesale salesrooms; it is appropriate to this area. This zoning district also allows retail stores, nursing homes and restaurants which would not be appropriate unless integrated into the design of a larger complex. There are approximately 67 acres in this Planned Economic District and uses include the Town garage, a town fire training facility; a physician's office and physical fitness facility. Portions of this acreage include wetlands areas which will have to be avoided or altered with New York State Department of Environmental Conservation approval. There is a undedicated road leading to the fire training facility which might furnish access to interior areas after the parcels along Nixon Park Drive are developed. The Town has extended water service to the Training Facility. As a by product, water service is available to the land in this District which should facilitate future development.

There is also one other small area designated for industrial use and this is the Syracuse Research Corporation property at Skytop. Further industrial development is not anticipated in this area; continued and perhaps expanded institutional use by Syracuse University is expected.

Cemeteries, Parks and Golf Courses: This category designates all existing public open space. No attempt is being made to designate new sites for any of these uses, although the previous discussion concerning parks indicates general areas of the town where additional facilities will eventually be required.

Institutional Areas: This category indicates existing government owned land and uses as well as schools, hospitals, fire stations and churches. Some parcels in this category are vacant and may be eventually sold for private use; however, the plan should be amended to deal with this situation if and when it does occur. Discussions continue regarding the sale of all or parts of the former Van Duyn County Home and Farm. These discussions, in various stages, have continued for the last 20 years and were noted in the 1988 Master Plan. If the re-development of this area occurs the land use designation and zoning of the site will need to be altered to reflect the new uses.

Quarries: This category designates areas currently or once used for quarrying of rock and sand or currently used for processing such materials. These operations currently use Cedarvale Road and Route 80 for their access route and trucks now travel through South Onondaga on their way to processing and stockpiling at the Saunders facilities along Route 80 in Nedrow. By expanding the mining operations in South Onondaga northward into additional properties owned by Saunders, alternative access points can be developed along Tanner Road thus relieving some traffic through South Onondaga.

Utilities: This category includes land currently used for electric transmission rights-of-way, radio and television facilities or gas line transmission facilities, or telephone facilities.

Economic Development Areas: This category on the future land use map designates those areas where a variety of commercial activities can occur; whereas the commercial designation focuses on retail and service uses, the economic development category includes these uses as well as large offices, office parks, research facilities, high-tech industries, and all compatible related uses. It is envisioned that the areas designated in this category will develop in a planned, integrated fashion with a variety of uses designed to function in harmony with each other and their surroundings.

One large area designated in this category consists of all or parts of five parcels north of Route 173 in Southwood; these parcels contain about 180 acres. A portion of one property has been sold and The "First Baptist Church of Syracuse" constructed in 1991. This use should not conflict with future development. Parts of these five parcels contains environmentally sensitive areas (flood hazard areas and steep slopes) which will require careful design to mitigate the effects of and on these features.

Because of this area's excellent transportation access to Routes 481 and 81, opportunities exist for uses which depend heavily on good access, for example warehousing. Also the proximity to the University Hill area and Downtown makes an office park a feasible use. Retail facilities to serve the growing population in the Southwood area might also be integrated into an overall development, although it is not intended that individual retail stores on frontage properties be developed in this area. Rather, any retail or service uses should be part of a larger development with a limited number of controlled access points.

An area designated for the economic development is located along Route 175 west of Onondaga Hill. The area involves a large 167 acre parcel owned by the Technology Club of Syracuse as well as parts of three parcels to the west of the Technology Club site which are zoned Neighborhood Shopping. This area contains two sections with steep slopes, although most of the area has varied topography which is developable. This area's locations adjacent to Onondaga Hill and opposite the Onondaga Community College are positive assets for several types of potential development. Onondaga Hill is in need of further retail and service areas to serve the growing population; the western part of this area is zoned Neighborhood Shopping which allows retail stores, personal service shops, and restaurants. The proximity of this site to Onondaga Community College presents opportunities to attract businesses or offices which can take advantage of this location; likewise, the relative closeness to Community General Hospital and Van Duyn may provide similar stimulants to related businesses or offices.

Another area designated in the Economic Development category is the industrial area along Nixon Park Drive. Residential use of this site is undesirable because of the proximity of the industrial area and because there is not shortage of residential land in the Town. The types of uses permitted in this area could range from office to research/high tech; and governmental uses such as a re-located highway department. A town highway facility on property owned by the Town at the south end of the property is an alternative to be considered if it is determined unfeasible to renovate the existing facility at the intersection of Route 175 and Nixon Park Drive.

Vacant and Low Intensity Development: This category is used for areas where either no development is anticipated during the life of the plan or where the development will be so scattered that no attempt has been made to anticipate its exact location. Within the Consolidated Sanitary Sewer District, parcels in this category are either small (which may or may not develop for individual residences), landlocked parcels, or the vacant portions of large parcels with existing uses on them (usually residences) which are unlikely to be further developed. In areas outside of the district, this category designates areas currently not developed and likely to be developed either at a low density and intensity or not developed at all during the life of the plan. This category includes farmland which will remain undeveloped during the life of the plan.

Implementation

There are a variety of existing procedures and regulatory tools that the town can use to implement the recommendations contained in the land use plan including the zoning ordinance and map, subdivision regulations, SEQR procedures, capital programming and routine policy and funding decisions made by the town.

Zoning Ordinance

The zoning ordinance and map are the key tools in implementing the recommendations of the plan; the policies and goals outlined in the plan can serve as a guide to future land use decisions along with the plan text and future land use map. Only those sections of the Zoning Ordinance where changes or revisions are recommended are listed below.

Definitions

Definitions in the zoning ordinance need to be constantly reviewed over the life of this plan to assure or confirm that the definitions are clear and concise, and consistent with current trends. For example, the ordinance has a definition for mobile homes, however it does not define "single-width units" which is a critical distinction in a "Planned Mobile Home District" (P-MH). Further, definitions need to be added to reflect current trends. For example, the term, "Condominium" needs to be defined and added to the zoning ordinance.

Neighborhood Shopping District, NS

In regards to banks and restaurants with or without drive-in windows consideration should be given to current trends and allow drive-in windows at these occupancies if they are to be allowed as permitted uses. The Neighborhood Shopping District and Neighborhood Shopping Nedrow District along with the General Business District was reviewed. The Neighborhood Shopping and NS Nedrow District have similar uses and the smaller lot sizes permitted in Nedrow is consistent with current and projected development which justifies the distinction between the two districts. The uses of GB and CD districts are the same. Since the GB district is not designated on the existing map we recommend its removal since it is no longer needed. The uses should be updated to reflect current trends (i.e. Banks and Restaurants with drive-in windows) sizes should be eliminated in commercial zones and the Town Board should consider each zone change on its particular merits, one of which could be whether the lot is large enough for the use and another whether the use is appropriate for the area regardless of the lot size. If the town is concerned with a lot being included in a multi parcel zone change that is too small for commercial development, it could institute either a minimum lot size requirement for all commercial districts or a site plan review procedure which would insure that critical design features are included in any commercial proposal.

In the Neighborhood Shopping district, as with the other commercial districts, key terms need to be defined. The 1988 master plan recommended that terms listed as uses in the zoning ordinance be defined to avoid confusion and individual

interpretations. The 1994 revisions of the zoning ordinance addressed this concern by defining several terms however, definitions need to be updated and added during the life of this plan to reflect current trends.

Professional and Commercial Office District, PCO

The term office building needs to be defined as do other significant terms in the district's regulations, for example, floor area ratio.

Light Industrial District, LI and General Industrial District, GI

The Light Industrial District is one of two industrial districts in the zoning ordinance, but only this district appears on the zoning map. The district permits a variety of uses, most of which need definitions in order to clearly delineate what is permitted. It is recommended that the Town combine these two districts into one district. It is also recommended that an Industrial District have a front yard set back and a minimum setback from a district boundary line.

Planned Residential District, P-R

The Planned Residential District is only allowed in an area zoned residential and requires a five acre minimum land area. In any planned district, the parcel or parcels should be large enough to justify invoking the special procedures of these districts. The only geometric requirement in this district beyond the density maximum of 7 units per acre, is a maximum building coverage of 12%. The procedure to be followed by an applicant applying for a planned district is detailed in the ordinance; it involves a lengthy review by the Planning Board to establish the detailed plan for the project and then a zone change by the Town Board. After three years the Town Board may revoke the zone change if no substantial development occurs.

Planned Residential Community District, P-RC

The Planned Residential Community District allows the same residential uses at the same density as the Planned Residential District while also allowing commercial activities. Again the only density requirement is a maximum of seven units per acre and, as with the P-R District, the town may want to reconsider whether it wishes this density for one-family units. The district has a ten acre minimum size and this should be retained since the P-RC District is only appropriate for large scale developments where a mixture of residential and commercial uses is viable.

Planned Mobile Home Development District P-MH

This district is not designated on the zoning map. This district requires a minimum of 25 acres of land, and can only be located in a Residential and Country District or one of the commercial or industrial districts. Density requirements are six units per acre for single width units and four per acre for larger units. While the ordinance has a definition for mobile homes, it does not define single-width one-story units" or "larger units" which are a critical distinction in this district.

Planned Economic District, PE

The final district in the ordinance requires a 25 acre minimum lot size and is allowed in the Residential 1, 2 and 3 Districts.

This district allows a variety of commercial uses including some such as light industry which are industrial in nature. It is recommended that the definition of "Building Coverage" be changed to "Lot Coverage" and the Town may wish to increase the maximum coverage to 30% to be consistent with the requirements of other districts.

Other Zoning Ordinance Recommendations

The ordinance also provides for a type of site plan review by the Town Board of all uses contained in the Commercial, Industrial, and Planned districts. While the term site plan review is not used, in essence the Town Board or its authorized representative conducts a site plan review of all proposed developments in these districts. (The Town Board has additional responsibilities for planned districts and special exception uses).

The scope of Site Plan review under paragraph 35-24C of the Town's Zoning Ordinance needs to be expanded to make it consistent with the requirements of submissions under paragraph 35-24B. The Town may wish to consider the creation of a right, under site plan review, to permit the Town Board to refer site plan review to the planning board with a request for a recommendation back to the Town Board.

Sections of the ordinance not directly related to the land use plan should be reviewed by the town to see if they need revision. These include off-street parking requirements, sign regulations and the nonconforming use section of the ordinance. The penalties section of the ordinance may need updating to reflect new state limits on penalties; more detailed descriptions of the building inspector/code enforcement officer's duties may be desirable in the ordinance. Many new uses may need to be added to certain districts to update the ordinance: day care, satellite dishes, group homes, condominiums and so forth.

Zoning Map

Industrial Districts: There are two areas zoned Light Industrial on the zoning map, one in the northeast corner of the town and the other north of Smoral Road.







The Light Industrial District north of Smoral Road does not conform to lot lines except on its northern boundary. The boundaries of the district should be redrawn to follow parcel boundaries and to include all lands involved in the landfill as well as surrounding properties which are suitable for industrial development, particularly those with access to Smoral Road.

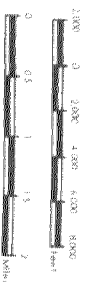
MAPS

TOWN OF ONONDAGA Onondaga County, NY

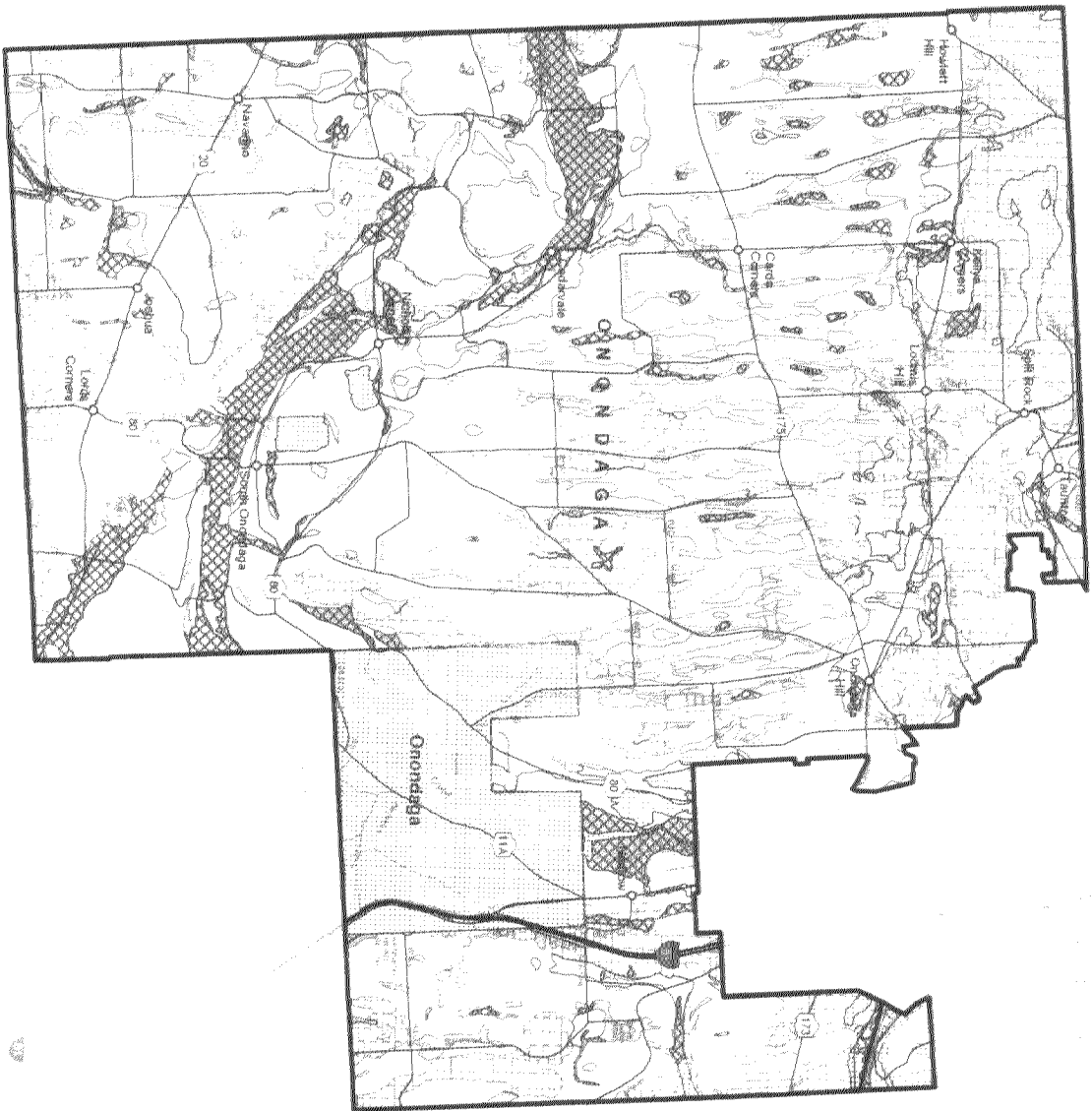
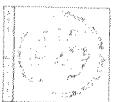
MAP 1

LIMITATIONS OF SOILS FOR SEPTIC TANK ABSORPTION FIELDS

-  BEST SUITABLE FOR CONVENTIONAL SYSTEMS WITH FLOW THROUGH ABSORPTION FIELDS
-  BEST SUITABLE FOR CONVENTIONAL SYSTEMS WITH FLOW THROUGH ABSORPTION FIELDS WITH A REVERSE FLOW SAFETY VALVE. LEAKAGE FROM ABSORPTION FIELDS MAY BE REQUIRED. SPECIAL SYSTEMS INSTALLATION MAY BE REQUIRED.
-  BEST SUITABLE FOR SEPTIC TANK CONVENTIONAL SYSTEMS
-  BEST SUITABLE
-  BEST SUITABLE FOR SEPTIC TANK SYSTEMS WITH A REVERSE FLOW SAFETY VALVE. LEAKAGE FROM ABSORPTION FIELDS MAY BE REQUIRED.
-  AREAS NOT SAFE

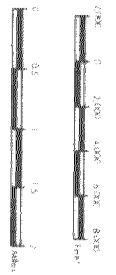
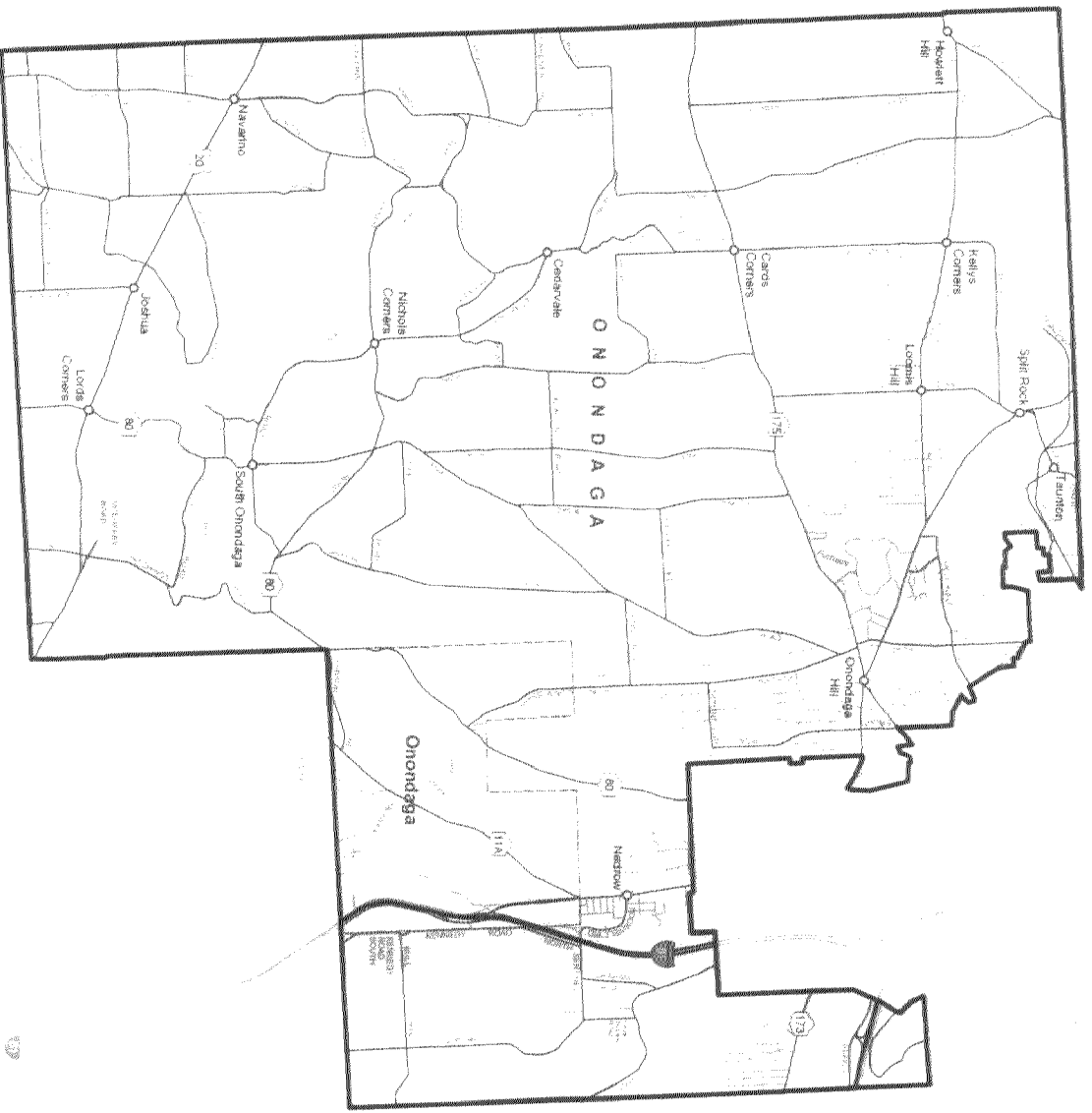


Soil data source: U.S. Department of Agriculture 1:50,000
 National Soil Survey Data Base
 1. Onondaga County Soil Survey, Onondaga County, NY
THIS MAP IS INTENDED FOR GENERAL PLANNING PURPOSES ONLY.
 Specific system suitability should be determined from the
 Onondaga County Department of Environmental Health.
 This map should not be used to determine the suitability of a
 specific site for a septic system. Consult the Onondaga
 County Department of Environmental Health for more
 information. Soil data obtained from the Onondaga
 County Department of Environmental Health, Onondaga
 County, NY 13624.



TOWN OF ONONDAGA
Onondaga County, NY

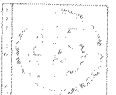
MAP 2
ARCHEOLOGICAL DEPOSITS
Areas of Archeological
Sensitivity



Map prepared by the Onondaga County Planning Board
The Onondaga County Planning Board
Map No. 2000-01 (S.M.C.) map series
Last revised in 1981

**THIS MAP IS INTENDED FOR GENERAL
PLANNING PURPOSES ONLY.**

This map should not be used for the specific
determination of archaeological sensitivity
without the assistance of the Onondaga
County Planning Board or the Onondaga
County Department of Planning.



- Land Use**
- R-C Residential and Country
 - R-1 Residential
 - R-2 Residential
 - R-3 Residential
 - NS Neighborhood Shopping
 - NS-N Neighborhood Shopping-Nedrow
 - CD Commercial
 - PCO Professional and Commercial Office
 - LI Light Industrial
 - P-R Planned Residential
 - P-RC Planned Residential Community
 - P-E Planned Economic



**TOWN OF ONONDAGA
FUTURE LAND USE MAP
MAP # 5**

2007 Master Plan

August 28, 2007

LEGEND



TOWN BOARD

THOMAS P. AMESBIL, T.L. SUPERVISOR
 MICHAEL W. KELLY
 CHARLES L. PERDUE
 LISA M. GARDNER, TOWN CLERK
 KURTIS M. BELLONIE, LEGAL COUNSEL



**Supplement to the 2007 Master Plan
Town of Onondaga
Route 175 Corridor**

**Draft 11.30.14
Revised 12/8/14
Revised 12/10/14
Revised 12/18/14
Revised 12/23/14
Revised 1/10/15
Revised 2/12/15
Revised 3/17/15**

Within the last ten (10) years, the Town of Onondaga has experienced a number of changes along that portion of NYS Route 175 from the city line westward to Nixon Park Drive (hereafter, the “175 Corridor”). A number of factors have been identified, each of which will be discussed herein in more detail.

In summary these factors include:

- a significant increase in enrollment at Onondaga Community College (“OCC”) and the associated growth of traffic along the 175 Corridor, Onondaga Road and other streets and arterials which funnel people to and from the campus.
- a change of focus at OCC from a primarily commuter institution to one promoting living in residence halls as both convenient and providing the benefits of on- campus experience.
- an increase in enrollment at OCC has changed the demographics of many existing apartment complexes and has resulted in multiple-occupancy in many former single-family dwellings.
- the takeover of ownership and operation of the former Community General Hospital by Upstate Medical University.
- the perception, both quantified and unquantified, that traffic and activity along the 175 Corridor has impacted the value and attractiveness of frontage lots along this corridor for residential uses.
- the number of requests for, and in some cases, the approval of use variances for changes of use of properties along the 175 Corridor.
- a number of informal requests and discussions with the Town for zoning changes to permit commercial development.
- the approval of development of a large tract of land south and across from OCC called “Peregrine Landing” for primarily residential uses with future office uses as a buffer along the frontage.
- the absence of commercial uses in close proximity to the Onondaga Hill area to serve the changing demographics.

As a result of these and other factors, the Town of Onondaga believes that it is in the best interest of the Town to examine these issues in a formal manner as an update and re-evaluation of this area in light of the 2007 Master Plan of the Town of Onondaga. The objective of the 2007 Master Plan was to provide a policy framework to guide future land use decisions in the Town. Similarly, this Supplement is intended to identify and evaluate the impacts on the 175 Corridor that have occurred since the adoption of the 2007 Master Plan and that affect and provide guidance to reaching land use decisions in this area of the Town of Onondaga.

In furtherance of this decision to examine issues in this identified area, the Town Board, by legislative action pursuant to the New York Municipal Home Rule Law, on November 3, 2014 enacted a local law imposing a moratorium on the construction, placement or establishment of any non-single-family residential use on NYS Route 175 from the City of Syracuse border west to Nixon Park Drive. The Town Board determined that this action provided a period of time to evaluate this area in order to determine what changes, if any, might be in order with respect to permitted land uses in this area of the Town.

A comprehensive plan is essential to provide a guideline for the growth of any municipality. Consistent with the requirements of Town Law Sec 272-a, this document builds on the 2007 Master Plan and is presented as a supplement and update to that Master Plan to assess the potential impact of current and future changes to the area, as an opportunity for the community to express its vision for the future of the 175 Corridor and to provide guidance for the implementation of potential planning and zoning revisions to direct and shape the growth of this area.

The study area consists of the uses and frontage properties along NYS Route 175 from the city line west to Nixon Park Drive. This roadway distance is approximately 2.1 miles in length. NYS Route 175 is an east-west roadway classified as a minor arterial under the jurisdiction of the New York State Department of Transportation (DOT). In addition, because of the confluence of New York State Route 173 and 175 and the unique configuration and characteristics of their intersection, this study area also includes the properties along Grolier Road within this analysis.

Route 175 consists of 3-4 lane sections with turning lanes at signalized intersections from the intersection of Broad Road west to approximately the intersection of Linda Drive where it reduces to a two-lane section with turning lanes westward. The state right of way along Route 175 is generally 99 feet wide, 49.5 feet on either side of the earliest centerline of record, notwithstanding any appropriations of record.

Grolier Road consists of a two lane street, acting as a “side” street connecting a portion of NYS Route 175 (also known as South Ave) and Onondaga Road, being a part of NYS Route 173. The historical configuration of this roadway, the island of land created between it and Route 173 and 175 as well as the four (4) properties on the north side of Grolier Road warrant that its and their land uses be reviewed as a part of this review. See Exhibit 1.¹

¹ Source: Google Maps

In order to evaluate the 175 Corridor, this plan has reviewed and updated the key demographics and factors affecting the Town as a whole since the adoption of the 2007 Master Plan.

Population²

	2000 Census	2010 Census	Population change	Percent change
Town of Onondaga	21,063	23,101	2,038	9.7%
Onondaga County	458,336	467,026	8,690	1.9%

During this census period, the Town of Onondaga experienced the fourth (4th) largest percentage of growth compared with all of the municipalities of Onondaga County. As identified, the population of Onondaga County as a whole increased by a modest percentage which is consistent with the recent historical trend of no regional population growth. Population has shifted between urban and suburban areas within the County and this change in the population of the Town of Onondaga can be viewed in the context of further movement to the suburbs within Onondaga County.

Traffic

Ironically, despite the increase in enrollment at Onondaga Community College, traffic counts on the West Seneca Turnpike Corridor have stayed consistent based on a review of New York State Department of Transportation Traffic Counts of 2008 and 2012 for Rt. 173 (station 330157) (west Seneca Turnpike) taken between South Ave and Broad Road. This is comparable to the traffic counts taken on Rt. 175 (station 330147) ¼ miles east of Bussey Road in 2011 and 2012. Regardless of the un-fluctuating traffic counts over the time period examined the 16,882 annual on the West Seneca Turnpike average daily traffic (AADT) occurring on the West Seneca Turnpike Corridor negatively impacts the value and attractiveness of frontage lots along this corridor for residential uses.

Building Permits for new residential dwellings

The rate of construction for new residential dwellings in the Town of Onondaga has slowed substantially in recent years.

2007	79
2008	54
2009	50
2010	54
2011	33
2012	32
2013	24
2014	25

² Source Central New York Regional Planning and Development Board

When compared to the eight (8) year period preceding the adoption of the 2007 Master Plan where 651 new residential permits were issued, the number of new permits for the more recent period represents a 46 % reduction in new permits. It is difficult to pinpoint specific causes for the reduction in new permits. The general economy, the mortgage crisis and the lack of regional growth are all likely contributing factors.

It is notable that much of the recent growth in new construction since the 2007 Master Plan has been in the East Seneca Turnpike area of the Town (Southwood). The completion of the buildout of the Crown Point and the Shadow Hill subdivisions, the start of Crown Point Extension and the Zavaglia subdivision represent a substantial portion of the recent new residential building permit activity.

Survey of permitted land uses:

A survey of the existing zoning classifications along the 175 Corridor identifies the following zoning classifications:

- R-1 Residential
- PCO- Professional and Commercial Office
- NS- Neighborhood Shopping
- PR – Planned Residential
- P-RC Planned Residential Community
- CD Commercial District
- P-E Planned Economic

Thus, within this stretch of 2.1 miles, the parcels are zoned in seven (7) different zoning districts.

Survey of existing land uses

A survey of land uses in the 175 Corridor as of November, 2014 identifies the following uses:

From Syracuse City Line to Castlebar Circle

Hospital	1
Nursing Home	1
Single Family	15
Two-Family	1
Professional office	3
Church	1
Bank	1
Post Office	1
Vacant	1

From Castlebar Circle west to Nixon Park Drive

Restaurants	3
Professional Office	4
Credit Union/Bank	2
Church	2
Commercial	3
Dry cleaners	1
Library	1
Convenient Store	1
Rectory	1
Parish Center	1
Single Family	29
Two-Family	2
Single family/student Housing	5
Multiple Dwelling	4
Educational/(OCC) Institution	3
Cemetery (Pet&1812)	2
Funeral Home	1
Municipal Highway	1
Vacant	2

Other than a very limited number of parcels, including the proposed Peregrine Landing project/Tract, the majority of all the lands along the 175 Corridor have improvements constructed on them.

From Broad Road west to approximately Cityview Terrace, most of the parcels are or were derived from relatively narrow residential lots. This results in an abundance of curb cuts from such lots on to a busy highway.

The higher intensity of use permitted in the Professional and Commercial Office zone, (PCO) which has been in place for many years, has not resulted in higher and better uses. This is a result, in many instances, from New York State regulatory limitation and restrictions on highway access.

Changes in land uses:

From 1969 to present there have been 23 applications for use variances within the study area.

In recent times there are two applications worthy of note. A Use variance granted from a residential use to permit commercial offices at 5014 West Seneca Turnpike at the southeast corner of Broad Road. This results in the demolition of a single-family residence. In addition, there is a pending use variance on a vacant parcel of land which would permit a change from residential to a professional dental office at the property known as tax map # 30.-01-29 West Seneca Turnpike. Both parcels were on the market for a long period of time and failed to attract interest for continuation of residential uses.

New Development

A large development has been proposed for a vacant tract of land within the 175 Corridor which comprises approximately 129.7 acres of land across from OCC on the south side of W. Seneca Turnpike. Peregrine Landing will consist of 139 single family homes, approximately 46,000 square feet of low-density single-story office buildings and a 35,675 square foot residential Memory Care Facility. The planning and environmental review of this development spanned a number of years and included the preparation and review of an Environmental Impact Statement for the project conducted in accordance with the guidelines of the State Environmental Quality Review Act (SEQR). Project specific impacts were analyzed and certain specific elements of mitigation were recommended and agreed to be undertaken by the developer. This mitigation included an agreement by the developer to contribute one third of the cost of the infrastructure improvements to address the impact of Peregrine Landing on the existing Route 175 Corridor Water Systems.

The environmental review process for Peregrine Landing included a detailed traffic study prepared by Clough Harbour & Associates LLP. The traffic study included the un-signalized intersection of NYS Route 175 at Young Road and the signalized intersections of NYS Route 175 at the OCC driveway and the NYS Route 175 signalized intersection at Velasko Road/ Makyas Road.

Peregrine Landing is proposed to be developed in phases. A first phase consisting of the Memory Care Facility and thirteen (13) residential lots is projected to be completed by the end of 2015. Additional phases will be constructed as the market demands. Based on the absorption rate of other large-scale residential developments in the Town of Onondaga full buildout may take upwards of ten (10) years.

A parcel of land immediately west of Peregrine Landing on Route 175 consisting of approximately 58 acres has, consistent with current and prior master plans, been zoned as Neighborhood Shopping. (See Exhibit 1). The 2007 Master Plan contemplated that the continued expected growth in residential development within the Onondaga Hill area, including the first phase of dormitories at OCC, would require the designation of lands zoned for future retail and service development.

While the planning and environmental review for Peregrine Landing evaluated all of the impacts of that project, as then known and contemplated, the traffic study by Clough Harbour was expanded, as requested by the Town of Onondaga, to take into account the cumulative impact, from a traffic perspective, of the future development of this land designated as Neighborhood Shopping. This analysis was premised on a study of an assumed 171,000 square feet of retail and service development over time, including a grocery store and sit-down restaurants. As a part of this traffic study, additional traffic counts were taken while OCC was in session. The results of the traffic study were reviewed by the New York State DOT and the Town, as a part of the environmental review process. The impact of Peregrine Landing project from a traffic perspective will be mitigated by the construction of certain highway improvements by the developer including a new signalized intersection.

The traffic study recommended future mitigation based on the assumed level of development of the Neighborhood Shopping lands. Site specific impact for any development of the land currently zoned as Neighborhood Shopping will occur in the normal planning process when and if a project proponent comes forward. In the meantime, a substantial amount of effort has occurred relative to analyzing the traffic impact along the 175 Corridor in contemplation of the impact of development of this property.

Upstate University Hospital Community Campus

The merger of Community General Hospital by Upstate University Hospital in 2011 ensured the continuation of this facility which provides an important health care facility for residents of the Town of Onondaga and the western suburbs. It also saved approximately 900 health care jobs in central New York. A blood stem cell facility is currently under development on the hospital property. The availability of additional undeveloped land on the hospital campus increases the likelihood of future facilities.

The impact of the hospital is reflected in the likely occupancy of a new small private office building, approved as a use variance, on the residential lot located at the southeast corner of Broad Road and W. Seneca Turnpike.

Town Facilities

The Town of Onondaga Highway Department maintains facilities at the intersection of W. Seneca Turnpike and Nixon Park Drive. Based on a need for more space, the Town Board in 2014 authorized the commencement of design work on a new facility of approximately 29,516 square feet and the contemplated demolition of existing structures. The Town Highway Department will therefore remain at this location and there will be no change in the use or intensity of use of lands at this location.

Onondaga Community College (“OCC”)

As contemplated in the 2007 Master Plan, OCC has continued to grow in enrollment and in terms of new facilities. In addition, OCC has expanded its land areas.

Enrollment has substantially increased at OCC from Fall, 2002 when enrollment was 8,205 students; enrollment has consistently and steadily climbed to close to 13,000 students in Fall, 2013⁹ (See Exhibit 2).³

There has been a growth in facilities which include a new academic building, Ferrante Hall, Academic II, a new athletic and events center of approximately 59,000 square feet which includes a YMCA facility, along with new athletic fields and baseball/ softball fields.

The college has also evolved from primarily a commuter school to one with 779 bed units of residential living. The H3 building located on Onondaga Road opened in

³ Source: Onondaga Community College

Fall, 2012 and consists of 194 beds of traditional style dorms with students living in a communal setting. The Dorm complex located on the main campus opened in 2006 and consists of 585 beds in a suite or pod style living.

The college has expanded its land area. Three parcels of land have been added to the campus. One eight (8) acre parcel east of the Route 173 entrance (Onondaga Road) was donated to the OCC Foundation in conjunction with a road realignment project undertaken by the State of New York. In early 2007, the College completed the acquisition of two adjacent parcels on Route 175 (Seneca Turnpike) just west of the College's main entrance. The two properties total approximately fourteen (14) acres and include the scenic confluence of West Brook and Furnace Brook, which runs through the campus.⁴ In addition, the college received a transfer of parcels comprising approximately 48 acres, identified as the former Van Duyn property, at the northwest corner of Onondaga Road and Velasko Road. The OCC campus now comprises approximately 280 acres.⁵

The presence of the relatively new residence halls creates demands for goods and services such as groceries, food establishments and other convenience services that are not readily available in the area to serve these new residents.

Paralleling the growth of the OCC campus and its increases in enrollment are increased impacts on infrastructure and services primarily in the Town of Onondaga. Increased enrollment has resulted in increased levels of traffic on the Seneca Turnpike corridor and the closely related Onondaga Road corridor. While it is difficult to break out the New York State DOT traffic numbers to attribute a magnitude directly to the OCC impact, even casual observation comparing OCC operational times and non-academic periods identifies a difference in traffic intensity.

OCC is under the jurisdiction of the N.Y.S. Education Department. Most of the physical expansion and the associated impacts have occurred without either consideration of, or mitigation of, the potential impacts of the expansion and development of the facilities upon OCC's neighbors. The Town of Onondaga is at a clear disadvantage in dealing with these impacts, which run from traffic impacts, expansion of facilities to neighboring lands and a proliferation of unregulated commercial signs.

The growth or enrollment and the increase of both on site residence facilities and the large component of students occupying private apartment complexes and residents in the area has created additional pressure on the justice court system in the Town and the Onondaga Hill Fire Department. Onondaga Community College Campus Security obtained Peace Officer status in 2007 and as a result, campus security was identified as a Law Enforcement Agency in which specific court activity could be tracked. Town of Onondaga Court data was only retrievable back to 2011. From 2011 to 2013 there was a 140% increase in court cases directly related to alleged crimes occurring on Onondaga Community College Campus or involving OCC students. This represents 188 court cases being filed in 2011 increasing to 440 cases filed in 2013 by OCC Campus Security only and does not identify alleged crimes filed by other police agencies concerning OCC students or property. During this same time frame (2011-2013) the Onondaga Hill Fire Department

⁴ Master Plan Update June 2007

⁵ Economic Fact sheet

also experienced an increase in call volume to the OCC Campus from 126 calls in 2011 to 180 calls in 2013. This represents 17% of the total call volume for the Onondaga Hill Fire Department.

While OCC provides increased educational opportunities and an economic impact to the community at large, primarily Onondaga County, the roadway network, particularly along the Seneca Turnpike corridor within the Town, is burdened and impacted with incremental volume that is a direct factor in the evaluation of this corridor area.

Arterial and Collector Street Overlay Requirements

A review of the existing Town zoning code applicable to the 175 Corridor also warrants an analysis of the applicability and impact of the Arterial and Collector overlay requirements of Section 285-31 of the Zoning Code, particularly the minimum front setback requirements (hereafter the "Overlay Requirements"). The rationale for the front setback Overlay Requirements were recommendations advanced by Onondaga County Planning as a part of the 1988 Town Master Plan to the effect that:

Building setbacks along arterials- Routes 173,175 and 20 – should be at least 140' from the centerline. This requirement will provide enough potential right- of -way to permit future road widening, drainage improvements, and shoulder improvements; it will also offer residents buffering from the impact of future traffic volumes.

Building setbacks along major collectors should be at least 100' feet from the centerline. Major collectors are Beef Street, Kasson Road, Corporal Welch Road, Cedarvale Road, Split Rock Road, Harris Road, Griffin Road, Velasko Road, McDonald Road, Cleveland Road, Makyes Road, Young Road, Abbey Road, Bussey Road, Route 80, LaFayette Road, Sentinel Heights Road and Howlett Hil Road.⁶

These recommendations, as well as other dimensional adjustments applicable to lots which fronted arterial and collector highways, were implemented by the Town of Onondaga in the form of an overlay requirement section of the Zoning Code that superceded the otherwise applicable dimensional requirements for lots under each of the applicable zoning districts where an arterial or collector street was present. These requirements are contained in Section 285-31 of the Zoning Code adopted in 1994.

Examining the implementation of the setback requirements applicable to arterials and collector streets, as such terms are defined in the Zoning Code, leads to some practical problems. In the context of the 175 Corridor, the New York State right of way is generally ninety-nine (99) feet wide.

Measured from the centerline of the road, and assuming a twelve (12) foot width for the pavement section of each lane and an approximate six (6) foot shoulder, the nominal edge of pavement would be approximately thirty (30) feet from the centerline of the roadway. This would yield a limit of the existing right of way extending approximately

⁶ Source Town of Onondaga 1988 Master Plan at pages 2,6,7,40,49 and 50.

nineteen (19) feet (49 feet-nominal minus 30 feet of pavement section) beyond the edge of pavement.⁷

If a property is currently zoned as R-1 Residential, the otherwise applicable minimum front yard setback is thirty- five (35) feet measured from the limit of the right of way. This means that a new structure would set back from the edge of pavement along Route 175 a minimum distance of fifty-four (54) feet (35 feet of setback plus 19 feet of right of way) from the nominal edge of pavement before application of the Overlay Requirements. Based on a highway right of way of ninety- nine (99) feet, this equates to a minimum front yard setback of eighty-four (84) width feet measured from the centerline of the roadway (49' of ROW plus 35' of setback) before applying the Overlay Requirement.

Adding the Overlay Requirement to this fact situation would require a minimum front yard setback of one hundred forty (140) feet from the centerline of the roadway. This is an increase of a nominal fifty-six (56) feet (140' 84') beyond the typical setback of eighty-four (84) feet from the centerline that would apply in the absence of the Overlay Requirement. The impact of this differential cannot be understood until it is applied to a typical lot.

The Lot Frontage definition of the Zoning Code measures all lots from the point abutting the street right -of-way. Many of the lots within the R-1 zoning classification and located along the 175 Corridor are approximately one hundred fifty (150) feet in depth. The R-1 zoning classification also requires a minimum rear yard of fifty (50) feet. Applying the R-1 setback requirements without the Overlay Requirement yields a buildable area of depth for this lot size of approximately sixty -five (65) feet (150 dept minus 35' setback minus 50' rear yard). This results in a very flexible area for structure depth. If measured from the centerline of the roadway using the measurement of eighty-four (84) feet from the centerline of the roadway (49' of right-of-way plus 35' of setback) the result is the same.

If the Overlay Requirement is applied to this same lot of one hundred fifty (150) feet of depth, the result is markedly different. An arterial roadway setback of one hundred forty (140) feet extends into such lot by a nominal ninety -one (91) feet (140' minus right-of-way width of 49'). With a fifty (50) foot rear yard requirement, the resulting buildable area of lot depth for construction of a residential structure is only nine (9) feet. This effectively renders the lot unbuildable without the granting of area variance relief by the Zoning Board of Appeals.

The careful creation and implementation of zoning dimensional requirements should make the application of variance relief an exception rather than a requirement for the usability of many lots.

The applicability of the shortcomings of using such a large setback for arterials and collector streets is not limited to the 175 Corridor. Even if a lot within the R-1 zoning classification complies with the current standard of a minimum two hundred (200) feet of depth, the comparable application of front and rear yard setbacks yields a buildable area of an ample one hundred fifteen (115) feet without the Overlay Requirement (200' minus 35' front setback and 50' rear setback) and a buildable area of fifty- nine (59) feet with the

⁷ For ease of analysis distances have been rounded down because the actual measured edge of right-of-way is approximately 49.5 feet from the centerline of roadway

Overlay Requirement (200' minus 91' from front lot line minus 50' rear setback). This lower limit can be argued to create an unintended consequence of constraining flexibility and good design in light of other considerations such as drainage, use of the land topography, building orientation and the unintended consequence of requiring longer driveways and larger areas of impervious surface necessitated by the larger setback.

This analysis should form the basis for a re-examination of the setback requirements for both the arterial and collector road setback standards of 140' and 110' feet, respectively, to a lesser more reasonable number that still reflects planning considerations of the value of a higher standard of setback from these major roadways.

West Seneca Turnpike Corridor Design Overlay

In 2001, the Town enacted Section 285-32 of the Zoning Code to create certain design overlay requirements for Route 175 from the Town's border with the City of Syracuse west to the Marcellus Town line (the "Design Overlay"). This Design Overlay district does not alter the underlying zoning classifications of lands within the overlay boundaries. The Design Overlay is itself not growth inducing, but rather it created additional design criteria and a review process for properties, as and when developed or redeveloped, in order to create a design theme for the unique character along the frontage properties of Route 175/West Seneca Turnpike. Since its inception, the Design Overlay has been triggered and utilized only a few times. Within the study area of the 175 Corridor the Design Overlay has impacted only three property redevelopments over the last five to seven years. The majority of other applications have been for signs or modification of existing residential properties.

The Design Overlay should be maintained and can provide a valuable set of criteria for maintenance of the aesthetic qualities within the Onondaga Hill area if and when the existing stock of residences and other buildings, many of which are dated, are redeveloped.

Conclusions

All of the changes in the 175 Corridor that have occurred in recent time lead to the recommendation that the Town of Onondaga should re-evaluate its land use policies for this area. The evolving nature of the lands within the 175 Corridor no longer can be realistically envisioned as property best suited for single family residential uses only, or for the uses currently permitted under the Professional and Commercial Office (PCO) zoning designations that currently predominate the studied area. However, despite the fact that this designation has been the predominate zoning in this area for decades, the survey of actual land uses within this area identifies that very few properties reflect the uses within this classification.

Single family occupancy within the study area has dwindled over time and has been diluted by New York law interpretations expanding the definition of how many unrelated persons may occupy a property as a residence under zoning. This interpretation impacts this area primarily in the conversion of what would have constituted a single-family residence into a de facto multi-family use for college students. Single family residences should be allowed to remain as permitted uses in areas where they are currently permitted. However, the expectation is that over time this will transition to other permitted uses.

The highway improvements made by the NYS Department of Transportation to Route 175, the 173/175 intersection and the signalization of the intersection of Makyas/Velasko Road and Route 175 have improved traffic flow along this busy corridor but as a result the nature and feel of this area has changed. This area is no longer perceived as the hamlet of Onondaga Hill.

The Town has received a number of inquiries for possible redevelopment and either use variances or change of zoning classification for a number of parcels particularly within the 175 Corridor from Broad Road west to the Makyas Road /Velasko Road intersection. Rather than deal with piecemeal applications, it is perceived that this Supplement to the 2007 Master Plan can be used to guide the economic and physical development of this area.

It has been noted herein that the 175 Corridor encompasses seven different zoning classifications. A review of each of these districts finds that the history of these decisions were not made in haphazard ways. The multiple use designations have been more a function of the continuation of historical uses on many of the properties within the 175 corridor, many of which predated the implementation of modern zoning in the Town in 1949.

It is also noted that much of the existing zoning classification boundaries run along existing lot boundaries. While that means of designation is often viewed as haphazard rather than a designation divided by straight lines, that method should be substantially continued where practical in order to provide continuity to the uses and expectation of the properties to the north and south sides of the frontage parcels along the 175 Corridor.

A review of the Seneca Turnpike corridor also brings focus to the manner in which the Town recognizes the OCC campus for planning and zoning purposes. The campus, as it has previously existed, and as it now has expanded, has been historically categorized within the R-1 residential district of the zoning code. This appears to have been a carry over from the time when the land between West Seneca Turnpike and Onondaga Road, on which OCC was developed, was previously a dairy farm operated as a part of the former county sanitarium and the former location of the county home. OCC has now expanded its campus with the acquisition and transfer of approximately 48 acres of land and buildings formerly, the Van Duyn Home and Hospital complex, at the corner of Velasko Road and Onondaga Road.

Given the growth and development of the OCC campus, it is appropriate to recommend the establishment of a distinct zoning district to encompass the OCC campus. While the Town has limited jurisdictional control over the campus lands, a distinct zoning designation may provide a framework for identifying the land uses that comprise the campus area and establish limits for uses that are not directly related to the educational purpose of the institution.

The recommendations that follow are based on existing land uses and settlement patterns. The recommendations respect the role of NYS Route 175 as providing inter-community connection to areas to the west of the Town of Onondaga and as a connection to Interstate Routes 81 and 481. The vision of Onondaga Hill as the “focal point for town-wide

activities because of its central location and existing activity level”, remains unchanged.⁸ The importance of this area as a location of many neighborhoods and as a place of focus of civic activity does not change.

The Route 175 Corridor is located within areas already served by existing water and sanitary sewer districts. Except for the identified impacts of Peregrine Landing, there are no growth inducing aspects of the property within the 175 Corridor which suggest any need or request to expand those services. If the recommendations of this supplement are implemented some exiting properties already connected to municipal water and sewer may simply be upgraded and will become compliant with more current standards for facilities and connections.

Recommendations

1. The evolved nature of the 175 Corridor is no longer compatible with existing zoning classifications. The Onondaga Hill area remains the focal point for town wide activities because of its central location and existing activity level. Due to the unique nature of this area, it is recommended that a new zoning classification be created which expands and broadens the permitted uses and preserves the character of the area by limiting the extent to which commercial uses are permitted. It is recommended to the Town Board that zoning changes would primarily be limited to frontage parcels along the 175 Corridor, generally as depicted within the area encompassed as boundaries shown on Exhibit 3. Parcels of land to the north and south sides of the frontage parcels should remain unaffected to the maximum extent practicable.

The current zoning districts within the Town of Onondaga follow the tradition Euclidean or noncumulative form of zoning defined by a hierarchy of uses where residences are not permitted in commercial zones and *vice versa*. Thus, in the PCO-Professional and Commercial Office zoning classification, which encompasses a larger portion of the 175 Corridor, existing residential uses are technically pre-existing nonconforming uses. Because of the unique nature of the existing uses in the 175 Corridor, and the likely transformation and redevelopment of the properties within this area which will occur over an extended period of time, it is recommended that a proposed realignment of zoning within this area be created as cumulative zoning.

For those properties currently containing single family residences, those uses may continue as permitted uses. Additional more intensive uses are proposed within the proposed new district, but subject to either or both a site plan review and special use permit requirements. This will allow the Town to have control over the important considerations of site layout, drainage, lighting, buffering, and curb cuts that arise from these more intense uses.

This recommendation contemplates an inclusion of certain retail uses within a new proposed zone. However, such uses are proposed subject to a maximum building size limitation. This recommendation must be viewed in light of the continued existence of the NS- Neighborhood Shopping zoning which has long existed for lands on the south side of

⁸ Source- Town of Onondaga 2007 Master plan at page 8.

Route 175 across from OCC. It continues to be the vision that this property will continue to provide an area for future planned growth of larger scale retail and service uses in the Onondaga Hill area.

It is further noted that the recommended limitation on maximum building size and limitations on the intensity of certain uses will allow this corridor to serve as a transitional zone and will permit the Town to influence and maintain the scale of future development within this area consistent with the size and depth of frontage lots in this area.

It is recommended that the new zoning classification be enacted along the following outline:

Onondaga Hill Business District- OHB

OHB districts shall have a minimum of 10 acres of land.

In the Onondaga Hill Business District, the following structures and uses may be permitted subject to a building permit:

A. Permitted Uses.

- (1) Single-family dwellings.
- (2) Family day care

B. Permitted accessory uses.

- (1) Accessory buildings
- (2) Off street parking
- (3) Signs subject to 285-34

C. The following structures and uses may be permitted following site plan review as provided in § 285-23 of this chapter:

- (1) Office Building
- (2) Banks without drive-through windows
- (3) Religious uses
- (4) Funeral home
- (5) Restaurants without drive-through windows
- (6) Medical service facilities
- (7) Retail businesses with any single business not to exceed 10,000 sq ft of gross space. Drive-throughs or gas pumps are not permitted.
- (8) Day-Care Facility

(9) Library

D. The following structures and uses shall be permitted upon the issuance of a specific use permit by the Zoning Board of Appeals as provided in § 285-39 of this chapter:

- (1) Banks with drive-through windows.
- (2) Dwelling units not to exceed seven units per acre and subject to site plan review approval.
- (3) Facilities for the delivery of natural gas service other than containerized natural gas, to the local community, except storage or heavy equipment yards. Such facilities shall not include those designed for exploration for natural gas deposits, extraction of same from the earth or activities related thereto.
- (4) Facilities necessary for the provision of electrical service to the local community, except storage or heavy equipment yards.
- (5) Facilities, other than towers, necessary for the provision of telephone service to the local community, except storage or heavy equipment yards.
- (6) Facilities, other than towers, for the provision of cable television service to the local community, except storage or heavy equipment yards.

E. Existing structures and uses may be continued, expanded or upgraded, provided all of the following are satisfied:

1. There is no change in use of the structure.
2. Alterations to a structure are consistent with the design of the original structure.
3. No nonconforming use or structure is expanded.

F. Lot and building requirements.

1. Maximum Building Height: 35 feet, except as provided in Sec 285-30.
2. Maximum Building size: 10,000 square feet of gross floor area.
3. Maximum Lot Coverage: 30%
4. Minimum Front yard: 35 feet
5. Minimum Rear Yard: 35 feet

- 6. Minimum side yard: 20 feet
- 6a. Minimum side yard at district boundaries: 50 feet.
- 7. See also Sec 285-25, 285-28, and 285-31

2. The existing roadway pattern along Grolier Road contains one parcel with a commercial structure designated under the zoning code as Neighborhood Shopping and eight (8) parcels containing multi family structures designated under the zoning code as Planned Residential Community. The applicable tax map number are:

- 020.-01-16.1 4915 Grolier Road
- 020.-01-17.1 4911 Grolier Road
- 020.-01-18.1 4905 Grolier Road
- 020.-01-19 4901 Grolier Road
- 020.-01-20 4901 ½ Grolier Road
- 020.-02-21 4899 Grolier Road
- 020.-03-01 4898 Grolier Road
- 020.-03.02.1 4841 South Ave

Given the nature of the existing land uses and the fact that such uses would be compatible with the proposed new zoning classification of Onondaga Hill Business District-OHB as proposed above, it is recommended that these parcels be rezoned to the proposed OHB district.

3. The lands which comprise the OCC campus are no longer compatible with the current R-1 Residential zoning classification and should be rezoned into a unique and separate zoning classification. The purpose of such separate classification should be one that protects and maintains the higher education environment and provides for the location and compatible grouping of uses at an institute of higher learning.

As the OCC campus has expanded, especially across roads into other lands, consideration should be given to provide for adequate buffers from other uses, especially residential areas. It is proposed that a new zoning district be enacted encompassing the OCC campus along the following outline:

Institutional District

In the Institutional District, the following structures and uses may be permitted subject to a building permit:

A. Permitted Uses:

- (1) Post secondary educational institutions and other facilities of higher learning.
- (2) Teaching facilities, research facilities and technology transfer facilities.
- (3) Administrative offices
- (4) Libraries.
- (5) Dormitories and apartments for on campus living provided that

such facilities are owned, operated and maintained by the institution with which the residents are associated.

- (6) Bookstores and Student unions.
- (7) Recreation facilities for participatory and spectator recreation, both indoor and outdoor, that are a normal part of the institution and are subject to the rules and regulation of such institution.
- (8) Cafeterias and food services

B. Permitted accessory uses

- (1) Accessory buildings.
- (2) Maintenance buildings
- (3) Utility structures
- (4) Off street parking
- (5) Signage subject to 285-34

C. The following structures and uses shall be permitted upon the issuance of a special permit by the Zoning Board of Appeals as provided in § 285-39 of this chapter:

- (1) Day care facilities
- (2) Retail businesses

D. Lot and building requirements.

- (1) Maximum Building Height: 35 feet, except as provided in Sec 285-30.
- (2) Maximum Lot Coverage: 25%
- (3) Minimum Front yard: 70 feet
- (4) Minimum Rear Yard: 100 feet
- (6) Minimum side yard: 50 feet
- (6a) Minimum side yard at district boundaries: 100 feet.
- (7) Minimum side yard for each building: 20 feet
- (8) See also Sec 285-25, 285-28, and 285-31

4. It is recommended that the zoning classification for the two (2) residential lots at the intersection of Linda Drive and Route 175 remain unchanged. The continuity of uses on Linda Drive should be maintained.

5. In reviewing the uses and definitions outlined in the Zoning Regulations for the proposed changes, and in other categories, it is recommended that the Definition section of the Zoning regulations be supplemented with certain definitions. We recommend the following additions:

Animal Hospital/Veterinary Hospital - A place where animals or pets are given medical or surgical treatment and are cared for during the time of such treatment. Use of a kennel shall be limited to short term boarding and shall only be incidental to such medical or surgical use.

Bank/ Financial institution - Any establishment, wherein the primary occupation is concerned with such regulated businesses as banking, savings and loans, lending and thrift institutions. The use may include Automated Teller Machine (ATM) which are pedestrian-oriented machine(s) used by bank and financial service patrons for conducting transactions including deposits, withdrawals, and fund transfers, without contact with financial institution personnel. The machines may be located at or within banks.

Library - A public or private institution or facility to contain books, periodicals, and other print or media resources material for reading, viewing, listening, study, or reference, as a room, set of rooms, or building(s) where materials may be displayed, viewed, read or borrowed.

6. It is also recognized that Section 285-34 entitled, "Sign Regulations" needs to recognize any new zoning designation and provide for signs to be permitted in the new district.

7. An examination of many of the goals applicable to the highway systems within the Town, as previously identified in both the 1988 Master Plan and 2007 Master Plan, remain valid current planning considerations. Those include minimizing conflicts between traffic and land uses on designated arterials and collectors, insuring protection of adequate width or right-of ways, minimizing frontage subdivisions and maximizing the compatibility of new development with the existing highway system.

Based upon the analysis done within this Supplement the front setback Overlay Requirements, while well intended, have created unintended consequences in terms of the usability of many existing otherwise compliant lot sizes. We also take notice of the number of applications submitted to the Zoning Board of Appeals for relief from the dimensional requirements imposed solely by the Arterial and Collector setback requirements in all areas of the Town. These applications occur most often in conjunction with the expansion or renovation of existing lot improvements which could otherwise be permitted and which would comply with the zoning classification dimensional requirements absent the application of the Overlay Requirements.

The original goals which supported the recommendation for the additional setback requirements applicable to Arterials and Collector streets included the provision for right-of-way for future road widening and providing some buffer to lot owners from the impact of future traffic increases. Those remain valid planning considerations even today. It is therefore recommended that the setback requirements for Arterial and Collector streets be modified to a uniform standard of an additional fifteen (15) feet of setback above any lesser setback requirement that would otherwise apply in any specific zoning district. We believe that this is a rational standard for the following reasons:

a. It provides for an area to permit future roadway widening. Since most highway standards provide for lane width of approximately twelve (12) feet, this would permit adequate area for the addition of a travel lane or a turning lane.

b. This would continue to provide an additional buffer over and above the otherwise applicable setbacks in the respective zoning classifications.

c. Since lot depth is measured from the edge of the right-of way under the Zoning Code, the proposed standard respects and conforms with various standards of right-of-way width. For example, some areas of state rights-of-way within the Town are wider than 99 feet. A uniform addition of additional setback requirement over and above the setback otherwise applicable respects the elasticity of some areas of right of way. There are areas within the 175 Corridor where the state right-of-way is actually greater than the otherwise applicable setback.

d. Adoption of the perceived more rational standard recommended herein should result in fewer applications for area variance relief to the Zoning Board of Appeals and should provide for reduced support for claims of practical difficulty for an area variance with the applicability of the more modest standard of additional setback along an Arterial or Collector street.

This supplement to the 2007 Master Plan when accepted and approved by the Town Board, should be appended to the 2007 Master Plan and should be deemed to modify those areas of land and property as defined herein as comprising the 175 corridor.

February 2, 2015

Respectfully submitted

Town of Onondaga Master Plan
Revision Committee

Thomas P. Andino, Jr.
Supervisor

Ron Ryan
Director of Planning & Development

Marc A. Malfitano
Chairman, Town of Onondaga Planning Board

John B. Elleman
Chairman, Town of Onondaga Zoning Board of Appeals

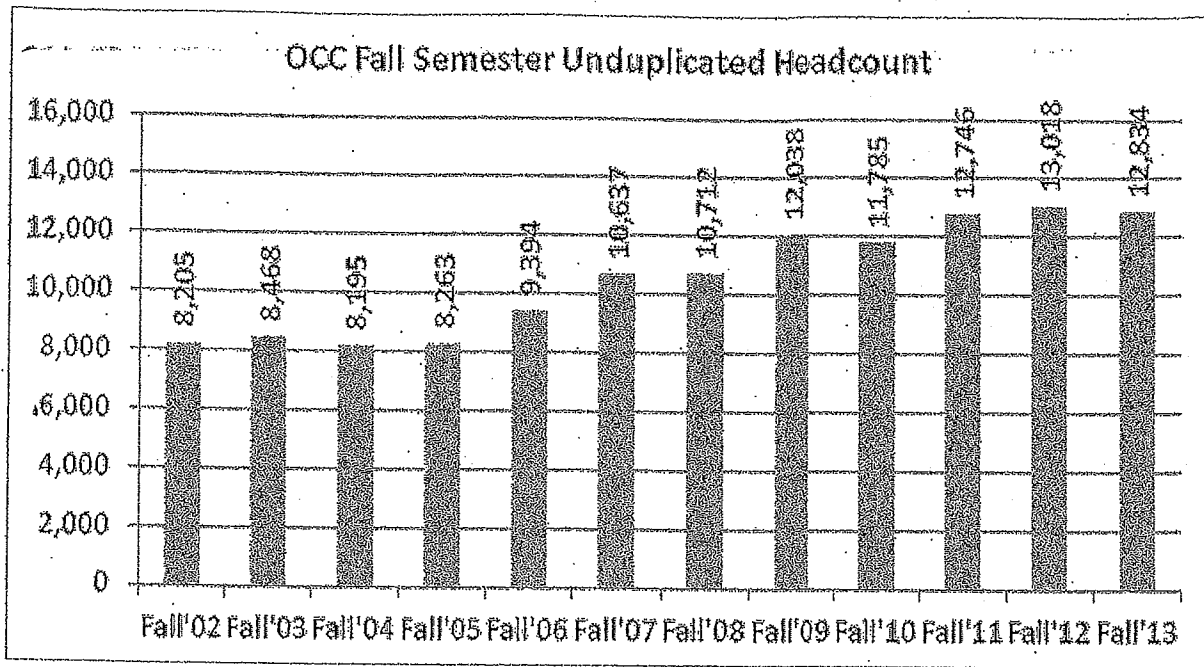


EXHIBIT 2

March 7, 2016

The Town Board of the Town of Onondaga met at a regular meeting at 5:00 p.m. on Monday, March 7, 2016 at Town Hall, 5020 Ball Road, Syracuse, New York.

Present:	Supervisor	Thomas P. Andino, Jr.
	Councilman	Charles Petrie
	Councilman	Donald Hamilton
	Councilwoman	Suzanne Belle
	Councilwoman	Mary K. Ryan
	Town Clerk	Lisa M. Goodwin
	Town Attorney	Kevin Gilligan
	Town Engineer	William Perrine

**RESOLUTION
TOWN OF ONONDAGA TOWN BOARD**

**SEQR Determination and Adoption of 2015 Supplement and
Addendum to the Town of Onondaga 2007 Master Plan**

The following resolution was offered by Supervisor Andino, who moved its adoption, seconded by Councilman Hamilton to wit:

WHEREAS, in recognition of developmental inquiries and requests along the NYS Rte 175 Corridor, the Town Board enacted a moratorium on all non-single family construction on Rte 175, from the Syracuse City line to Nixon Park Drive; and

WHEREAS, the Town Board formed a Master Plan Committee to review land use development in the Rte 175 Corridor in the Fall of 2014; and

WHEREAS, that Committee met regularly throughout the Fall of 2014 and the early months of 2015; and

WHEREAS, the Committee prepared a proposed Supplement to the 2007 Master Plan; and

WHEREAS, the Town forwarded a copy of the Supplement to County Planning on March 20, 2015, in accordance with GML Section 239; and

WHEREAS, the County Planning Agency responded to the Town on or about April 15, 2015, indicating that it perceived no significant adverse inter-community or county-wide implications; and

WHEREAS, the Committee conducted a public hearing to consider the Supplement on June 1, 2015; and

WHEREAS, after the public hearing, the Committee prepared an Addendum to the Supplement, dated September 3, 2015, and responded to comments received at the June 1, 2015 Committee hearing; and

WHEREAS, at its regular meeting held on November 16, 2015, the Town Board determined that there were no other involved agencies, the Town Board would act as lead agency, that the proposed Supplement and Addendum to the 2007 Master Plan constituted a Type 1 action and scheduled a public hearing on the Supplement and Addendum for December 7, 2015; and

WHEREAS, in accordance with Section 264 of the New York Town Law, due notice of the public hearing was given to the City of Syracuse; and

WHEREAS, the Town Board's public hearing was duly noticed and held on December 7, 2015; and

WHEREAS, the Town Board invited the submission of additional written comments with respect to the Supplement and Addendum until December 31, 2015; and

WHEREAS, the Town Board has heard and considered all comments duly submitted in this matter, has considered the Supplement and the Addendum, has reviewed the EAF in this matter and has considered potential environmental impacts.

NOW, THEREFORE be it

RESOLVED AND DETERMINED, that based upon comments from the public at the hearings and further review of the proposed OHB district, the Board hereby makes the following three changes to the Supplement of the 2007 Master Plan:

- The maximum building size suggested for the Onondaga Hill Business District (OHB) classification on page 15 of the Supplement is changed from a maximum of 10,000 S.F to 6,000 S.F.
- With respect to the Institutional District restrictions with regard to dormitories and apartments at page 17 of the Supplement, the requirement that such facilities be "owned, operated and maintained by the institution with which the residents are associated" is amended to include ownership by the institution or its affiliated entities.
- Athletic Clubs are added to the OHB district, subject to a 6,000 S.F. maximum size and subject to obtaining a special permit; and it is further

RESOLVED AND DETERMINED, that the Town Board of the Town of Onondaga, based upon the EAF submitted in support of the Supplement and Addendum to the 2007 Master Plan and the attached "Reasons and Findings Supporting This Determination attached hereto as schedule "A", does hereby adopt said "Reasons and Findings" statement and render a **NEGATIVE DECLARATION** in this matter with respect to environmental review, determining that there are no identifiable adverse environmental impacts likely to result from the adoption of the supplement and addendum; and it is further

RESOLVED AND DETERMINED, that, as herein amended, the Supplement and Addendum to the 2007 Master Plan are hereby adopted without further change.

The question of the adoption of the foregoing order was duly put to a vote and, upon roll call, the vote was as follows:

Councilman	Petrie	Voted	Yes
Councilman	Hamilton	Voted	Yes
Councilwoman	Belle	Voted	No
Councilwoman	Ryan	Voted	Yes
Supervisor	Andino	Voted	Yes

The foregoing resolution was thereupon declared duly adopted.

SECOND ADDENDUM TO THE SUPPLEMENT OF THE 2007 TOWN OF ONONDAGA MASTER PLAN

February 6, 2017

This Second Addendum to the Supplement of the 2007 Town of Onondaga Master Plan is being introduced by the Town of Onondaga Town Board in response to information received at public hearings held on December 7, 2015 to consider the Supplement and first addendum to the 2007 Master Plan and August 1, 2016 to consider Proposed Local Law B of 2016, said local law addressing implementation of the Supplement and first Addendum. The Supplement and first Addendum were adopted by the Town Board on March 7, 2016.

The scope of this Second Addendum, like the Supplement and first Addendum is the NYS Route 175 Corridor, from the Syracuse City line westward to Nixon Park Drive. It addresses the inclusion of convenience stores with fuel pumps within this corridor. Thus far in the analysis of the corridor, the Town has resisted the inclusion of “highway vehicle service stations” on grounds of their higher intensity and likely impacts related to noise, light, traffic, odors and aesthetics upon other properties in the OHBD.

It has become evident to the Town Board over the two years in which it has been examining this corridor, that a significant number of Town residents wish to include “convenience stores” with motor vehicle fuel services as an allowable use within the Onondaga Hill Business District (OHBD). As a result, the Master Plan Committee and the Town Board have further considered such uses and how they might properly be tailored to meet the criteria for inclusion within the OHBD mixed use area along NYS Route 175, that being a mixed-use district with residential properties and low intensity business/commercial uses.

This issue was referred to the Master Plan Committee which met on three separate occasions during September and October of 2016. The Committee determined that the Town Board was in a better position to consider the convenience store/fuel service issue because the Town Board received comments from the public at the two hearings and in written submissions. It did suggest considerations should the Town Board decide to proceed with including such uses.

The Town Board has determined that the Master Plan could be further amended to include “convenience stores, with or without fuel pumps” into the OHBD. If the Master Plan Committee recommendations are adopted in full by the Town Board, such uses will be subject to the following restrictions and criteria:

- Such uses will be allowed in the OHBD, subject to the application for and issuance of a special permit.
- All provisions of the OHBD will apply to convenience stores located within the OHBD.
- A new definition, “Convenience Store” will be included in the Town’s Zoning Law. Suggested definitional language follows:

“**Convenience Store:** a smaller sized retail business with primary emphasis placed upon providing the public with a readily available alternative location to quickly purchase from a wide array of consumable products, predominantly food (whether packaged or prepared) and household needs. Convenience stores can, but need not include the sale of motor vehicle fuel”.

- In addition to the criteria and standards set forth relating to special permit consideration in Section 285-39C of the Town Code, convenience stores in the OHBD must meet the following criteria in order to secure special permit approval:
 1. The main use is related to the store and the sale of goods and the sale of fuel is an ancillary convenience to customers.
 2. The convenience store shall be limited to eight (8) fuel dispensing points.
 3. No sale of diesel fuel shall be allowed.
 4. Hours of operation shall be limited, perhaps from 6:00 am to 11:00 pm.
 5. No vehicle repair work is allowed.
 6. No car washes or vehicle cleaning is allowed.
 7. All refuse shall be stored within opaque enclosed areas, no closer than 50 feet from any residential property line.
 8. No outside storage, product display or sale shall be allowed, except for such products that are required by law to be kept outside (for instance, propane tanks).
 9. Providing adequate setbacks and buffers between residential and non-residential uses within the OHBD.
 10. Lighting shall be “dark sky compliant” and all lighting shall be designed to limit the potential impacts of site lighting on neighboring lands and highways.
 11. Signage regulations provided in the Town Code for NS, NSN, Commercial and Planned Economic districts shall apply.

12. Careful attention to enforcement of sign regulations shall be observed, in order to prevent store windows from being covered with additional signage.
13. Convenience stores located within the OHBD shall be subject to the “Special requirements for highway vehicle service stations” contained in Section 285-26 of the Town of Onondaga Code.
14. Off-street parking requirements shall be determined in accordance with retail uses.
15. No proposed fuel storage or pumping facility shall be located within 500 feet of the property line of any parcel which is not served by public water.

- These criteria are to be considered use restrictions.

The above criteria are designed to soften the potential impacts of fuel service in conjunction with convenience stores and is in keeping with the mixed-use intent of the OHBD. The criteria are intended to mitigate noise, light, traffic, intensity of use, odors, and aesthetics so that these uses can better blend in with non-commercial uses in the OHBD.

The requirement contained in Section 285-26B related to a 500’ separation between Highway Vehicle Service Stations or now, Convenience Stores with fuel service as herein provided and certain off-site receptors (schools, churches, hospitals, libraries or playgrounds) should be amended. The separation requirement should not be limited to certain off-site receptors. It should apply to all neighboring properties not served by public water.

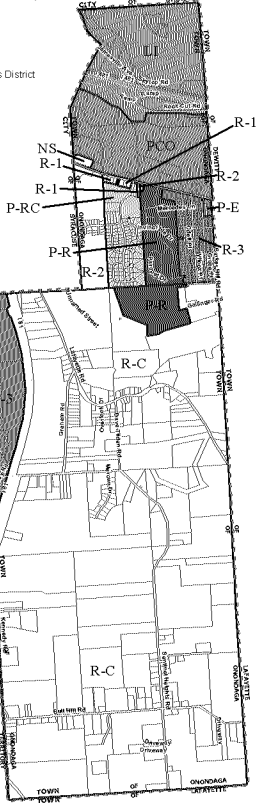
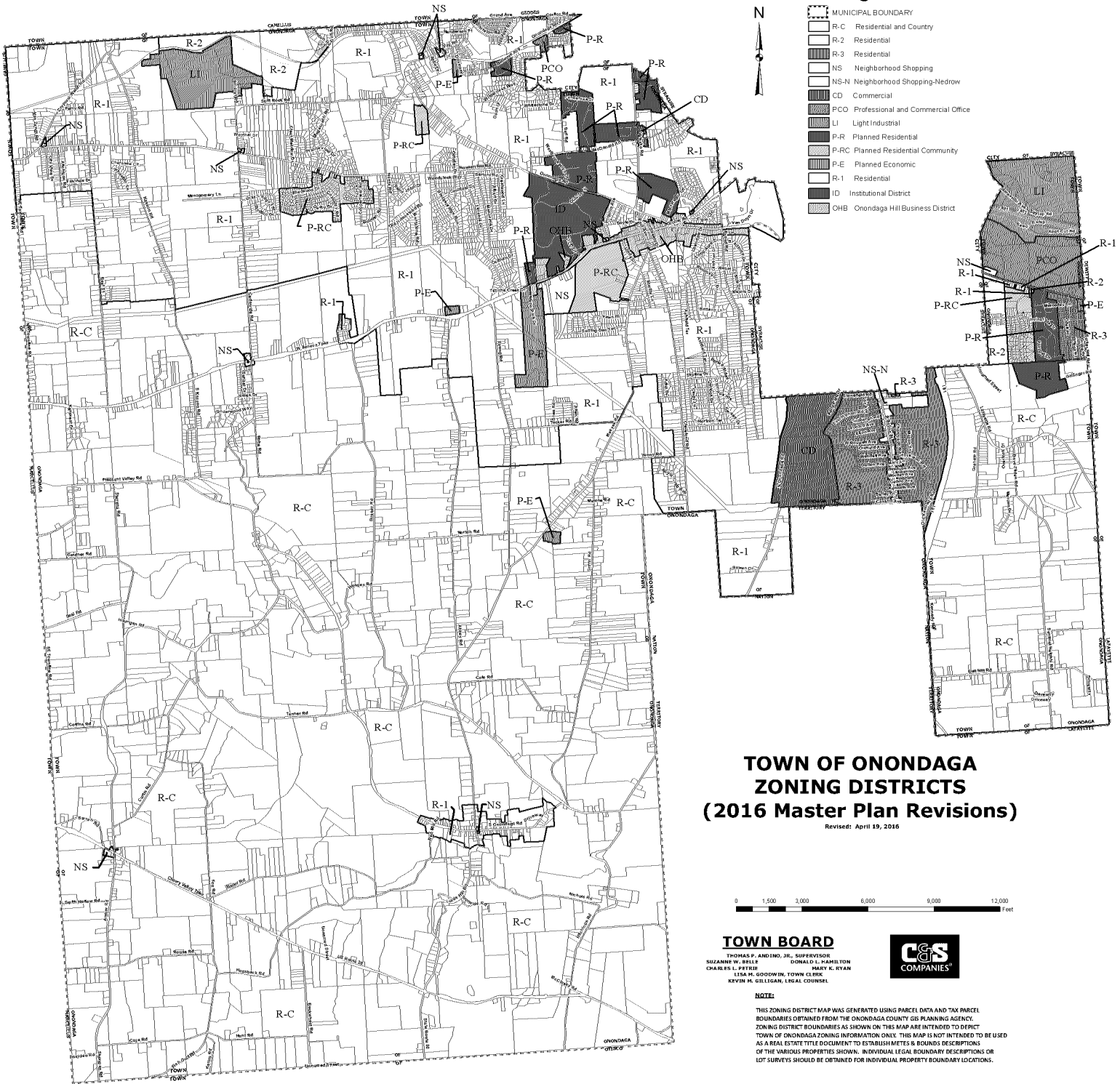
This 45-year old separation requirement was introduced to Town zoning as part of the 1971 major revision to our Town’s zoning law. At the time, fuel storage tanks were virtually unregulated with little or no safety restrictions. In 1985, the Federal Environmental Protection Agency (EPA) and the New York State Department of Environmental Conservation (NYSDEC) promulgated extensive regulations of the fuel bulk storage industry (including gas stations). Requirements related to double containment, registration, leak protection/prevention and strict procedures for abandonment were adopted. Incidents of contamination brought on regulatory enforcement and made owners subject to liability for such incidents. Sales transactions thereafter have involved environmental audits, as new owners did not want to assume cleanup and other liability, as owners. The regulatory structure has rendered the historic 500’ separation requirement a zoning anachronism which should be removed with the noted exception related to private water supplies. The long passage in time since the 500 feet separation was included in the Town’s zoning regulations, the advances in technology, the fact that such uses are now highly regulated by the NYSDEC, that fact that fuel storage tanks have been much improved

over the years, the inclusion of self-monitoring capability and cathodic protection mechanisms have all acted to remove appreciable danger to neighbors.

It is recognized that Convenience Store uses with fuel service can impact neighboring properties, but the criteria contained herein are designed to minimize those impacts and provide a compromise position between disallowing all fuel service in the OHBD and crafting a lower intensity use that can co-exist with its neighbors, whether residential or non-residential.

Zoning District

- MUNICIPAL BOUNDARY
- R-C Residential and Country
- R-2 Residential
- R-3 Residential
- NS Neighborhood Shopping
- NS-N Neighborhood Shopping-Nedrow
- CD Commercial
- PCO Professional and Commercial Office
- LI Light Industrial
- P-R Planned Residential
- P-RC Planned Residential Community
- P-E Planned Economic
- R-1 Residential
- ID Institutional District
- OHB Onondaga Hill Business District



TOWN OF ONONDAGA ZONING DISTRICTS (2016 Master Plan Revisions)

Revised: April 19, 2016



TOWN BOARD

THOMAS P. ANDINO, JR., SUPERVISOR
 SUZANNE W. BELLE DONALD L. HAMELSON
 CHARLES L. PETER MARK K. RYAN
 LISA M. GOODWIN, TOWN CLERK
 KEVIN M. GILLIGAN, LEGAL COUNSEL



NOTE:

THIS ZONING DISTRICT MAP WAS GENERATED USING PARCEL DATA AND TAX PARCEL BOUNDARIES OBTAINED FROM THE ONONDAGA COUNTY GIS PLANNING AGENCY. ZONING DISTRICT BOUNDARIES AS SHOWN ON THIS MAP ARE INTENDED TO DEPICT TOWN OF ONONDAGA ZONING INFORMATION ONLY. THIS MAP IS NOT INTENDED TO BE USED AS A REAL ESTATE TITLE DOCUMENT TO ESTABLISH METES & BOUNDS DESCRIPTIONS OF THE VARIOUS PROPERTIES SHOWN. INDIVIDUAL LEGAL BOUNDARY DESCRIPTIONS OR LOT SURVEYS SHOULD BE OBTAINED FOR INDIVIDUAL PROPERTY BOUNDARY LOCATIONS.