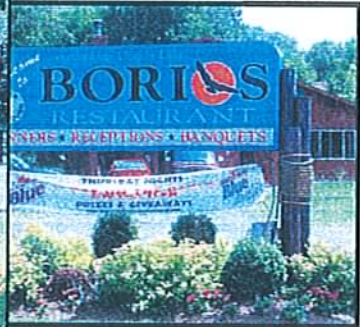


Town of Cicero



**Final Draft
9/27/2006**

Comprehensive Plan Update

Prepared by:
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and
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September 2006

COMPREHENSIVE PLAN UPDATE

for the

TOWN OF CICERO, NEW YORK

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September 2006

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A. Introduction

1. Purpose

In 2005 the Cicero Town Board authorized the development of an updated Comprehensive Plan. This document will chart a strategy for addressing the Town's goals through specifically identified action items.

A Comprehensive Plan is an important tool in mapping out a Town's future. It identifies issues that must be addressed in order to ensure economic growth. It also identifies a community's character and the resources necessary to preserve that positive character and to address community shortcomings.

2. Methodology

This plan was developed using a classic methodology:

a. Review of existing reports, studies, and local laws

The consultant team reviewed the many existing reports and studies that are applicable to this planning effort. In addition, a comprehensive review of the Town's local laws and codes was conducted.

b. Existing land use assessment

Two methods were used to document and map existing land use. The first used a database of land use classifications keyed to individual properties. That database was then visually verified through a comprehensive windshield survey of land uses. Discrepancies were resolved and an existing land use map developed.

c. Assessment and mapping of existing infrastructure, wetlands, and floodplains

Mapping was prepared depicting existing infrastructure (water and sewer), the extent of wetlands, and 100-year floodplains. This information was utilized during consideration of future land use recommendations.

d. Identification of vision, goals, strengths, weaknesses, actions, and issues.

Working with two advisory committees, the consultant team identified the Town's goals, strengths, weaknesses, and the specific issues that face the Town. Each goal has specific, measurable actions associated with it to enhance the likelihood that goal will be reached.

e. Public participation

Throughout the planning process the public was involved in the process. Two advisory committees were formed. One group of four closely monitored the activities of the consultant team. A larger advisory group consisting of area business people, County and State officials, members of the Town Planning and Zoning Boards, and interested citizens met four times to review the contents of this plan. A public hearing was held near the end of the process.

f. Future land use

Recommendations were made regarding changes in land use throughout the Town. These changes were geared to balancing the Town's recent boom in the development of single-family homes with a desire to encourage a controlled increase in commercial, business, and industrial uses in the Town.

g. Traffic and infrastructure impact assessment

The impact of future land use recommendations on traffic was assessed, particularly in the Routes 31 and 11 corridors. Specific intersections were modeled using realistic growth expectations to determine if the land use recommendations would have a deleterious effect on their operation.

Likewise, the potential need to extend infrastructure to accommodate recommended growth patterns was assessed.

h. Identification of an implementation strategy

Without specific action items connected to each Town vision and goal, this plan would be incomplete. In every case where a goal has been identified, one or more action items were identified as a means to accomplish that goal.

3. Strengths, Weaknesses, and Planning Framework

As the advisory committees addressed the many issues that face the Town of Cicero, strengths and weaknesses were identified. Likewise, the committees settled on some basic principles that help define the framework within which this comprehensive plan would be developed. They are as follows:

i. Strengths

- There are a variety of choices in single-family housing and price ranges.
- An excellent school system.
- Many parks and other recreational facilities have a variety of offerings.
- Oneida Lake provides excellent recreational benefits and its shoreline provides a special residential alternative.

- There is vigorous commercial development activity occurring along the Route 11 corridor.
- Significant areas suitable for redevelopment still exist in the Route 11 corridor south of Mud Mill Road.
- Fire protection facilities are dispersed and appear adequate.
- The Cicero Swamp (NYS Preserve) ensures there will always be significant amounts of open space in the Town.
- Large areas of undeveloped farmland (active and inactive) contribute to the overall impression of low-density development in the Town.
- Safe living environment.
- An increasingly diverse real estate tax base.

j. Weaknesses

- There is no readily identifiable Town “center.”
- Aging Town office and highway facilities.
- A shortage of business, office, and industrial uses in the Town.
- There are a limited number of alternative housing types – apartments, condominiums, etc.
- Route 31 and Taft Road are the major east-west routes in the Town. An east-west road north of Route 31 is needed to supplement the existing roads.
- Traffic volumes are heavy on Route 11 south of Route 31 and on Route 31 from the western Town line to South Bay.
- The Route 81/31 interchange is relatively congested most of the day with westbound left hand turns being very difficult.
- Improved connectivity is needed between neighborhoods.
- There are occasional incongruous land uses – i.e., auto repair in an otherwise residential area.

- The Town could be more pedestrian and bicycle friendly.
- Public transit is virtually non-existent in the Town.

c. Planning Framework

- Elimination of non-conforming uses.
- Improve the Town's aesthetics through the creation and application of Town-wide design guidelines.
- Address the issues of adult uses, signs, outdoor lighting, and used car/car repair facilities.
- Simplification and clarification of residential zoning districts.
- Revision of commercial zones and their definitions.

4. Related Studies

This study references the 2010 Development Guide for Onondaga County. This study provides a frame of reference for the more detailed Town-specific examination of issues, goals, and proposed actions. Its recommendations regarding preservation of open space and limiting urban expansion were carefully considered and, in large part, adhered to during our planning process.

O'Brien & Gere Engineers prepared a traffic analysis based upon realistic build-out scenarios. They examined the impact of future land use recommendations on selected streets and intersections. Similarly, O'Brien & Gere Engineers examined the impacts of land use recommendations on the Town's water and sewer systems.

The planning team also reviewed relevant studies that had been conducted in relation to recreation, traffic, and zoning.

B. Background Information

1. Population and Housing

- a. While Onondaga County has experienced a continual decline in population since 1970 (from 472,835 to 458,336 in 2000), the Town of Cicero has grown from 22,539 in 1970 to 27,982 residents in 2000 – over 24%.
- b. During this same period, the City of Syracuse lost upwards of 50,000 residents while the Towns of Cicero, Clay and Manlius each showed relatively strong growth trends.
- c. The number of households in Cicero grew from 5,960 in 1970 to 10,538 in 2000. At the same time, household size was gradually declining to 2.65 persons in 2000.
- d. The occupational mix for residents of Cicero has approximately 64% employed in managerial, professional, technical, sales or administrative positions. Census figures indicate that this has remained virtually constant since 1970.
- e. Median household income in Cicero grew from \$20,863 in 1980, to \$50,055 in 2000, demonstrating the continued high earning power for Cicero residents.
- f. At the opposite end of the spectrum, 306 (2.9%) of the Town's families were considered to be below the poverty threshold in 2000, which, for a family of four, was \$17,029. (Poverty status is determined by a number of indicators and is related to family and household size).
- g. The number of housing units in the Town increased from 11,033 in 2000 to 11,866 in 2004; an average of 208 new homes each year. Continuing the historical trend, ownership continues to be the most popular form of tenancy with over 80% of the 10,538 occupied units in the Town owner-occupied. The Town's housing supply consists mostly of single-family homes, nearly 85 percent in 2000. Mobile homes accounted for 0.8 percent of the units. Apartment complexes with between 3 and 9 units accounted for 0.6 percent, and there were 288 units in complexes of 10 or more units, making up about 2.5 percent of the total.
- h. According to the Greater Syracuse Economic Growth Council Resource Center, Cicero's population growth rate (between 2000 and 2004) is the second highest in Onondaga County at 4.7% over that period. Other comparable Onondaga County Towns are Lysander – 5.6%; Clay – 0.8%; DeWitt – 4.6%; Manlius – 1.8%; and Salina – 0.3%.
- i. The Town reports that over fifty new or expanded businesses opened their doors in 2005.

The table that follows shows how population has changed in Onondaga County, the Town of Cicero and comparison communities over the last 30 years.

Table 1. POPULATION CHARACTERISTICS - CICERO AND COMPARISON AREAS 1970-2000

PLACE	1970	1980	% CHANGE	1990	% CHANGE	2000	% CHANGE
Town of Cicero	22,539	23,719	5.2	25,560	7.8	27,982	9.5
Onondaga County	472,835	463,920	-1.9	468,973	1.1	458,336	-2.3
City of Syracuse	197,208	170,105	-13.7	163,860	-3.7	146,435 [^]	-10.6
Town of DeWitt	29,198	26,868	-8.0	25,148	-6.4	24,942 [^]	-0.8
Town of Manlius	26,071	28,489	9.3	30,656	7.6	31,872	4.0
Town of Clay	36,274	52,792	45.5	59,749	13.2	58,805	-1.6
Town of Salina	38,281	37,416	-2.3	35,145	-6.1	33,290	-5.3
Town of Sullivan*	11,969	13,371	11.7	14,622	-9.4	14,991	2.5

*Located in Madison County

[^]Revised population figure certified through the Census Bureau's Count Question Resolution program.

U. S. Census Bureau. (1972). 1970 Census of Population *General Characteristics of the Population*, Vol. 1, Part 34, New York, Washington, D.C., U.S. Government Printing Office.

U. S. Census Bureau. (1983). 1980 Census of Population *General Social & Economic Characteristics*, Vol. 1, Part 34, New York (1980 PC80-1-C34), Washington, D.C., U.S. Government Printing Office.

U. S. Census Bureau. 2000 U.S. Census Bureau *American Factfinder*, Census 2000 Demographic Profile Highlights. 10 June 2005 [^]<http://factfinder.census.gov/>

U.S. Census Bureau, *New York Population of Counties by Decennial Census: 1900 to 1990*. 10 June 2005. [^]<http://www.census.gov/population/cencounts/ny190090.txt>

Central New York Regional Planning and Development Board, *Population of County Municipalities, 1990 and 2000 Census Comparisons*. 15 June 2005, <http://www.cnyrpd.org/data/pop/onondaga.asp>

2. Existing Land Use

Existing Land Use information on **Map 1** is based upon the uniform classification code developed by the New York State Office of Real Property Services. Each parcel in the Town of Cicero is assigned a land use category as reflected on Map 1. These classifications were comprehensively verified through a windshield survey spanning seven days. The existing land use map shows the diversity of land use in the Town.

- Commercial land uses dominate the Route 11 corridor with recently developed big box retail clustered at the south end of Route 11 and less intense commercial uses along the balance of the corridor. Commercial land uses are also clustered along Route 31 from the western Town border east almost to South Bay Road.
- Single-family residential land uses dominate in the areas east of Route 81 and extend as far east as Whiting Road. Some undeveloped land is interspersed among these single-family uses. Less intense, large lot single-family uses are sprinkled around the remainder of the Town.
- There are a limited number of multi-family land uses in the Town of Cicero. Similarly, there is only one very small mobile home park.
- Two hamlets currently exist in the Town. Brewerton is located at the extreme northwestern edge of the Town and Bridgeport is located at the Town's extreme eastern limit.
- Portions of the region's highway system occupy large areas of land in the Town. Routes 481 and 81 are part of the federal interstate highway system. These high speed, high volume arterials promote development but also segment the Town and serve as visual and physical barriers.
- The Cicero Swamp ensures that a very large portion of the Town will forever be open space. Likewise those wetland not associated with the Cicero Swamp will remain open and undeveloped in perpetuity.
- Some industrial land uses are located along Northern Boulevard mostly south of Taft Road. Other industrial land uses are clustered immediately east of Route 81 on Pardee Road and along Taft Road west of Northern Boulevard.
- There are many recreational land uses in the Town. These golf courses, county parks, state preserves, and Town Parks are liberally scattered around the Town.
- Institutional and governmental land uses are also sprinkled around the Town. The facilities of the Cicero-North Syracuse school district also provide recreational opportunities. Town facilities are located on Route 11 south of Route 31. The Highway and Town Hall facilities are somewhat dated and are nearing the end of their usefulness.

3. Development Restrictions

- a. Wetlands

The most significant single development restriction in the Town of Cicero is the large number of wetlands found throughout the Town. Huge areas of the central, southern, and southeastern parts of the Town are classified as federal and/or state wetlands. Included in these areas is the Cicero Swamp – a state managed preserve. Development within and/or adjacent to federal and state wetlands is carefully monitored and regulated by the U.S. Army Corps of Engineers and the New York State Department of Environmental Conservation.

Another large area of wetlands abuts the Oneida Shores Park on the east and south. Other isolated wetlands can be found throughout the Town.

The extent of wetlands in the Town as identified by the New York State Freshwater Wetland Maps and National Wetland Inventory Maps can be seen on **Map 2**.

b. Flood Plains

Like wetlands, a large part of the Town is impacted by the 100-year flood plain. Through its participation in the FEMA flood insurance program the Town monitors and regulates development within the 100-year flood plain.

The extent of 100-year flood plains as identified by the FEMA 1994 Flood Insurance Rate Maps is shown on **Map 3**.

c. Sewer

Public sanitary sewer service is generally available to areas along the entire shore of Oneida Lake from the hamlet of Brewerton to the hamlet of Bridgeport, the southwest quadrant of the Town and the areas with intense residential and commercial developments in the west central area of the Town. Large areas of the Town are not serviced by public sewage disposal services. Most notably the areas along Route 11 and Interstate Route 81 from Mud Mill Road to McKinley Road, along Northern Boulevard from Interstate Route 481 to Island Road and along Route 31 from South Bay Road to Cicero Center Road are not presently served by public sanitary sewer facilities. The need for individual septic systems will continue to impact the rate of development in areas of the Town not served by public sewer.

Properties adjacent to existing public sanitary sewer facilities are shown on **Map 4**.

d. Water

Public water provided by the Onondaga County Water Authority (OCWA) is generally available to all areas of the Town with the exception of along Town and County roads adjacent to the major wetlands.

e. Power Lines

Electrical transmission lines and their associated easements cut a swath through the Town of Cicero. Development within this easement is closely regulated and limits development in their vicinity.

4. Highway, transportation, and traffic movement

Traffic movement in the Town of Cicero is a critical issue. Traffic volumes have increased over recent years as a result of new commercial development in Cicero and Clay and the constantly high level of new residential development in these Towns.

The traffic analysis for this report provides a review of existing and future traffic operations along the NYS Route 31 and US Route 11 corridors within the Town. The future operations are based on specified level of build out of the undeveloped areas, according to the proposed land uses and are presented in Section D. The analysis concentrates on those areas that have not been reviewed by other studies, such as NYS Route 31, east of Thompson Road and US Route 11, north of Mud Mill Road. The analysis focused on the signalized and unsignalized intersections along US Route 11 and NYS Route 31 since the intersections will be the constricting points in the roadway network operations. Several studies have been conducted in conjunction with various developments in recent years examining some of the intersections along the Route 11 and 31 corridors, including:

- The intersection of Route 11 with Bear Road, East Circle Drive, Hogan Drive, Caughdenoy Road, Crabtree Lane, and Route 31.
- The intersection of Route 31 with Route 11, Interstate Route 81 Southbound Ramps, Interstate Route 81 Northbound Ramps/Pardee Road, Lakeshore Road and the Lakeshore Road Spur.

Information on the operation of these intersections can be summarized from these investigations. As such the operation of these intersections is described in general and no further detailed studies have been completed as part of this planning exercise.

The existing roadway network was reviewed to determine the existing level of operation. As noted above, those areas on US Route 11 and NYS Route 31 that have not been extensively studied were reviewed in more detail. These intersections include:

US Route 11 intersections

- Mud Mill Road
- Bartell Road

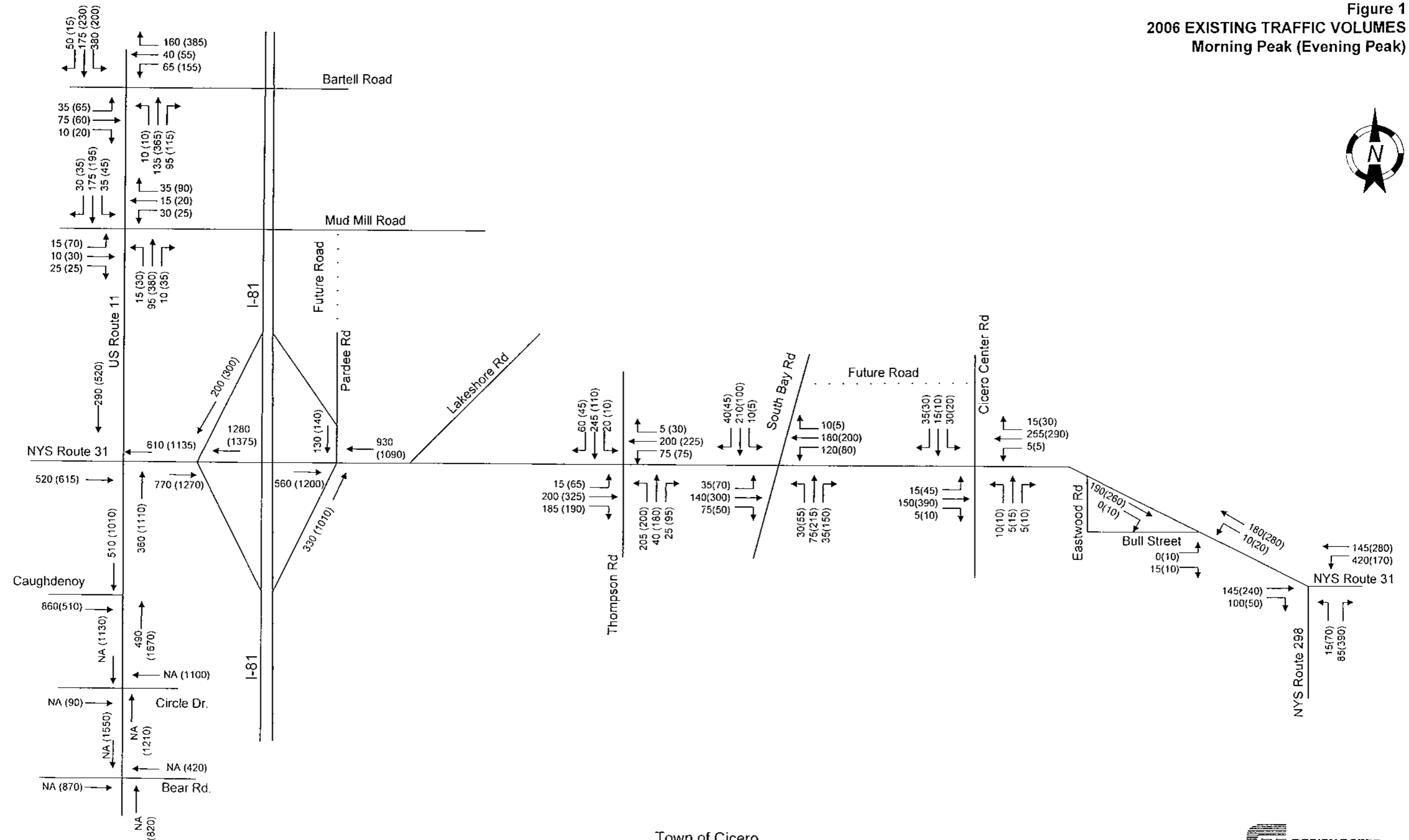
NYS Route 31 intersections

- Thompson Road
- South Bay Road
- Cicero Center Road
- Bull Street
- NYS Route 298

Morning and evening traffic volumes were collected at each of the study area intersections from field data or other traffic studies. The existing 2006 traffic volumes are shown in Figure 1. A capacity analysis of each of the noted intersections was performed using Synchro analysis software. The capacity analysis assigns a letter Level of Service to each intersection, which ranges from A to F. Motorists at intersections with Level of Service A will experience little delay while motorists at intersections with Level of Service F will experience long delays. In general a Level of Service D or better is considered acceptable for a signalized intersection and a Level of Service E or better is considered acceptable for an unsignalized intersection. The results of the analysis are shown in Table 2.

All of the study area intersections are currently operating at an acceptable Level of Service although the NYS Route 31/Thompson Road intersection is nearing capacity as some approaches are experiencing longer delays during the evening peak travel hour. Additionally, the side street approaches to the unsignalized intersections of US Route 11 with Mud Mill Road and NYS Route 31 with NYS Route 298 are nearing capacity with a Level of Service E, as shown in the analysis results.

Figure 1
2006 EXISTING TRAFFIC VOLUMES
Morning Peak (Evening Peak)



NA - Data not available

Table 2 – Existing Capacity Analysis.

		<i>2006 Existing</i>	
		<i>AM</i>	<i>PM</i>
US Route 11/ Mud Mill Road			
	WB Left/Right	B (12)	e (41)
EB Left/Right		b (8)	c (19)
	NB Left	a (1)	a (1)
	SB Left	a (1)	a (2)
US Route 11/Bartell Road			
		B (12)	B (17)
NYS Route 31/Thompson Road			
		C (27)	D (44)
NYS Route 31/South Bay Road			
		B (16)	B (19)
1.			
YS Route 31/Cicero Center Road			
	NB Left/Thru/Right	B (13)	c (19)
	SB Left/Thru/Right	B (13)	c (17)
EB Left		a (1)	a (1)
	WB Left	a (1)	a (1)
NYS Route 31/Bull Street			
	NB Left/Right	a (9)	b (12)
	WB Left	a (1)	a (1)
NYS Route 31/NYS Route 298			
	NB Left/Right	C (17)	c (47)
	WB Left	a (4)	a (4)

A(5) – Signalized Intersection Level of Service (Average seconds of delay)

a(6) – Unsignalized Intersection Level of Service (Average seconds of delay)

Source: O'Brien & Gere Engineers, Inc.

Additionally, approach traffic volumes for other intersections that have already been studied in detail by other studies were compiled to show relative increases in traffic volumes. These intersections include:

US Route 11 intersections

- NYS Route 31
- Caughdenoy Road
- Hogan Drive
- Circle Drive
- Bear Road

NYS Route 31 intersections

- I-81 Southbound Ramps
- I-81 Northbound Ramps

Based on other traffic studies prepared in these areas, the NYS Route 31 intersections with the I-81 ramps are nearing capacity. The short distance between these two intersections often causes queuing problems with vehicles queuing out of the left turn lanes provided to access I-81. On Route 31, between I-81 and Lakeshore Road, NYSDOT has indicated that there is a high pattern of accidents for vehicles trying to make lefts out of the commercial developments along the north side of NYS Route 31.

The US Route 11 corridor, south of NYS Route 31 to Bear Road, is also quickly reaching its capacity as more development occurs in this area. Over the years, there have been discussions regarding providing an alternative north-south roadway, parallel to US Route 11, to alleviate some of the congestion on this roadway, but the corridor has quickly developed, making this option less feasible. Additionally, NYSDOT has indicated that US Route 11, in this area, is widened as far as the existing right of way will allow.

Other highway and traffic issues faced by the Town include:

a. Access Management

There are too many curb cuts and driveways in the commercial areas along Route 11 and 31. Measures need to be taken to address this issue. In addition, improving direct connectivity between major commercial uses will reduce the number of trips on these major corridors.

b. East/West Movement

Currently there are two major routes that handle east/west travel in the Town – Route 31 and Taft Road. An additional east/west route is needed north of Route 31 to improve the movement of residential travelers and ease some of the current congestion along Route 31.

c. NYS Route 298 Flooding

Portions of NYS Route 298 as it passes through the Cicero Swamp are prone to serious flooding. Periodically closed by flooding, this road is an ongoing safety issue that must be addressed.

d. Public Transportation

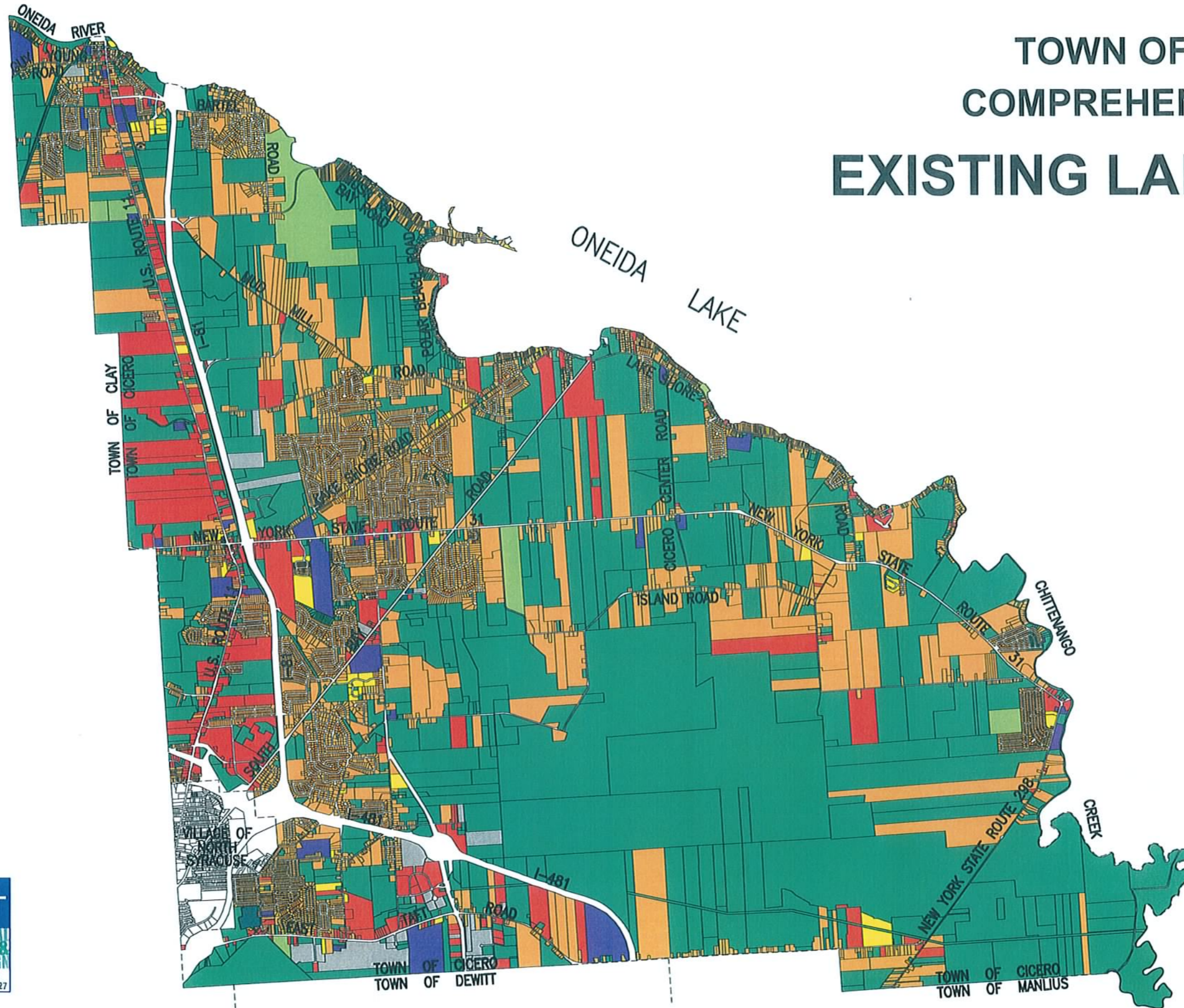
Opportunities for the use of public transportation are currently limited. Improved usage of public transportation could relieve some of the capacity

issues on Route 11 and Route 31. This period of skyrocketing gas prices improves the likelihood that public transit will be seen in a more favorable light.

e. Connectivity

Independently developed subdivisions have been marginally successful in establishing interconnections with neighboring subdivisions. The result is an increase in the number of trips on major corridors. Improved connectivity between subdivisions should be addressed.

TOWN OF CICERO COMPREHENSIVE PLAN EXISTING LAND USE MAP



LEGEND

- OPEN LAND
- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MOBILE HOME
- RESIDENTIAL - MULTI-FAMILY
- COMMERCIAL
- OFFICE PARK
- INDUSTRY
- INSTITUTIONAL/GOVERNMENTAL
- PARKS AND RECREATION

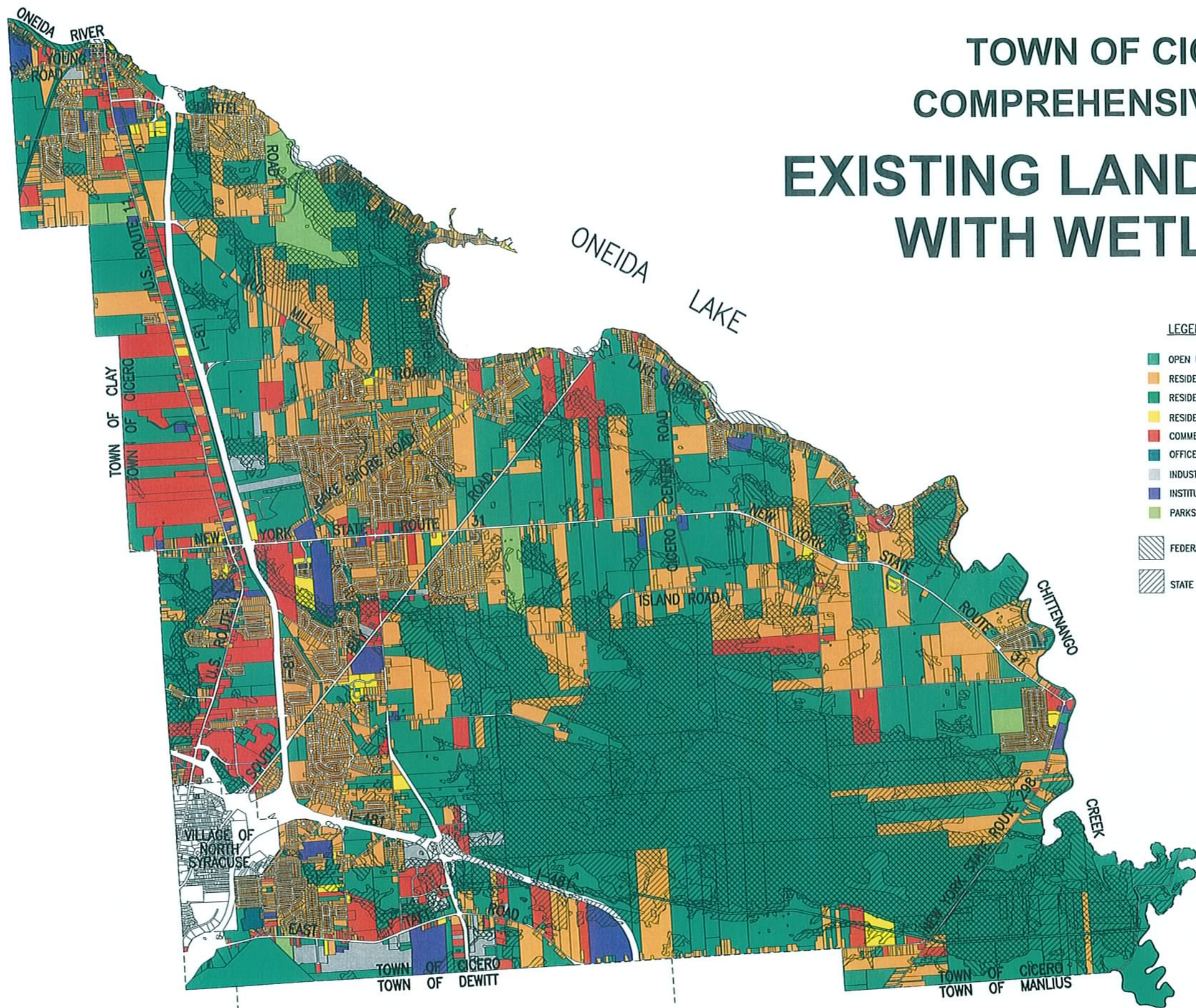


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TOWN OF CICERO COMPREHENSIVE PLAN EXISTING LAND USE MAP WITH WETLANDS



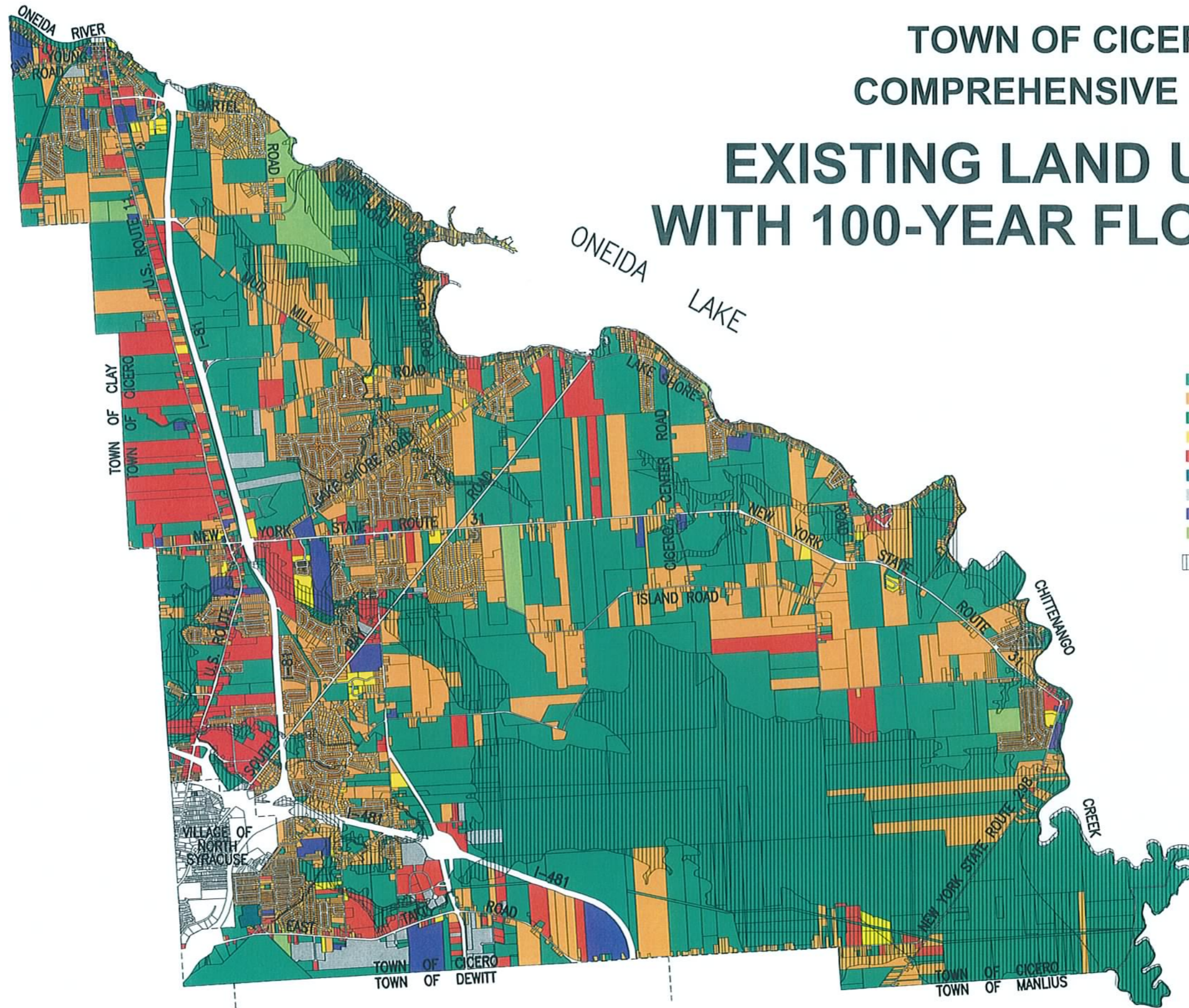
LEGEND

- OPEN LAND
- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MOBILE HOME
- RESIDENTIAL - MULTI-FAMILY
- COMMERCIAL
- OFFICE PARK
- INDUSTRY
- INSTITUTIONAL/GOVERNMENTAL
- PARKS AND RECREATION
- FEDERAL WETLANDS (U.S.A.C.O.E.)
- STATE WETLANDS (N.Y.S.D.E.C.)



TOWN OF CICERO COMPREHENSIVE PLAN

EXISTING LAND USE MAP WITH 100-YEAR FLOOD ZONES



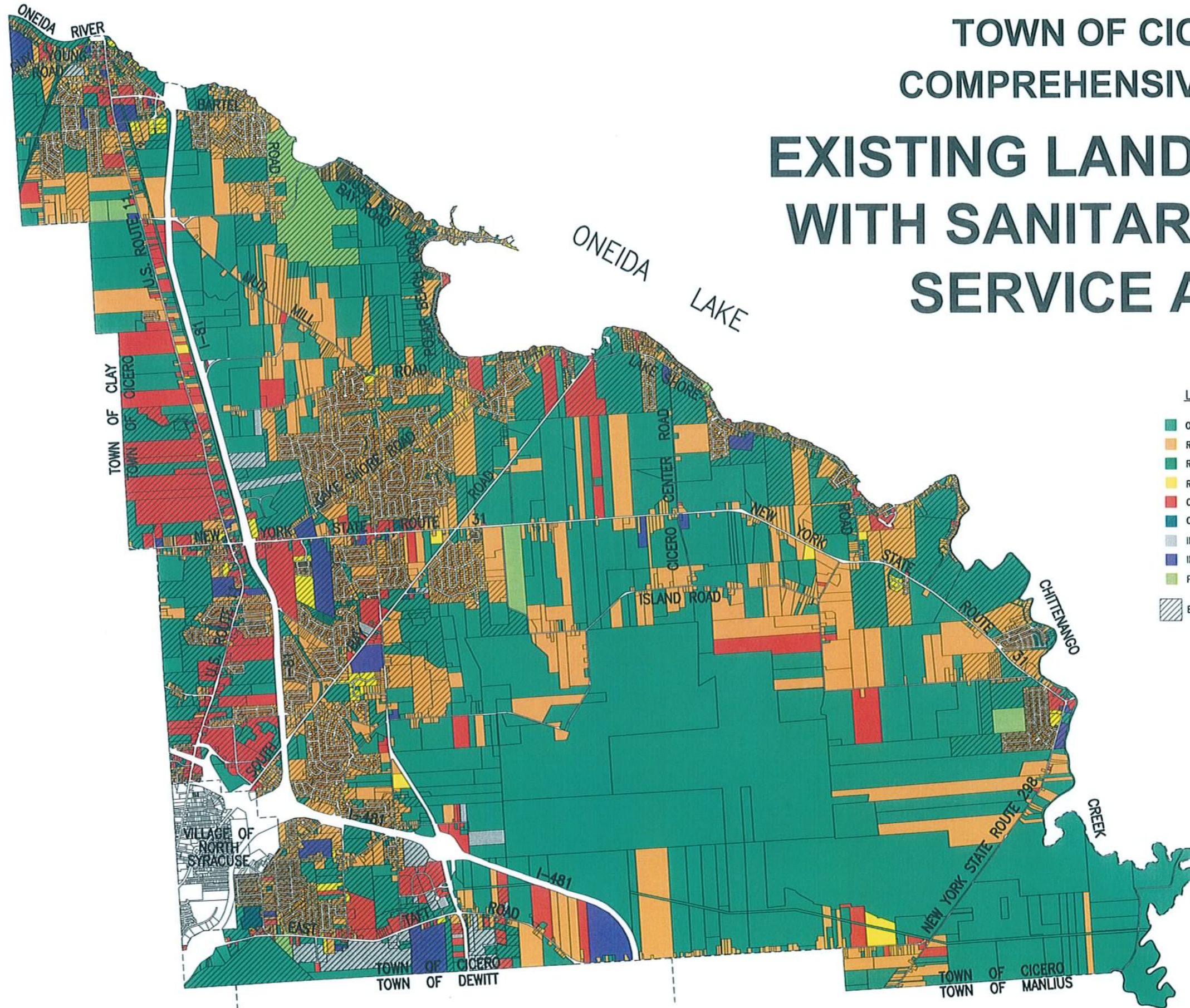
- LEGEND**
- OPEN LAND
 - RESIDENTIAL - SINGLE FAMILY
 - RESIDENTIAL - MOBILE HOME
 - RESIDENTIAL - MULTI-FAMILY
 - COMMERCIAL
 - OFFICE PARK
 - INDUSTRY
 - INSTITUTIONAL/GOVERNMENTAL
 - PARKS AND RECREATION
 - 100-YEAR FLOOD ZONE



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PLOT DATE: 09/20/06

TOWN OF CICERO COMPREHENSIVE PLAN EXISTING LAND USE MAP WITH SANITARY SEWER SERVICE AREA



LEGEND

- OPEN LAND
- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MOBILE HOME
- RESIDENTIAL - MULTI-FAMILY
- COMMERCIAL
- OFFICE PARK
- INDUSTRY
- INSTITUTIONAL/GOVERNMENTAL
- PARKS AND RECREATION
- EXISTING SANITARY SEWER SERVICE



1"=5000'
2500
0
2500
5000

C. Policy, Goals, and Actions

1. Regional Context

The Town of Cicero will be impacted by the long-range plans at the County level. While Cicero will and must determine its own future, local planning efforts like this one should be cognizant of, and related to, the broader plans for the surrounding region.

In 1998, the Onondaga County Legislature adopted the 2010 Development Guide for Onondaga County. This development guide sets forth a vision for future land use, policies related to development, options for responding to change, and implementation strategies.

The extracts, below, have relevance to the planning policy in the Town of Cicero:

- a. County communities should maintain, restore, and revitalize existing neighborhoods and main streets.
- b. In most Towns, the majority of growth over the next 15 years can be accomplished within areas currently served by water and sewer. The County's future land use patterns do not anticipate large new urban areas.
- c. Obsolete and vacant sites should be redeveloped.
- d. Maintenance and replacement of current infrastructure has priority over the expansion of urban areas. The County will expand sewer service in relation to the realistic need for additional urban land.
- e. Protection of natural resources such as protected open space, wetlands, floodplains, public parks, shorelines, and agricultural soils, from development has a long-term benefit to the County.
- f. The current highway network will not be expanded in the near future.
- g. Towns are encouraged to develop a network of local streets. Direct connections between neighboring subdivisions is encouraged. The development guide encourages the creation of walkable communities.

2. Town Policy, Goals, and Actions

ii. Growth

The Town recognizes the importance of non-residential growth and wishes to maintain and enhance an environment that encourages commercial, retail, office, business, and industrial development.

FINAL DRAFT – September 27, 2006

Town Goals:

- Identify areas of the Town where expansion and consolidation of industrial, retail, and business land uses can occur.
- Encourage commercial development along Route 11 and Route 31 (west of South Bay).
- Encourage neighborhood commercial at the intersections of South Bay and Lakeshore, Route 31 at Cicero Center Road, and at South Bay and Route 31.

Town Actions:

- Revise the Town Zoning Code and Map to identify, expand, and/or consolidate areas of the Town where industrial uses are allowed as of right.
- Re-zone the entire west side of Route 11 (north of Route 31 to Mud Mill Rd.) to enable and encourage general commercial development.
- Redefine the definition of regional commercial to provide for subdivision of parcels from common developments.
- Examine and revise (if necessary) the zoning classifications along Route 31 (west of South Bay) and South Bay at the noted intersections.
- If necessary, extend sewer and water to those industrial and commercial areas to enable and encourage new development.
- Develop an information base about specific sites in non-residential areas where development or major rehabilitation of obsolete buildings and sites would be appropriate. Make this available for use by realtors in assembling land and/or attracting clients.

The Town has seen a significant increase in the development of single-family homes. It has long been recognized by the planning profession that the public cost of infrastructure to support these single-family homes exceeds the tax revenue these new homes generate. In conjunction with the policy noted above, the Town will attempt to balance the development of new single-family homes with increased non-residential growth.

Town Goals:

- Balance the rate of single-family home development with on-going commercial, retail, business, and industrial development.

FINAL DRAFT – September 27, 2006

Town Actions:

- Over the next five years, encourage new single-family homes to infill parcels where sewer and/or water are already in place and to parcels directly contiguous to areas served by sewer and/or water.
- In year four, reevaluate and recommend appropriate areas (where extension of water and/or sewer is most cost effective) for continued single-family development.

The Town will strive to maintain and promote the high quality-of-life standards found in our current residential neighborhoods and ensure those standards are reflected in new developments.

Town Goals:

- Promote continued high quality residential development

Town Actions:

- Review and attempt to simplify the Town's zoning code as it relates to single-family residential districts. Restrict R-20 district to areas without existing water and sewer services.
- Create one new zoning district - estate lot zone, consisting of 5-acre minimum lots in areas contiguous to Route 31 (east of Cicero Center Road) and large areas of wetlands/floodplains that are currently without sewer or water.
- Revise the Town Zoning Code and map to reflect these recommendations.

The Town wants non-residential development to complement the quality-of-life standards already found in the Town's residential neighborhoods.

Town Goals:

- Promote high quality non-residential development.

Town Actions:

- Formalize a set of design guidelines/standards for private development that reflect a high standard for site/building design. An example of one area Town's guidelines is provided in Appendix 1.
- Revise the Town Code to enable the use of these standards.

- Enable and authorize the Town Planning Board to apply those standards to all non-residential development – both new construction and renovation/redevelopment.

The Town feels that establishing a Town center will enhance its standing and provide a point of reference for residents and visitors.

Town Goals:

- Create one or more new hamlets in the Town.

Town Actions:

- The Town has identified a suitable geographic location(s) along Route 31 for the development of new hamlets.
- Create a new zoning overlay district to promote hamlet type development in the designated location.
- When the property value of the current Town Hall/Highway Dept. property reaches an acceptable point, relocate Town Hall facilities to one of the new hamlets.
- Relocate the Town Highway Department to an appropriate location in a centrally located industrial zone.

a. **Extension of Utilities (sewer and/or water)**

In an effort to discourage sprawl, new residential development should occur within the current boundaries of the sanitary sewer district(s) (whenever possible) before infrastructure is expanded into areas not currently served.

Town Goals:

- Over the next five years, encourage new single-family homes to infill parcels where sewer and/or water are already in place and to areas contiguous to areas served by sewer and/or water.
- Develop a rational program for the extension of utilities that is based upon this Comprehensive Plan.

Town Actions:

- Prepare a map for Planning Board use of areas not included in a public sewer or water service area or where capacity is limited.

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- Identify existing water or sewer services that are deteriorating or obsolete and need replacement within the next five years.
- Perform a study to identify needed improvements to the existing sanitary sewer system and develop a master plan to provide sanitary sewer service to areas that are to be developed.

In keeping with the policy of encouraging sensible non-residential development, strategically extend water and sewer service to areas designated for non-residential uses.

Town Goals:

- Service the entire length of Route 11 (north to Mud Mill Rd.) with sewer.
- Service Northern Boulevard from Interstate Route 481 to Island Road.
- Service appropriate areas of South Bay Road north of Route 31 with water and sewer.

Town Actions:

- Extend sewer service as necessary along the Route 11 and Northern Boulevard corridors.
- Extend water and sewer service as required along South Bay Road (north of Route 31).

c. Housing

Housing is predominantly single-family owner-occupied in a variety of styles and prices.

Town Goals:

- Maintain owner-occupancy as the prevailing form of tenancy.

Town Actions:

- Undertake a housing study that identifies the impact of key trends such as changes in household configuration, aging of the population, and income trends on housing supply and demand.
- Review assessment practices to ensure regular maintenance and improvements to property are supported and not penalized by significant tax increases.

Provide a controlled number of opportunities for rental or condominium style homes. Provide alternatives to single family dwellings for empty nesters and retirees.

Town Goals:

- Provide some diversity in housing type.

Town Actions:

- Review the zoning ordinance and map to identify measures to allow additional multi-family developments.
- Include multi-family housing and combined commercial/residential structures as an allowed use in the Hamlet (CBD) Overlay district.

d. Non-residential Development

It is Town policy to accept appropriate and beneficial new non-residential activity and to promote and encourage the continuing upgrading of older properties. The Town will continue to pursue quality job opportunities through new projects and redeveloped parcels that complement existing businesses but not create additional traffic pressures on existing streets. It is the Town's policy to, over an extended period, eliminate non-conforming uses and special use activities.

Town Goals:

- New, revitalized, or upgraded projects that are compatible with adjacent and surrounding development in terms of use, size, character, landscaping treatment and that can efficiently capitalize on available utility infrastructure and the existing system of roadways.
- Revise the Town code to include non-conforming non-residential uses.

Town Actions:

- Examine zoning regulations affecting non-residential development, particularly site plan review regulations and requirements.

Provide Town wide uniformity in the number and size of business, retail, and commercial signs.

Town Goals:

- Regulate the impact of signs, similar advertising, and identification methods.

Town Actions:

- Review, update, and enforce sign regulations.
- Address the issue of LED signs in the sign regulations.

Address the proliferation of car sales facilities. Better regulate used car sales and automobile repair facilities.

Town Goals:

- Better regulate the development and operation of all automobile related businesses.

Town Actions:

- Conduct a comprehensive review and update of the zoning ordinance and map to define which districts will allow automobile related uses as of right.
- Develop a Town permitting process for all used car sales and automobile repair facilities.
- Specifically address used car sales and automobile repair facilities in the newly created design guidelines.

The Town wishes to better regulate exterior lighting on non-residential properties.

Town Goals:

- Achieve lower light levels and reduce off-site glare.

Town Actions:

- Establish and adopt lighting standards that more uniformly govern lighting levels and off-site impacts.
- Revise the Town zoning code to include an Exterior Lighting Code or adopt design guidelines to be applied by the Planning Board during the site plan review process.

The Town wishes to regulate the location of adult uses.

Town Goals:

- Strictly govern the location of adult uses.

Town Actions:

- Establish the zoning district(s), which will allow adult uses.
- Establish other siting standards for adult uses.

c. Natural Resources

It is the Town's policy to protect natural resources such as open spaces, streams, wetlands, shorelines, and floodplains from inappropriate development.

Town Goals:

- Create low-density land use buffers at the boundaries of sensitive natural resources.

Town Actions:

- Develop a natural resources inventory of environmental features as well as ownership.
- Building on the natural resources inventory, evaluate the advisability of designating Critical Environmental Areas within the Town in accordance with New York State Environmental Conservation Law.
- Investigate tools such as overlay districts, easements, and incentives for developers to preserve and protect natural resources.
- Develop criteria for filling of flood plains.

f. Traffic and Transportation

Increased traffic on regional and local roads is an anticipated byproduct of the continued expansion of Cicero and adjacent Towns.

Town Goals:

- Develop a highway system with an integrated network of local, collector, and arterial streets to encourage traffic movement and eliminate points of conflict and/or delay.
- Promote the construction of a new interchange at Mud Mill Road and improvements to the existing interchange to alleviate the pressures at the Route 31/I-81 interchange.

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- Maintain an acceptable level of service at intersections.

Town Actions:

- Modify Town Subdivision Regulations to require connectivity between neighboring subdivisions whenever possible and to discourage the use of cul-de-sacs.
- Seek assistance from appropriate elected officials to identify and secure federal highway funds.
- Seek funding from state and federal agencies.
- Require developers to complete reasonable off-site mitigation where the new project negatively impacts the highway system.
- Investigate formation of transportation district(s) or other means to fund highway improvements.

The commercial uses along Route 11 (particularly south of Route 31) and Route 31 have a very high number of curb cuts. To improve highway safety the Town must reduce the number and proximity of commercial access points.

Town Goals:

- Devise a long-term strategy to reduce and control the number and location of driveways/curb cuts along the full length of Route 11, Route 31 west of South Bay Road, and other major roads where commercial development is anticipated.

Town Actions:

- Conduct a study to determine areas of the Town that would benefit from access management efforts.
- Investigate the option of adopting an access management ordinance. An example of such an ordinance can be found in Appendix 2.
- Adopt access management guidelines as part of a set of Design Guidelines for private developers in the Town.

While north-south traffic has several choices of routes, east-west traffic is largely limited to Route 31 and Taft Road. The Town must improve east-west travel particularly in the northern part of the Town.

Town Goals:

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- Build an east-west, publicly owned, collector street north of Route 31.

Town Actions:

- Prepare a feasibility study to determine if a new east-west collector street can be located north of Route 31.
- Implement guidelines in the Town's subdivision regulations that will result in an incrementally built, developer constructed, east-west collector street.

The Town anticipates short-term traffic capacity issues on both Route 11 (especially south of Route 31) and Route 31 (west of South Bay Road) and issues connected with turning movements at the Route 11/31 intersection.

Town Goals:

- Promote the execution of necessary improvements on both roads and at intersections to maintain an acceptable level of service.

Town Actions:

- Seek assistance from appropriate elected officials to identify and secure federal highway funds.
- Develop an understanding of the services and resources available from County, State, and regional transportation agencies.
- Require developers to complete reasonable off-site mitigation where the new project negatively impacts the highway system.
- Investigate formation of transportation district(s) or other means to fund highway improvements.

It is Town policy to encourage increased use of public transit.

Town Goals:

- Increase ridership on public transportation.

Town Actions:

- Practice a proactive relationship with CENTRO to improve services.

- Conduct a study to ascertain whether additional/alternative transit routes or schedules are warranted and/or can be supported.

The town wishes to make its neighborhoods more pedestrian and biker friendly.

Town Goals:

- Develop systems that can safely accommodate pedestrians and bicycles as well as automobiles on local streets.

Town Actions:

- Identify important pedestrian generators and destination points that could be beneficially linked by sidewalks and paths.
- Establish a formal Town policy and standards for the location, design, construction, maintenance, and retrofitting of sidewalks.

g. **Recreational**

The Town recognizes a growing interest in off-road recreational activities and snowmobiles.

Town Goals:

- Address the concerns and potential conflicts between landowners and off-road recreational bikes, snowmobiles, and motorized vehicles.

Town Actions:

- Identify suitable areas in the Town for this activity. Investigate the use of power line easements for off road use.
- Work with state and local organizations and law enforcement to implement a policy and recommend possible legislation.

D. Comprehensive Plan

1. Assumptions

The assumptions listed below have been established in an attempt to describe the variety of variables that impact the way land in Cicero will be used in the future:

- Growth trends in the Town of Cicero will remain stable (reflecting a similar growth rate as has occurred over the past decade) for the next five to seven years after which, the rate of growth in the Town will gradually decline.
- Family size will not increase in the future but the number of people in older age groups (over 50) will constitute a larger percentage of the Town's population.
- Cicero will continue to capture a share of the region's commercial and industrial development into the foreseeable future.
- Priority transportation issues must be addressed if the Town wishes to sustain its current rate of growth.
- Strategic expansion of water and sewer districts will encourage continued industrial and commercial expansion.
- The number of vehicles circulating within (and passing through) Cicero will continue to increase.

2. Plan Recommendations

a. Hamlet development

This plan recommends the creation of a new hamlet along Route 31 in the central region of the Town. It is anticipated the hamlet will be developed using the well-established principles of New Urbanism. While it is viewed primarily as a higher density residential cluster, a mixture of neighborhood commercial and business land uses, or multiple uses in one structure, will add to its visual and physical diversity.

The hamlet will serve the important function of providing a sense of identity for the Town. When the replacement of the existing Town Hall becomes economically feasible, it is recommended the new Town Hall be constructed in the central business district of this new hamlet. The hamlet should also feature an open space suitable for civic functions and provide a space for passive recreational activities.

It's important the hamlet be walkable and that linkages to nearby residential neighborhoods be established and maintained. Traffic will be generally slow

moving due to the integration of traffic calming measures in the hamlet's design at its inception.

The eventual physical extent of the hamlet area must be flexible since it will blend into adjacent residential areas at its edges. Planning issues relate to providing adequate water and sewer services to encourage growth.

b. Residential development, traditional

Planning concerns in traditional residential areas include the need to maintain the character of the various neighborhoods; encourage infill with sensitive and compatible development on the lots that remain vacant; improve visual and environmental quality through landscaping, building sidewalks as appropriate; and encouraging a high level of property maintenance. Limiting extraneous vehicular traffic in these areas is a challenge that should be a high priority for the Town. Linkages (pedestrian, biking, and vehicular) to neighboring developments should be encouraged in all cases – infill and expanding residential areas.

c. Residential development, rural

Agriculture is a diminishing activity in the Town of Cicero. A few farming operations survive and will probably remain active for another decade or so. Most of these areas are not currently served by public sewer systems and probably will not be served in the foreseeable future. Some non-farm development, mainly residential, has occurred in rural areas; more can be expected and would be suitable if the essentially open character now existing can be preserved. There will be continued pressure to subdivide in rural areas but this should be endorsed only in those areas already served by public infrastructure or immediately adjacent to serviced areas where extension of services is feasible and cost effective.

Planning concerns in rural residential areas relate to the ability to retain the existing rural character until public utilities are available. If development pressure occurs before utility districts are expanded, the density of such development should be low with lots large enough to meet performance standards for on-site sewage disposal systems. Large lots will minimize the impacts of surface water runoff and erosion.

d. Residential development, multi-family

Alternative housing types should be developed in the Town to meet the growing needs of Cicero's aging population. Providing condominium, town house, and apartment style housing will provide more housing choices to current and incoming residents while providing a method where Cicero's seniors can remain in the community without bearing the financial burden of maintaining a single family home.

These alternative housing types should be located in areas offering a variety of services. The new hamlet is a logical location for this housing – providing these residents with services a short walk from their home.

e. Traffic and transportation

The Future Land Use Map (Map 5) was used to determine the proposed land uses in each geographic area. The undeveloped parcels in each geographic area were then identified. Based on the size of each parcel and previous development trends within the town, a potential future full build development was determined.

The areas suggested for residential development are primarily concentrated off the NYS Route 31 corridor, between South Bay Road and Cicero Center Road, including a possible hamlet area in the northeast corner of NYS Route 31 and South Bay Road. The hamlet includes a higher density residential component along with small retail uses. Farther east on NYS Route 31, toward the Bridgeport area, less dense single-family homes are included in the projections. The potential development of all areas includes approximately 2,200 single-family units, 650 multi-family units and 310 apartments units.

Approximately 328 acres of industrial area is shown in the area between Pardee Road and Mud Mill Road. The Northern Boulevard area was not included in the traffic analysis because of the direct access to Interstate 481 and the limited impact to the traffic areas of concern in the Town.

The suggested commercial areas include US Route 11, south and north of NYS Route 31, NYS Route 31, east and west of I-81 and at Cicero Center Road. Approximately 4,000,000 square feet of commercial development was identified in these areas. Projected development on US Route 11, north of NYS Route 31 and NYS Route 31, east of US Route 11 contributed the most square footage to the totals noted. The section on NYS Route 31 is concentrated between Lakeshore Road and South Bay Road.

The time horizon for the proposed land use plan is approximately ten years. A reasonable estimate of development over the next ten years was determined through discussions with Town of Cicero officials. In addition, projections from the Syracuse Metropolitan Transportation Council's (SMTC) newly prepared travel demand model were also considered in developing a reasonable projection of development for the next ten years. A summary of the projected ten-year development along with the full build out potential is as follows:

- *Residential* – 1,400 units (ten year) / 3,160 units (full build out)
- *Industrial* – Pardee Road area only - 82 acres (ten year)/328 acres (full build out)
- *Commercial* – 1,000,000 square feet (ten year) / 4,000,000 square feet

A trip generation rate was developed for each land use by using the ITE Trip Generation, 7th Edition. The new trips were then distributed to the impacted roadway network based on existing travel patterns, population centers, work and retail locations. The trips were also reviewed for redundancies, such as traffic generated by the residential area may be included in the trip generation for a commercial or industrial area. For example, a new residential trip leaving their house for work in the new commercial area would be one trip but would be counted twice. Since the majority of residential, industrial, and commercial land uses are separate from each other, the traffic was distributed to the surrounding roadway network in the vicinity of the proposed developments but was not added beyond that area in an effort not to double count trips.

Future Roadway Improvements

In order to assess the future operations of the roadway network, future roadway improvements were included in the analysis. Projects on the Transportation Improvement Program (TIP) are slated for current or future funding through the New York State Department of Transportation. Noteworthy projects on the TIP in the Town of Cicero include:

- Replacement of the Bartell Road bridge over I-81. Design is scheduled for 2005 to 2007 with construction scheduled to start in 2007/2008.
- US Route 11 at Circle Drive – Modify westbound slip ramp from Circle Drive to US Route 11 northbound. Construction is scheduled for 2007/2008.
- NYS Route 31, from US Route 11 to Lakeshore Road – Construct raised median, add left turn lane at I-81 interchange, enhance Lakeshore Road intersection. Design is scheduled for 2006 to 2008 with construction to start in 2008/2009.

Additionally, this Comprehensive Plan recommends construction of connector roads in two locations to provide additional means of access. The first proposed connection would be from Pardee Road to Mud Mill Road parallel to I-81. This provides for north/south travel along the east side of I-81 from Mud Mill Road on the north to NYS Route 31 on the south. Both these roadways cross I-81, thereby allowing east/west access. The second proposed connection would be from South Bay Road to Cicero Center Road north of NYS Route 31. This allows traffic to travel between these two roads without traveling on NYS Route 31. The proposed hamlet area and commercial area at Cicero Center Road could include services and retail uses that could be accessed by the residential areas north of Route 31 without using the state arterial. Although the scope and timing of the projects may change in the future, these

improvements are assumed to be constructed within the ten-year time horizon for traffic analysis purposes.

The future traffic analysis identifies the roadway intersection operations in ten years with projected development and the scheduled highway improvements. In addition to the potential development in the Town identified above, a background growth of 1.0% per year was applied to the existing traffic volumes to account for an increase in traffic that may travel through the Town. The projected future 2016 traffic volumes are shown in Figure 2.

The results of the future capacity analysis are shown in Table 3. Based on the analysis and the projected development, the majority of the intersections analyzed will need improvements within the next ten years to continue to operate at an acceptable level. A summary of each intersection is noted below.

US Route 11/Mud Mill Road – The Mud Mill Road approaches to the US Route 11 intersection will experience longer delays as development occurs along US Route 11. The majority of the increase in traffic is a result of projected commercial development along US Route 11. This intersection will need to be monitored based on the actual development trends along the US Route 11 corridor.

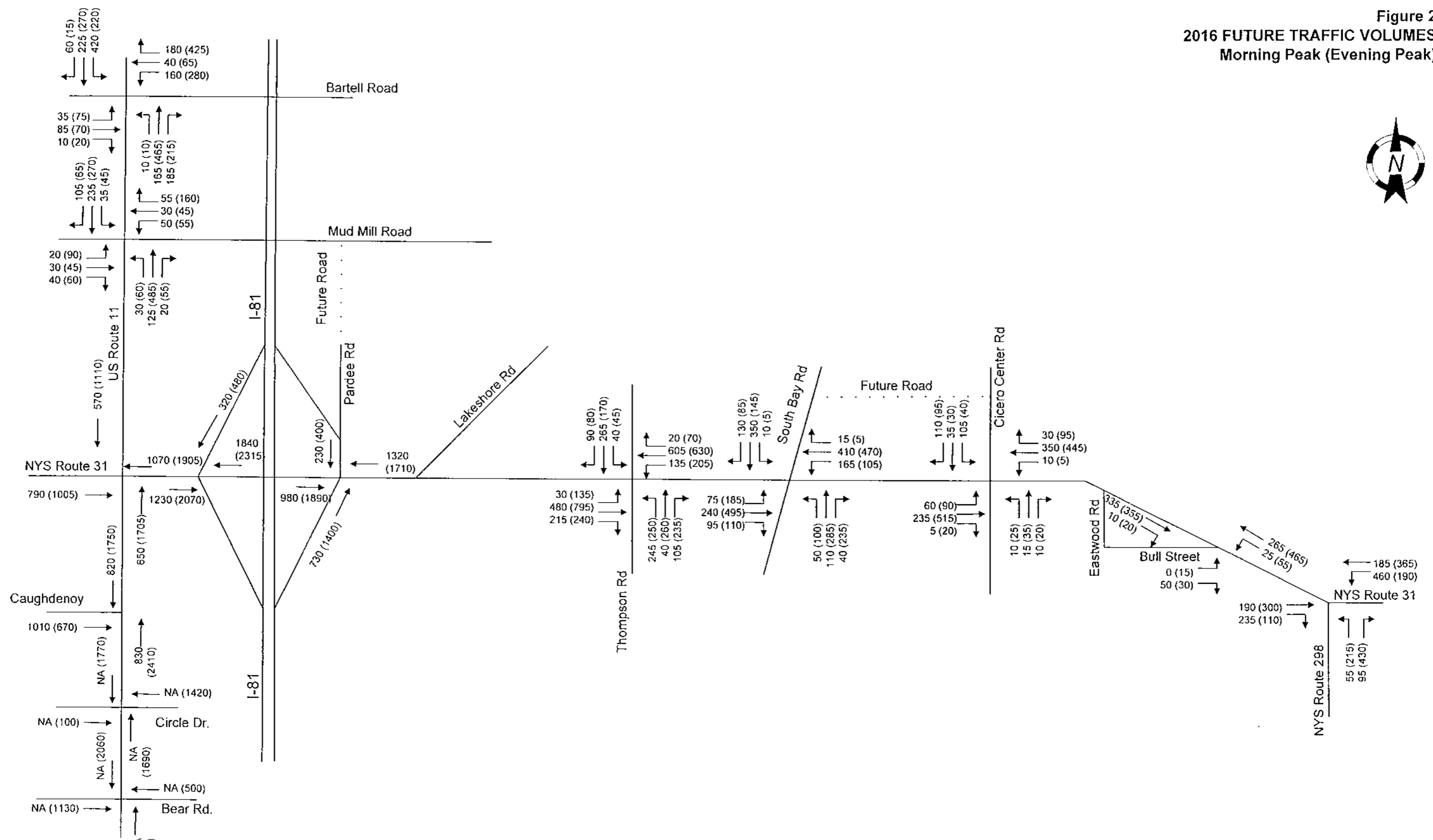
US Route 11/ Bartell Road – This intersection will operate at an acceptable level in the future but will be approaching capacity with the projected development.

NYS Route 31/Thompson Road – As noted in the existing analysis, certain approaches to this intersection are starting to experience long delays in the existing condition. The 2016 analysis indicates that this intersection will operate at a Level of Service F in the future. The projected future development could double the traffic traveling through this intersection with approximately half attributable to increased residential development and the other half a result of projected commercial development along NYS Route 31.

NYS Route 31/South Bay Road – The future analysis indicates that South Bay Road will fail during the evening peak travel hour, primarily due to the lack of turn lanes at this intersection. Traffic is projected to increase by 75% through this intersection with approximately one quarter attributable to commercial development and the remaining three-quarters a result of residential and background growth.

NYS Route 31/Cicero Center Road – Since Cicero Center Road is an unsignalized intersection, the side streets will start to experience longer delays for the future condition. The existing traffic through this intersection is expected to increase by 60% with the projected residential and commercial development, at which point the intersection will be reaching its capacity. Improvements to this intersection may or may not be warranted within the ten-

Figure 2
2016 FUTURE TRAFFIC VOLUMES
Morning Peak (Evening Peak)



Town of Cicero
Comprehensive Plan



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year time frame depending on the intensity of future development in the vicinity of Cicero Center Road.

NYS Route 31/Bull Street - Based on the projected, less intense, residential land use in this area of Town, the Bull Street intersection will operate at an acceptable Level of Service for the future condition.

NYS Route 31/NYS Route 298 – The existing capacity analysis indicates that the NYS Route 298 approach to this intersection is nearing capacity. The projected 35% increase in traffic through this intersection results in failing operations for the NYS Route 298 approach.

Table 3 – Future Capacity Analysis.

	<i>2006 Existing</i>		<i>2016 Future</i>	
	<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>
US Route 11/ Mud Mill Road				
NB Left	a (1)	a (1)	a (2)	a (1)
SB Left	a (1)	a (2)	a (3)	a (2)
EB Left/Thru/Right	b (8)	c (19)	c (18)f (*)	
WB Left/Thru/Right	b (12)	c (41)	c (21)	f(*)
US Route 11/Bartell Road	B (12)	B (17)	C (24)	D (44)
NYS Route 31/Thompson Road	C (27)	D (44)	F (*)	F (*)
NYS Route 31/South Bay Road	B (16)	B (19)	C (28)	F (*)
NYS Route 31/Cicero Center Road				
NB Left/Thru/Right	b (13)	c (19)	c (21)	f (112)
SB Left/Thru/Right	b (13)	c (17)	e (45)	f (115)
EB Left	a (1)	a (1)	a (2)	a (3)
WB Left	a (1)	a (1)	a (1)	a (1)
YS Route 31/Bull Street				
NB Left/Right	a (9)	b (12)	b (11)	b (15)
WB Left	a (1)	a (1)	a (1)	a (2)
NYS Route 31/NYS Route 298				
NB Left/Right	c (17)	e (47)f (*)		f (*)
WB Left	a (4)	a (4)	a (10)	a (5)

A(5) – Signalized Intersection Level of Service (Average seconds of delay)

a(6) – Unsignalized Intersection Level of Service (Average seconds of delay)

** - Intersection or intersection approach over capacity*

Source: O'Brien & Gere Engineers, Inc.

A detailed capacity analysis of the other intersections along US Route 11 and NYS Route 31 was not completed for this study because they have already been studied in great detail for other recent projects. The projected increase in traffic through these intersections as a result of the projected development is summarized below.

US Route 11/I-81 Ramps - The projected developments in the Town will increase traffic through this intersection by 55 to 65%. NYSDOT recognizes that operations need to be improved at these intersections and has allocated funding for improvements at these two intersections. The addition of a left turn lane has been tentatively identified. A median is also proposed on NYS Route 31 from I-81 to Lakeshore Road to address a high rate of accidents in this section of roadway.

US Route 11/NYS Route 31 – Traffic volumes through this intersection are projected to increase by 70% over the existing traffic volumes. Other traffic studies prepared in the last five years indicate that this intersection is operating at a Level of Service D during the evening peak hour. A 70% increase in traffic will cause failing operations at this intersection.

US Route 11/Caughdenoy Road – Existing traffic volumes are projected to increase by 50%.

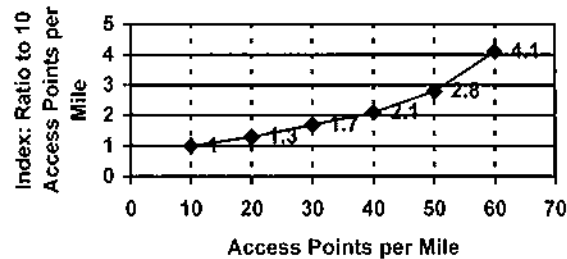
US Route 11/Circle Drive and Bear Road – Traffic volumes on Circle Drive are projected to increase by 40% and Bear Road by 30%. Modifications related to safety are scheduled at the Circle Drive intersection for the westbound right turn lane.

In addition to the individual intersection analysis, the capacity and safety on US Route 11 and NYS Route 31 will be impacted by the number of access points along each roadway. Research has shown that “roadway speeds are reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile).”¹

Additionally, studies have shown that as the number of driveways per mile increases, so too does the accident rate. Figure 3 below shows that as the number of driveways per mile increase from 20 to 40, the accident rate increases by 60%. An increase from 40 to 60 access points per mile results in a 95% increase in the accident rate.

¹ US Department of Transportation, Federal Highway Administration “Benefits of Access Management” brochure

Composite Accident Rate Indices



Source: “Impacts of Access Management Techniques”, Transportation Research Board, 1999.

The existing NYS Route 31 corridor from US Route 11 to Lakeshore Road includes 74 access points per mile. US Route 11, from Bear Road to NYS Route 31 includes 58 access points per mile. The high number of access points along these two sections clearly points to lower speeds and increased accidents on these roadways, particularly NYS Route 31. The adoption of an access management ordinance would allow the Town to control the number of access points in less developed areas of the Town and provide a basis for other design considerations such as driveway spacing, driveway design, intersection corner clearances and development interconnections. A draft “Model Access Management Ordinance” that evolved from ordinances developed for the Towns of Canandaigua and Farmington is attached as a basis for the Town’s reference.

Based on the proposed land uses and the projected ten-year build out, the Town will experience a significant increase in traffic. Many intersections could experience an increase of 50 to 75%. While some intersections will have the available capacity to accommodate the projected increase in traffic, most intersections will not. Additionally, the majority of the development will not consist of big retail developments that can fund improvements to these intersections.

Therefore, unless the Town or NYSDOT required roadway improvements from individual developers, roadway improvements would have to be funded through the Transportation Improvement Program (TIP), which is generally a lengthy process. The Town may want to consider preparing a Generic Environmental Impact Statement (GEIS) as a means for collecting transportation mitigation fees for specific areas, such that contributions from all developments can be obtained toward specific roadway improvements, including the proposed connector roadways. This ensures that roadway improvements are funded in a timely manner. This process has been

successfully implemented in the Town of Colonie through a collaborative process with the local Metropolitan Planning Organization, Capital District Transportation Committee, and Albany County.

Finally, the benefits of access management are clear. An access management ordinance should be adopted by the Town to preserve the existing capacity and safety of the roadways that travel through the Town. This can be applied Town-wide or through the use of an overlay zone.

f. Infrastructure

The Future Land Use Plan was used to estimate potential sanitary sewer flow rates to existing sanitary sewer facilities. Similar to estimates for traffic generation the wastewater estimates are based upon anticipated 10-year flow rates are given current development trends unless otherwise noted. The following is a summary of the general areas where the Town is anticipating development along with estimated wastewater flow rates and an outline of the tributary facilities:

- Bridgeport Area - This area is estimated to have the potential for approximately 219 single-family properties with an estimated average daily flow rate of 76,650 gpd. The estimated 10-year average daily flow rate is 38,325 gpd. This area would be tributary to the Lakeshore Trunk conveyance facilities and the Brewerton Wastewater Treatment Plant.
- Cicero Center Road to South Bay Road Area - This area is estimated to have the potential for approximately 1683 single-family properties, 100 multi-family units and 240 apartment units with an estimated average daily flow rate of 667,050 gpd. The estimated 10-year average daily flow rate is 333,525 gpd. In addition the area is anticipated to have the potential for 16,000 gpd from commercial sources for both the maximum development and the 10-year time period. This area would be tributary to the Lakeshore Trunk conveyance facilities and the Brewerton Wastewater Treatment Plant.
- Route 11 Corridor Pardee Road to Mud Mill Road - This area is estimated to have the potential for approximately 420 multi-family units with an estimated average daily flow rate of 126,000 gpd and an estimated 10-year average daily flow rate of 63,000 gpd. In addition the area is anticipated to have approximately 328 acres of area available for industrial development. Through discussions with the Town it is estimated that up to 600 employees could be expected in the area for the 10-year time period resulting in an average daily flow rate of 15,000 gpd assuming 25 gpd per employee. This does not include wastewater flow rate from industrial processes, which cannot accurately be estimated due to the wide variety of potential uses. This area would be tributary to the Volmer Trunk and Lakeshore Trunk conveyance facilities and the Brewerton Wastewater Treatment Plant.

- Route 11 Corridor North of Route 31 - This area is estimated to have the potential for approximately 191 single-family properties, 32 multi-family units and 72 apartment units with an estimated average daily flow rate of 90,850 gpd. The estimated 10-year average daily flow rate is 45,425 gpd. In addition the area is anticipated to have the potential for 50,000 gpd from commercial sources for the 10-year time period. This area would be tributary to the entire length of the Orangeport Trunk conveyance facilities and the Brewerton Wastewater Treatment Plant.
- Route 11 Corridor North of Route 31 - This area is estimated to have the potential for approximately 191 single-family properties, 32 multi-family units and 72 apartment units with an estimated average daily flow rate of 90,850 gpd. The estimated 10-year average daily flow rate is 45,425 gpd. In addition the area is anticipated to have the potential for 50,000 gpd from commercial sources for the 10-year time period. This area would be tributary to the entire length of the Orangeport Trunk conveyance facilities and the Brewerton Wastewater Treatment Plant.
- Route 31 Corridor from Townline to South Bay Road and Route 11 Corridor South of Route 31 - This area is anticipated to have the potential for 50,000 gpd from commercial sources for the 10-year time period. This area would be tributary to the entire length of the Mud Creek Trunk conveyance facilities and the Oak Orchard Wastewater Treatment Plant.

This information was provided to the Onondaga County Department of Water Environment Protection (OCDWEP), which is responsible for the major conveyance and treatment facilities, for review relative to availability and capacity to provide sanitary sewer service for the potential development. The OCDWEP response indicates that sufficient capacity is available in the Orangeport Trunk and Mud Creek Trunk conveyance facilities and the Oak Orchard treatment facilities for the projected development. Relative to the Lakeshore Trunk conveyance facilities and the Brewerton treatment facilities the OCDWEP response indicates that capital improvement projects and upgrading of these facilities is anticipated within the next 10 years and that should these improvements be completed the additional flow could be accepted.

A cursory review of Town sanitary sewage conveyance facilities has also been conducted. The review indicates Town facilities generally have capacity available for additional development. However, in order to accommodate full build out of some areas it may be necessary to upgrade selected facilities.

The Onondaga County Water Authority (OCWA) provides water service to the Town of Cicero. The Town provided information on potential development to OCWA as part of a previous planning effort. OCWA responded that there is sufficient water supply available for projected development.

g. Conservation areas

Large areas of the Town of Cicero are covered by wetlands and 100-year flood plains. These sensitive lands are protected by state and federal regulations that virtually prevent their development. To the extent possible, development in conservation/open space areas should remain restricted to preserve the environmental integrity of such areas and provide the Town with large areas of open space for its residents. Cemeteries are included in this designation. Planning concerns focus on ensuring that wetland requirements and federal floodplain regulations are followed when development is proposed.

h. Parks and recreation

These areas include land and facilities used for public and private recreational purposes. Golf courses are included in this designation. Many of these recreation areas and open spaces have been in existence for a number of years and their continued importance to Town residents is clear. The number and placement of these Town, County, State, and private facilities is adequate and appropriate.

Schools offer additional recreation resources that are critically important to the quality of life in neighborhoods. The recently prepared Parks and Recreation Master Plan is included in this comprehensive plan by reference.

i. Institutional

Several land use types fall in this category including the airport, sewer-related facilities, and Town facilities. Of particular note are the Town Hall and Highway Department facilities. Both are located in an area of the Town where real estate values are escalating. Both are also somewhat dated and nearing the end of their practical usefulness.

When the market value for the Town property eventually makes a change in location economically feasible, the Town Hall should be relocated to new facilities in the new hamlet. Town Highway facilities should be relocated to an industrial area in a location near the geographical center of the Town.

j. Commercial

This land use category describes development that includes retail sales of all types and scales, offices ranging from small individual businesses to corporate headquarters, regional shopping centers and a variety of large and small professional, retail and service business. Some of these commercial activities have a large employment and/or customer base, require extensive areas for buildings and parking, and generate substantial traffic. Small owner-operated businesses or specialty shops with few employees and limited impact on their surroundings are at the other end of the scale. Restaurants, entertainment, professional and personal services, and convenience shopping will also be found in these areas.

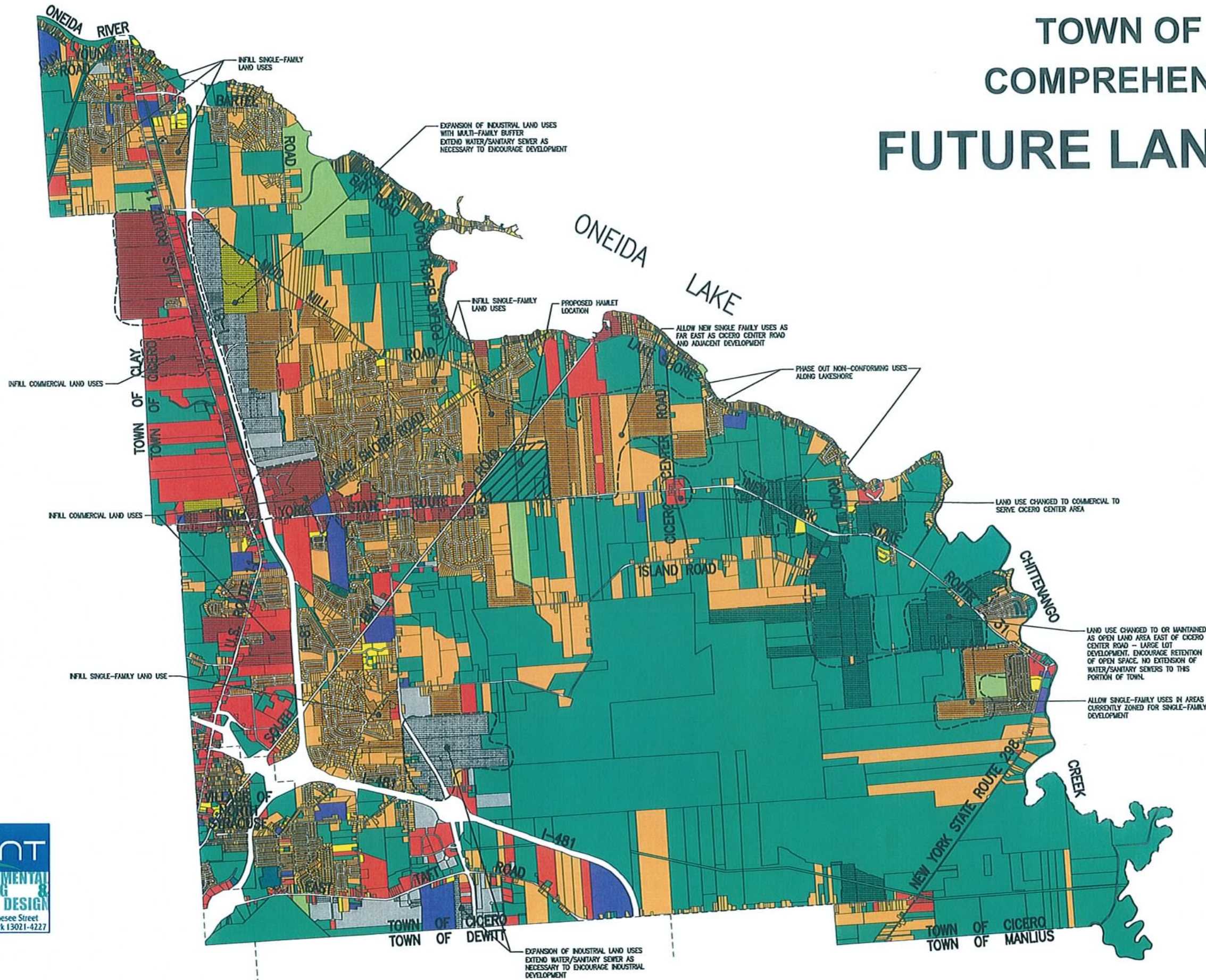
Planning considerations of importance in these areas are primarily site accessibility and traffic impacts on surrounding land. Adequate off-street parking, surface water drainage, landscaping of the site, and the visual impact of such things as parking lot lighting and signs are important concerns. It is very important to promote shared access off major roads and connectivity between individual properties and the abutting neighborhoods.

k. Industrial

The dominant character of such areas is established by manufacturing buildings or planned developments for industry or offices with special emphasis and attention given to integrated site planning and aesthetics. Manufacturing activities occupy sites large enough to accommodate employee parking and other transportation services. Direct and easy access to the regional highway network is a major benefit. Industrial, warehouse, and office parks are typically developed in accordance with an overall plan that provides for individual lots, an integrated street system, landscaping, and provisions to assure development compatibility. Industrial parks often contain activities related to research, testing, electronics, computer hardware and software production, prototype refinement, and other high-tech development, experimentation and refinement. Large parcels of undeveloped land with utilities, adequate drainage and highway access are likely sites for these types of land uses.

Planning concerns relate to the level of compatibility of such development with the surrounding area, traffic impact on adjacent local or collector roads, and the quality of site improvements such as landscaping, parking lot design, signage, and lighting. Site plan review with minimum standards for such development is important. Buffering of adjacent dissimilar land uses is required.

TOWN OF CICERO COMPREHENSIVE PLAN FUTURE LAND USE MAP



LEGEND

- OPEN LAND
- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MOBILE HOME
- RESIDENTIAL - MULTI-FAMILY
- COMMERCIAL
- OFFICE PARK
- INDUSTRY
- INSTITUTIONAL/GOVERNMENTAL
- PARKS AND RECREATION
- PARCEL LAND USE CHANGE



I:\DIV09\PROJECTS\0101\36262\DWG\FutureLandUseMap.DWG PLOT DATE: 09/19/06

E. Plan Implementation

1. Land Use and Development Regulations

As growth and change occur, the Town will employ a variety of tools and techniques to assure sound land use patterns, to enhance the built environment and to prevent the loss of existing natural resources. Amendments to zoning laws, subdivision regulations, and related laws will be necessary to implement parts of the Town's Comprehensive Plan Update and to provide maximum effectiveness in directing the extent, location, and aesthetic impact of new and modified development.

Goals:

- Revise zoning and subdivision regulations and standards to help implement the objectives of the Comprehensive Plan.
- Develop local development and conservation laws and regulations that are integrated to ensure purposeful and fair treatment.
- Institute a process for updating local regulations as necessary to promote flexibility and encourage quality development in Cicero.
- Seek clarity and efficiency in land use controls and the approval processes.

In order to accomplish these goals, the following specific actions must be taken.

- Begin a detailed review of the zoning ordinance and subdivision regulations.
- Develop design guidelines that would help guide the Planning Board.
- Review requests for zoning variances or amendments over the past 5-years to identify patterns or problem areas that should be addressed by ordinance modifications.
- Amend local ordinances and laws as appropriate after public comment, SEQR review, and review by Onondaga County.

2. Implementation

As noted in *Policy, Goals and Actions*, goals have been identified for each policy coupled with specific actions that should be taken to achieve the goal. The specific actions recommended will require considerable time and, in some cases, resources to

implement. Clearly, some are more important than others in affecting future development in the Town.

These actions should be engaged in a rational and systematic manner. Priorities should be set and timeframes for execution established. The Town should track and record the successful completion of each action and proceed to the next priority.

The highest priority action items and the keys to the success or failure of this planning effort are as follows:

- Revise the zoning and subdivision ordinances.
- Create and apply design guidelines.
- Implement an access management ordinance.
- Create an environment where a new hamlet can be developed (see Appendix 3 for a conceptual hamlet design).
- Balance the rates of residential, commercial, and industrial development.
- Engage the variety of transportation organizations to address the highway and traffic issues that face the Town.
- Begin to eliminate nonconforming and/or special use parcels whenever possible.

F. Appendices

1. Example of Design Guidelines

The Design Guidelines that follow are used with the permission of the Town of DeWitt. These sample guidelines are not intended as a literal example of future Town of Cicero guidelines but, rather, as one neighboring Town's approach to providing pre-development guidance to non-residential developers. Therefore the references contained in this document to Town of DeWitt administrative positions or processes are not intended to imply that Cicero adopt the same.

The Town of Cicero is unique in its administrative structure, processes, and its issues. When developing guidelines for Cicero, these unique attributes will need to be reflected in the new Town of Cicero-specific guidelines.



Town of DeWitt



SITE PLAN REVIEW GUIDELINES

**Adopted by Town of Dewitt
Planning Board
October 27, 2005**

**Department of Development & Operations
Richard T. Robb, Commissioner**

**Prepared by:
Kent Environmental Planning & Design
and
O'Brien & Gere**

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I. Introduction

These design guidelines address the design and construction of private non-residential facilities in the Town of DeWitt. The guidelines are a supplement to the Town Code. All other pertinent local, County, State, and Federal regulations shall be adhered to.

These design guidelines have evolved over years of site plan review by the Planning Board. They shall be considered acceptable minimum guidelines for the protection of health, safety, convenience, and attractiveness of the Town for new developments and for changes to existing uses, sites, or structures.

This document establishes guidelines and how these guidelines will be applied to site plan review applications. These site plan guidelines shall be used in conjunction with the "Site Plan Review Checklist" during the Planning Board's site plan review process pursuant to Section 192 of the Town's Zoning Ordinance. Additional pertinent information can be obtained at <http://www.townofdewitt.com/>.

II. Applicability

The site plan review guidelines in this document apply to all site plan review applications. In applying these guidelines, the Board will take into account the surrounding neighborhood and the types and quality of recently approved site plans. These guidelines are established as the minimum acceptable. Based upon neighborhood, zoning district, proposed use, abutting properties, and other individual factors, the Planning Board may require more rigorous guidelines. All applicants are encouraged to exceed the minimum thresholds outlined in these guidelines.

Specific relief from one or more of these guidelines may be granted by the Planning Board based upon the scope of the application, the quality of the new or existing facility, the geographic location of the property, and/or other relevant conditions deemed applicable by the Planning Board.

III. Suitability for Final Site Plan Review

The Director of Development and Operations (DDO) will assist applicants in the interpretation and application of these guidelines. Applicants are advised to provide all applicable information requested on the site plan review application, the site plan review checklist, and in these guidelines. Early submittal of this information will facilitate a meaningful review.

The Planning Board will not review final plans until all applicable site guidelines are reflected in the applicant's site plan review application or explicitly exempted from the same.

IV. Site Plan Guidelines

A. Site Engineering - General

The Town Engineer will review all concept and final applications as directed by the DDO. The Town Engineer will provide guidance in the preparation of these plans and written feedback to applicant's submittals. However, the applicant's design professional(s) are solely responsible for the content and accuracy of the information provided on the plans.

B. Layout Plan

The layout plan should clearly show existing and proposed project elements. The plan should provide for an efficient and attractive layout that fosters accessible and safe pedestrian and vehicular movement.

The layout plan shall provide the location and dimensions of all site features, existing and proposed, including, but not limited to, the following:

1. Buildings
2. Parking lots including parking spaces, aisles, handicap parking space(s), curbed islands, etc.
3. Sidewalks and paved surfaces
4. Curb radii
5. Dumpsters, recycling containers, and their enclosures
6. Ground mounted HVAC or other equipment
7. Loading docks
8. Other miscellaneous site features such as light poles, flagpoles, signs, tanks, etc.
9. Property lines and all easements
10. Adjacent property owners

In addition, notations should be provided on the layout plan for the following:

1. Zoning Board of Appeals approved variances and/or specific permits should be described and the date(s) of those approvals noted.
2. Calculation of required and provided parking spaces; current zoning; summary of the building area and use; building heights; setbacks; lot size; and lot coverage
3. Other requirements or approvals such as utility information, highway coordination, etc.

C. Grading/Drainage Plan

The grading/drainage plan shall provide existing grading, proposed grading, and information on the stormwater management system as required by New York State Department of Environmental Conservation Phase II regulations. Information provided should include, but is not limited to, the following:

1. Existing and proposed topography at a minimum of one (1) foot contour intervals
2. Spot elevations as necessary to convey drainage collection, dispersal, and distribution
3. Rim elevations of all stormwater structures
4. Provide the size, flow direction, and inverts for all pipes
5. Top and bottom elevations for all retaining walls, curbing, and other grade changes
6. Inverts for all retaining/detaining pond outfalls

7. Sufficient topographic detail on detention/retention basins to determine if water quality and quantity standards are being met. SPDES requirements must be met for sites with greater than one (1) acre of disturbance.
8. Provide a minimum 1% and not greater than 5% slope in paved areas.
9. Provide sedimentation and erosion control measures in accordance with NYSDEC SPDES Permit requirements. A separate Stormwater Management Report supporting the design should be provided.

D. Utilities Plan

The utility plan shall show the locations of all existing and proposed utility lines/connections and shall include the following as appropriate:

1. Water – both mains and laterals. Provide sizes of all pipes existing and proposed.
2. Telephone – both above and below grade. All new installations will be underground from the property line.
3. Electric – both above and below grade. All new installations will be underground from the property line. Exterior meters shall be screened.
4. Gas – Exterior meters shall be screened.
5. Cable/fiber optic – both above and below grade. All new installations will be underground from the property line.
6. Sanitary Sewer – all structures and pipes, mains and laterals, existing and proposed, with rim elevations, size, flow direction, and inverts of all new and existing pipes.
7. Septic – both tank and leach field location.
8. Roof leaders – Exterior leaders are discouraged.

E. Landscaping – General

Landscaping is a critical part of a successful site plan application. Buffers between properties and uses, foundation plantings, street trees, water features, and strategically located site plantings are critical to establishing an attractive property with visual interest in all four seasons. Topography and existing vegetation shall be considered important elements in the landscaping plan.

Guidelines:

1. A separate landscaping plan shall be provided for all applications.
2. Existing trees shall be preserved wherever practical.
3. Plant materials shall be liberally located throughout the site. Massing of multiple plants is preferable to the installation of individual plants. A successful planting plan will feature a variety of types (trees, shrubs, ground covers, perennials, deciduous, evergreen) and sizes of plant materials.
4. Specimen trees shall be a minimum 2-½ inch caliper. Evergreen trees shall be a minimum six feet tall.
5. Approved street tree species are also the preferred specimens in parking lot applications.
6. Planted berms should be placed between parking lots and public streets.
7. Shrubs and groundcovers shall provide visual interest in all seasons.
8. The landscaping plan shall include a keyed Planting Schedule specifically detailing the number, species, and size of all plant materials.
9. The landscaping plan shall include a note committing the owner to the permanent maintenance and replacement of all plant materials depicted on the landscaping plan, including lawn areas, fences, and retaining walls.

10. Unless located in a hardscape (plaza, courtyard, etc.), water features (including ponds and wet areas created as part of the storm water management system) shall be organically shaped and be sympathetic to the natural topography of its setting.
11. Weed control fabric and mulches shall be provided as appropriate. Stone mulches are discouraged.
12. Berms and trees should not be located over Town utilities.
13. Clearly designate lawn areas.

F. Landscaped Areas at Property Lines

A landscaped area is a thoughtful combination of trees (both deciduous and evergreen), shrubs, groundcovers, elevation changes, and/or fences. It is typically dense enough to provide protection to neighboring sites from light and noise migration. When used for noise mitigation the landscaped area must include the installation of a fence and/or berm. Though a specimen-planted landscaped area at a property line does not have to be continuous in all cases, the areas should be provided strategically and liberally to define property edges.

Guidelines:

1. The landscaped area shall be at least ten feet wide at side and rear yards and shall be placed entirely on the applicant's property.
2. Fences or walls, if used, shall be from four to six feet high (dependent upon topography) and shall be largely opaque. Wood is the preferred material.
3. Berms, if used, shall have side slopes no greater than 1:4. Berms shall be organically shaped.

G. Foundation Plantings

Foundation plantings soften the geometry of building forms and add color and visual interest at all times of the year. They complement the placement of walks, walls, and other site features.

Guidelines:

1. Some foundation plantings should be provided along all sides of the building. Greater emphasis shall be placed at the front of the building. In the event that parking is provided on multiple sides of a building, foundation plantings will be provided on all sides of the building where parking is placed.
2. Massing of multiple plants is preferable to the installation of individual plants. A successful foundation-planting plan will feature a variety of types (small trees, shrubs, ground covers, deciduous, evergreen) and sizes of plant materials.
3. Densely planted ground cover plantings are encouraged as an alternative to mulches.
4. Foundation planting beds shall extend a minimum of four (4) feet from the building's drip edge. Larger buildings (height/mass) should have deeper planting beds.

H. Buffering Dissimilar Uses

In order to preserve the integrity of residential neighborhoods, substantial buffers will be required at the property line(s) between dissimilar uses. A buffer between dissimilar uses (i.e., retail and residential) is a combination of trees (both deciduous and evergreen), shrubs, groundcovers, elevation changes (berms), and/or fences. It is typically dense enough to provide protection to neighboring sites from light and noise migration. When used for noise mitigation the landscaped area must include the installation of a fence and/or a berm. A landscaped buffer between dissimilar uses must be continuous in all cases.

Guidelines:

1. The landscaped area shall be at least twenty feet wide at side and rear yards.
2. Fences or walls, if used, shall be from four to six feet high (dependent upon topography) and shall be largely opaque. Wood is the preferred material.
3. Berms are encouraged and shall have side slopes no greater than 1:4. Berms shall be organically shaped and variations in elevation along its length are encouraged.

I. Street Trees

Street trees improve the aesthetic quality of the Town's neighborhoods, moderate temperatures in the summer, and play a role in calming traffic.

Guidelines:

1. Street trees shall be deciduous unless the Planning Board provides specific relief.
2. Street trees shall be planted in the tree lawn space (also known as street side strips) between the road edge-of-pavement (or curb) and the sidewalk. If no sidewalk exists, street trees shall be planted no further than 10 FT from the road edge-of-pavement (or curb), unless this conflicts with underground utilities. A uniform distance from the pavement should be maintained.
3. Plant street trees at less than 35 FT on center along the entire street frontage of all streets bordering the property. If some existing street trees exist, infill as necessary to create a regular pattern of street trees.
4. Street trees shall be a minimum three-inch caliper.
5. The following street trees are approved for use in the Town of DeWitt:
 - a. Tree pits surrounded by pavement
 - Flowering crabapple
 - Hedge maple
 - Callery pear
 - Thornless honey locust
 - b. Street side strips < 5 ft.
 - Hawthorn
 - Hedge maple
 - Flowering crabapple
 - Callery pear
 - Eastern hophornbeam
 - American hornbeam
 - c. 5 – 12 ft. street side strips
 - Thornless honey locust
 - Hedge maple
 - Littleleaf linden
 - Callery pear
 - Northern hackberry
 - Ginkgo
 - Black tupelo
 - d. Street side strips > 12 ft.
 - Northern hackberry
 - Thornless honey locust
 - Hedge maple

- Littleleaf linden
- Ginkgo
- Silver linden
- Kentucky coffeetree
- English oak
- c. Street side strips with overhead wires
 - Japanese tree lilac
 - Serviceberry
 - Amur maple
 - Hawthorn
 - Flowering crabapple
 - Hedge maple
 - Paperback maple
 - Eastern redbud

J. Curbing

Curbing of entries, parking lot edges, and parking lot islands provides important visual cues to drivers; defines traffic patterns; separates vehicles and pedestrians; defines space for vehicle stacking and parking; protects structures; and has the beneficial tendency of calming on-site traffic.

Guidelines:

1. All points of entry/egress to a property for vehicular travel shall be continuously curbed from a logical point in the street right-of-way to a logical end point on the property.
2. In larger parking lots of 25 or more required parking spaces, curbed islands for plantings and exterior light pole locations should be provided.
3. Sidewalks located at building fronts and entrances shall be curbed. Integral concrete curbing is acceptable where adjacent to sidewalks.
4. When a retail, office, or business structure has parking on multiple sides, curbing will be provided on each side of the building where parking is provided.
5. With the exception of the integral concrete curbing noted above, curbing shall be granite.

K. Site – Details

Applicants must include details for the following as applicable. See Appendix A for graphic examples of site details.

1. Light pole base
2. Curbing
3. All pavement sections
4. Sewer and/or Stormwater system pipes and structures
5. Retaining walls (details must be prepared, stamped, and signed by a licensed structural engineer or architect if the wall is four feet or greater in height at any point along its length)
6. Fences, walls
7. Planting
8. Stone swales
9. Dumpster enclosure
10. Utilities
11. Handicap parking/access facilities
12. Signage
13. Erosion control
14. Phase II requirements

L. Architecture – General

Architectural drawings (as described below) shall be provided for every new and renovated structure regardless of its size or intended use and for all projects involving additions and façade renovations. The drawings must be comprehensive enough for the Planning Board to assess the aesthetic quality of the overall design as well as the selection and installation methods of materials. All buildings must have footings. Building design should take into account the building's neighborhood context, use, size, and scale. Building materials should be appropriate for the context and use. Traditional materials like wood, stone, and brick are preferred. Simplicity of form is preferred. Likewise, simple color schemes are encouraged.

The use of three or fewer materials (including the doors and window frames) or colors on a given building façade is encouraged. Overuse of signage and branding schemes involving architectural elements as part of signage/merchandising is strongly discouraged.

A roof plan must be submitted showing all roof-mounted equipment together with screening of equipment.

M. Architecture – Elevations

The applicant shall provide colored renderings for all building elevations. The elevations must be comprehensively annotated for materials and colors with accurate detailing. Elevations must include ancillary improvements such as screening of rooftop equipment, communication equipment, light fixtures, all electrical equipment, all piping, mechanical openings, vents, awnings, signs, and any other visible building amenities. Provide an indication of foundation walls and pattern of footings. The area to be utilized for an allowed sign shall be noted.

N. Architecture – Details

The following list includes architectural details that should be provided:

1. Foundations and footings
2. Exterior wall sections – show all typical conditions, indicate footings
3. Expansion and control joints (if applicable)
4. Fences or other screening of HVAC equipment
5. Openings, etc.

O. Miscellaneous

1. Lighting

Exterior lighting must conform to published Town lighting standards. See Chapter 117 of the Town Code. A lighting plan denoting light levels at all points on the site and catalog cuts of all fixtures must be provided before final approval can be given by the Planning Board.

2. Signs

- a. Refer to the Town's Zoning Code for detailed information and direction regarding signs.
- a. Business/Industrial Park and Multi-Tenant Sign Plan:

Business/industrial parks and landlords of non-residential facilities with two or more tenant spaces are required to obtain Planning Board approval of a park identity or multi-tenant sign plan prior to the issuance of a sign permit. Once such approval is granted, a new or modified sign may receive a sign (development) permit provided the sign drawings conform to the approved multi-tenant sign plan.

Park identity signs must be constructed of materials compatible with park buildings. Such signs shall be monument signs and shall be suitably landscaped.

3. Trash/Recycling

Applicants must make provision for the temporary storage of solid waste on site. In cases where that storage will take place outside the building a gated, fenced enclosure must be provided. This fence will fully screen the storage containers from view. All solid waste must be temporarily stored in containers designed for that purpose. If no outside storage is to be provided, a note shall be placed on the site plan indicating that no trash containers shall be allowed outside.

- a. Enclosure materials shall complement the building materials.
- b. Size of the enclosure shall take into account recycling requirements.
- c. Dumpsters and recycling containers shall be placed on concrete pads.
- d. Suitable bollards shall be provided for protection of the enclosure.
- e. Location shall take into account truck access for removal of trash.

V. Submission Requirements

Applicants are strongly encouraged to engage appropriately licensed professionals (in accordance with New York State Education Law) to prepare site plan review applications. A New York State licensed architect should design new buildings and building additions/alterations. A licensed landscape architect should prepare overall conceptual site designs and landscaping plans. A licensed civil engineer should prepare the drawings for elements such as roads, parking lots, water, sewer, and storm water. A licensed structural engineer or architect must design retaining walls of four (4) feet or more in height.

Preparation of drawings by a professional outside their area of expertise (i.e., an architect designing the overall site layout or a structural engineer preparing architectural drawings) is discouraged and, in some cases, may be in conflict with the New York State Education Law.

Use of licensed professionals within their areas of expertise will likely result in shorter time frames for approval and should result in reduced design and construction costs for the applicant. The DDO can provide a list of licensed professionals with experience in the Town of DeWitt if requested but will not make specific recommendations.

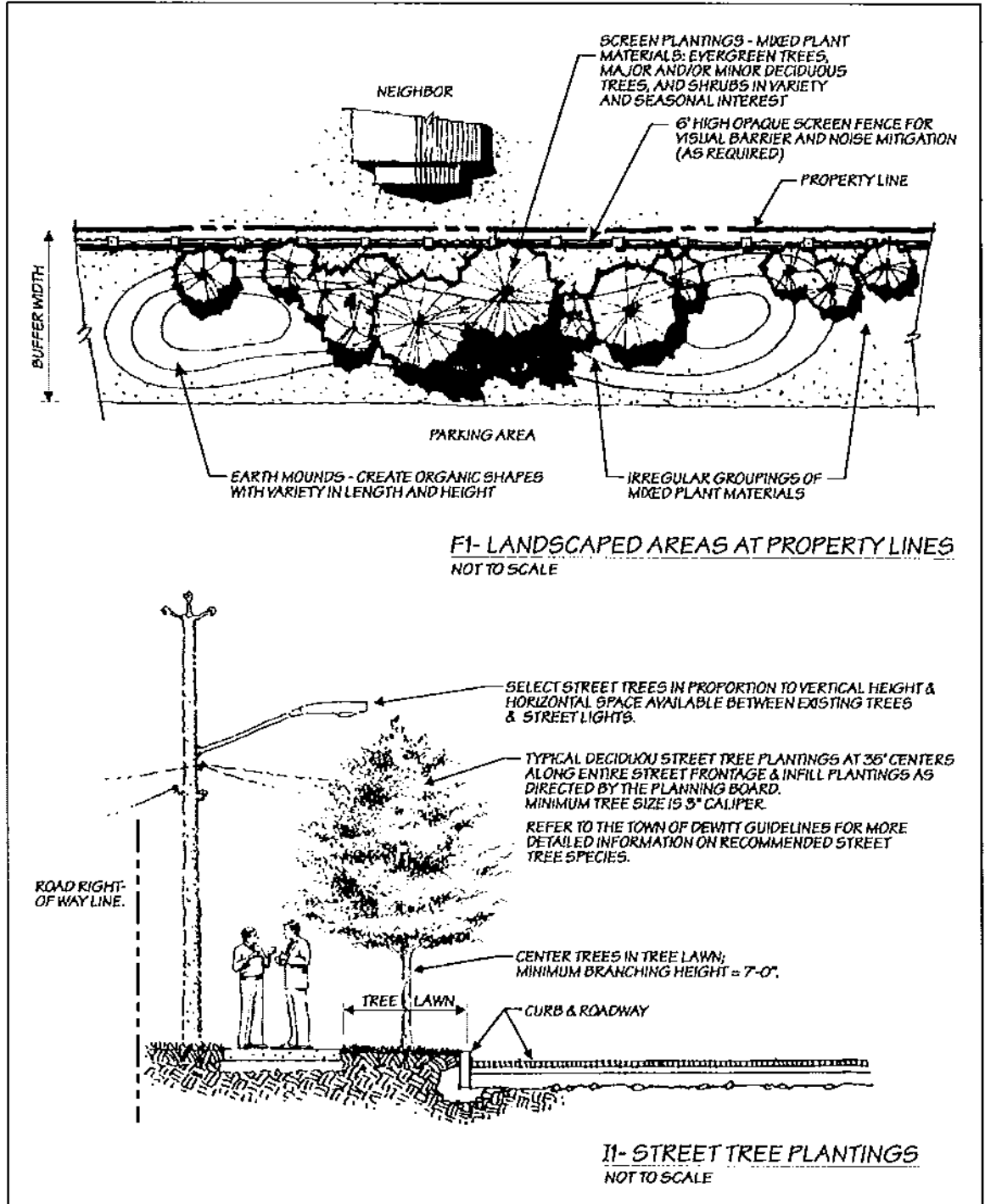
On difficult or complex projects the Planning Board may require appropriate design professionals.

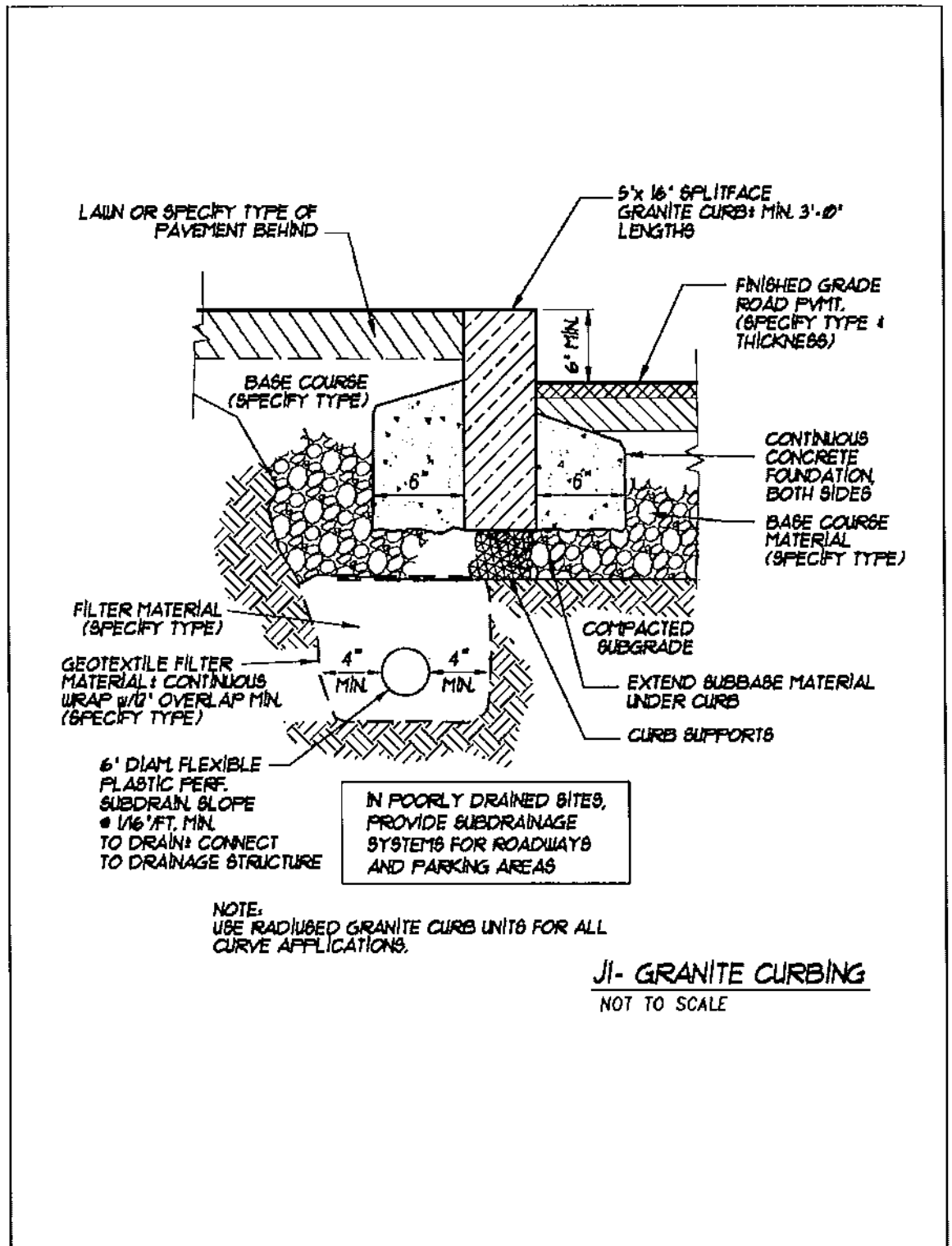
The process for gaining final site plan approval is as follows:

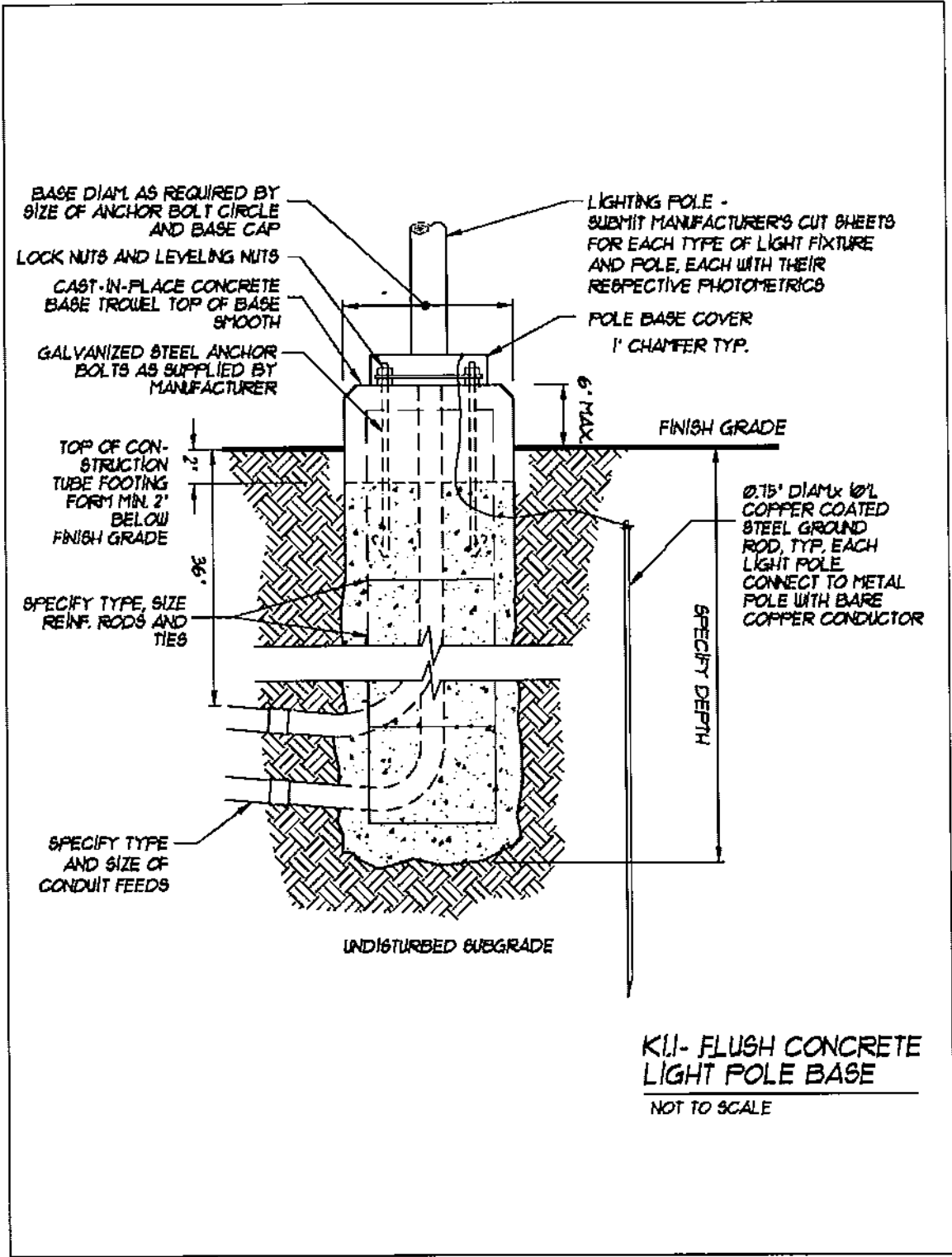
1. Schedule a meeting with the DDO to discuss your project. Review your concept plan identifying any zoning, utility or other unusual issues or requirements.
2. Submit your application, concept plans, and fees for concept review by the Planning Board. The concept submittal must include a current survey showing property lines, neighboring properties, easements, and topography.
3. At its discretion, the Planning Board may schedule one or more working sessions to provide comment and direction to the applicant so that final plans can be prepared.
4. Once the DDO determines that the submittal is suitable for final approval, the applicant will be placed on the Planning Board agenda. A full and complete final submission that complies with these guidelines and the Site Plan Review Checklist is the most effective way to obtain approval.

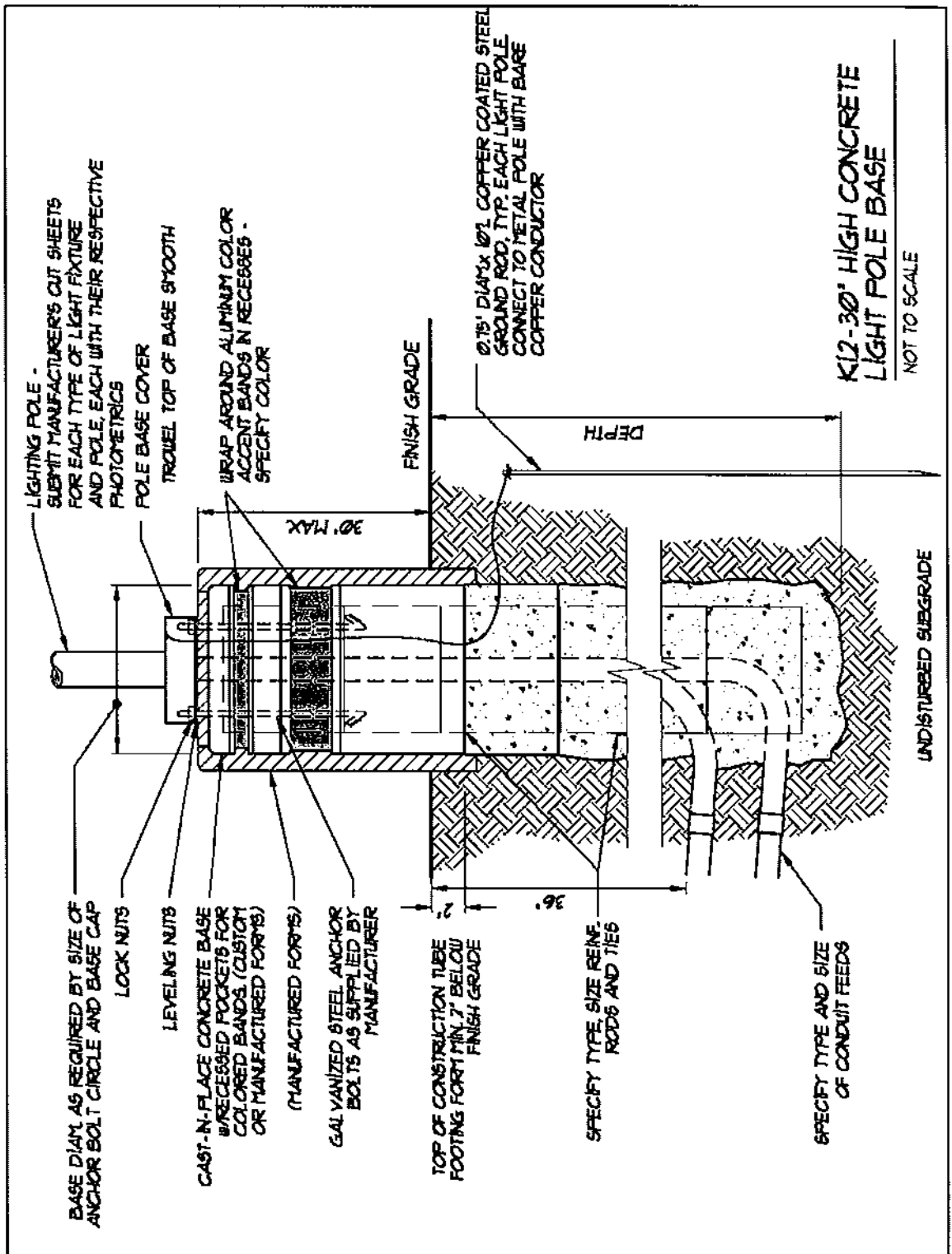
VI. Appendix A - Graphic Examples of Site Details

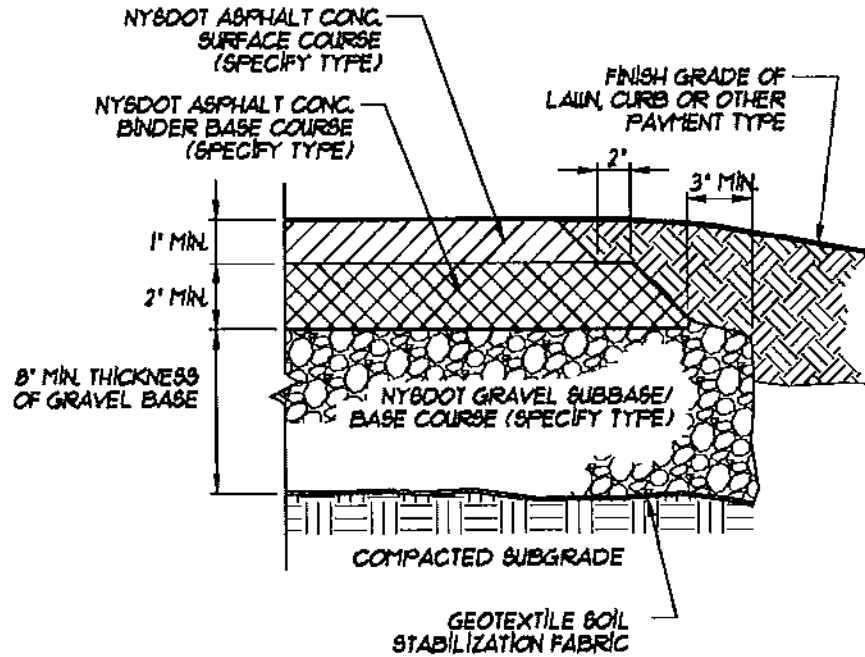
Note: The following examples of the site details are for private, on-site development and not Town utilities and roads.



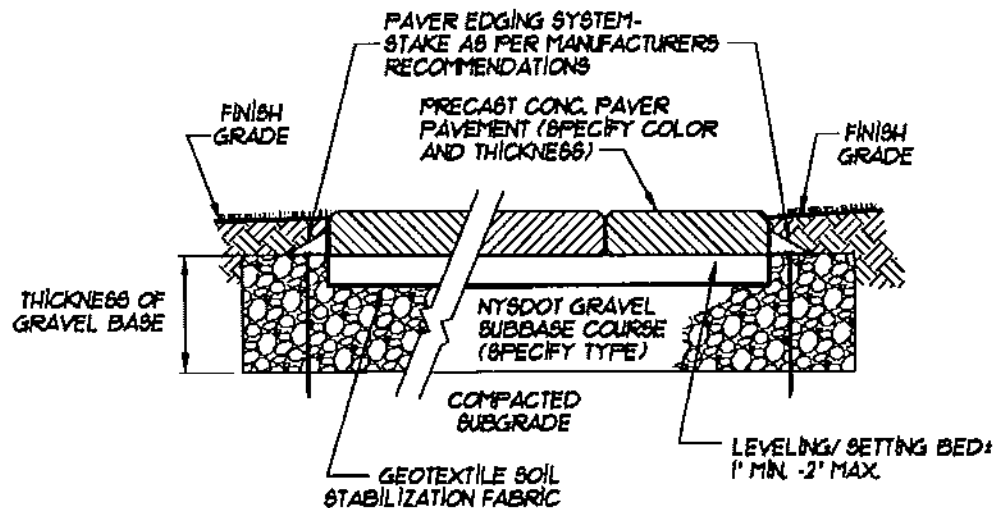




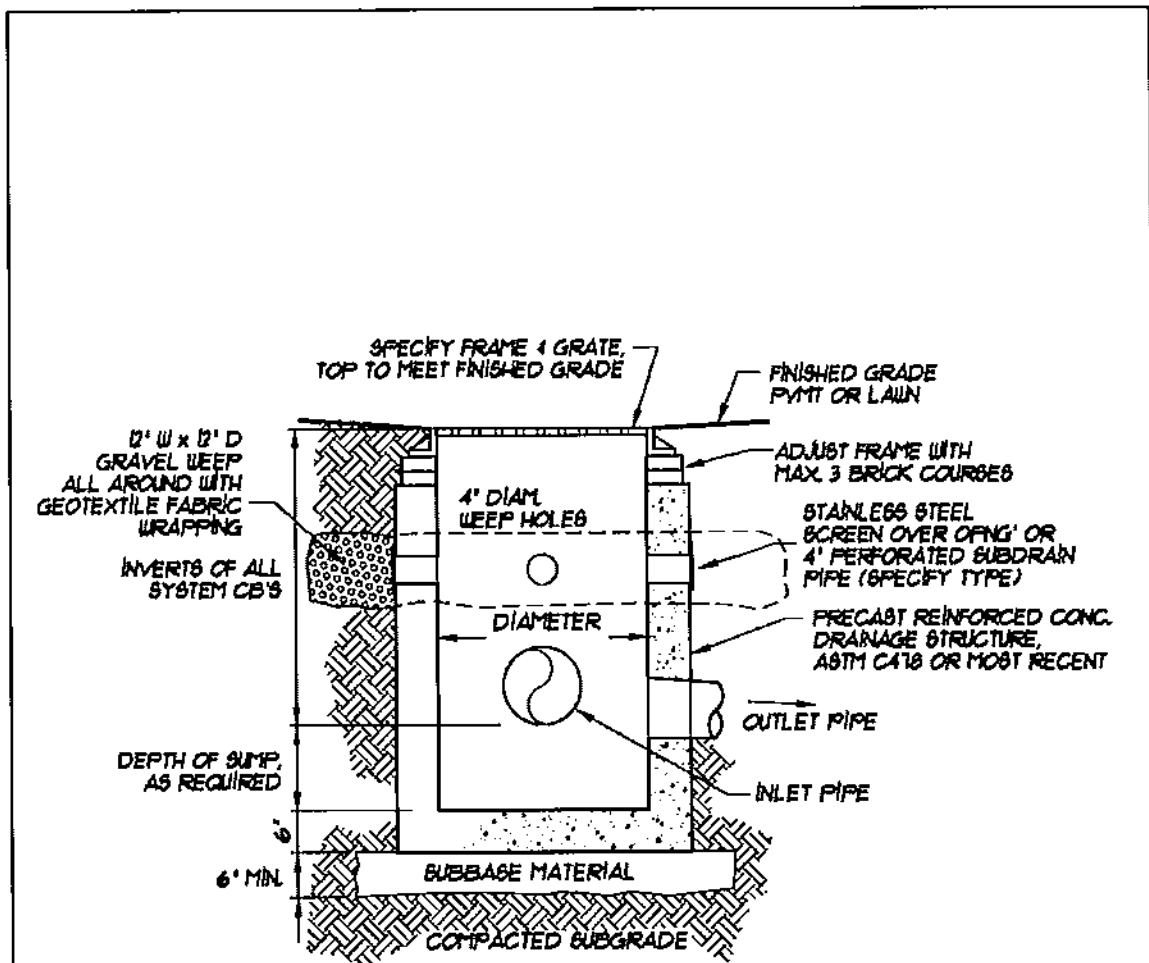




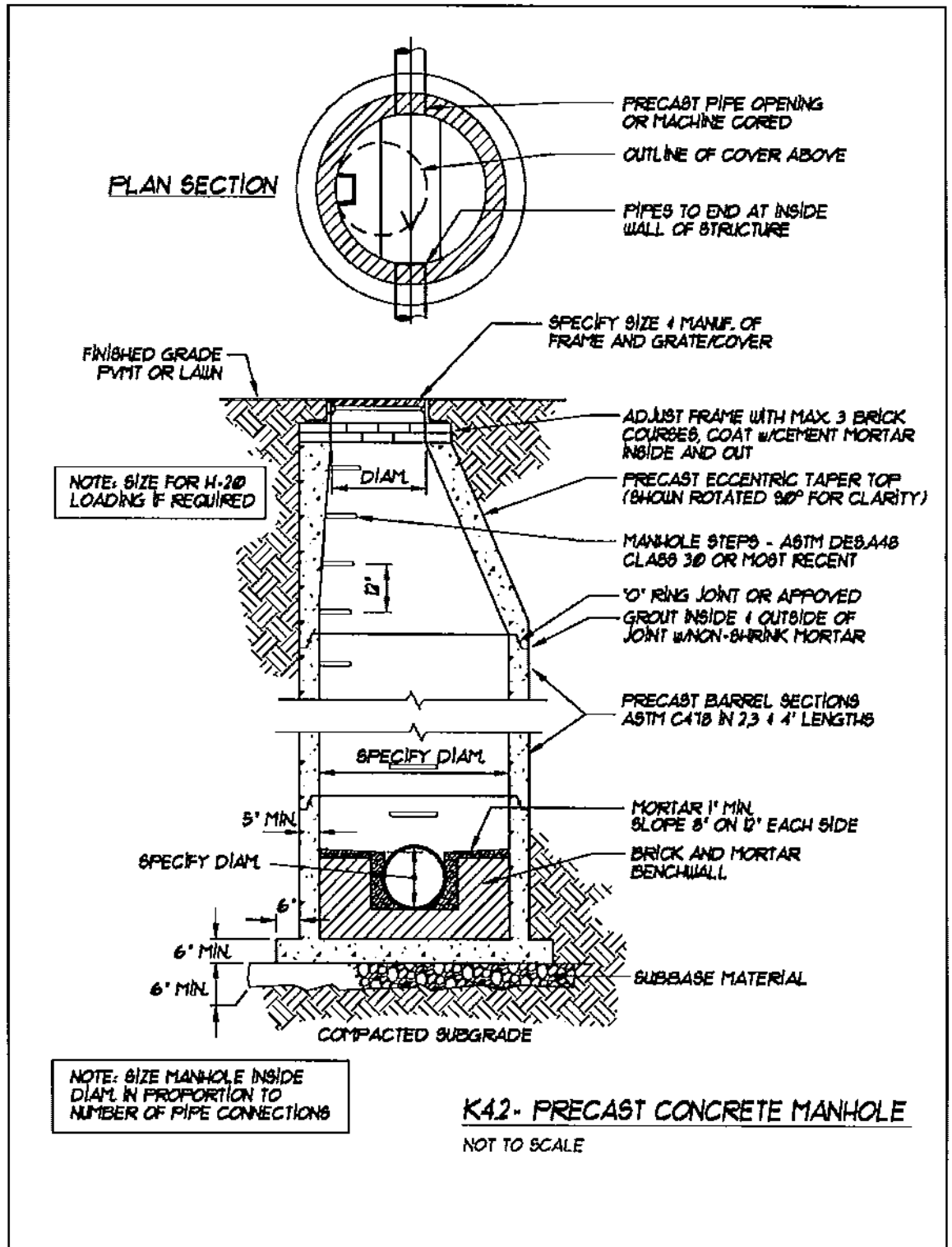
K31- ASPHALT CONC. DRIVE PAVEMENT
NOT TO SCALE

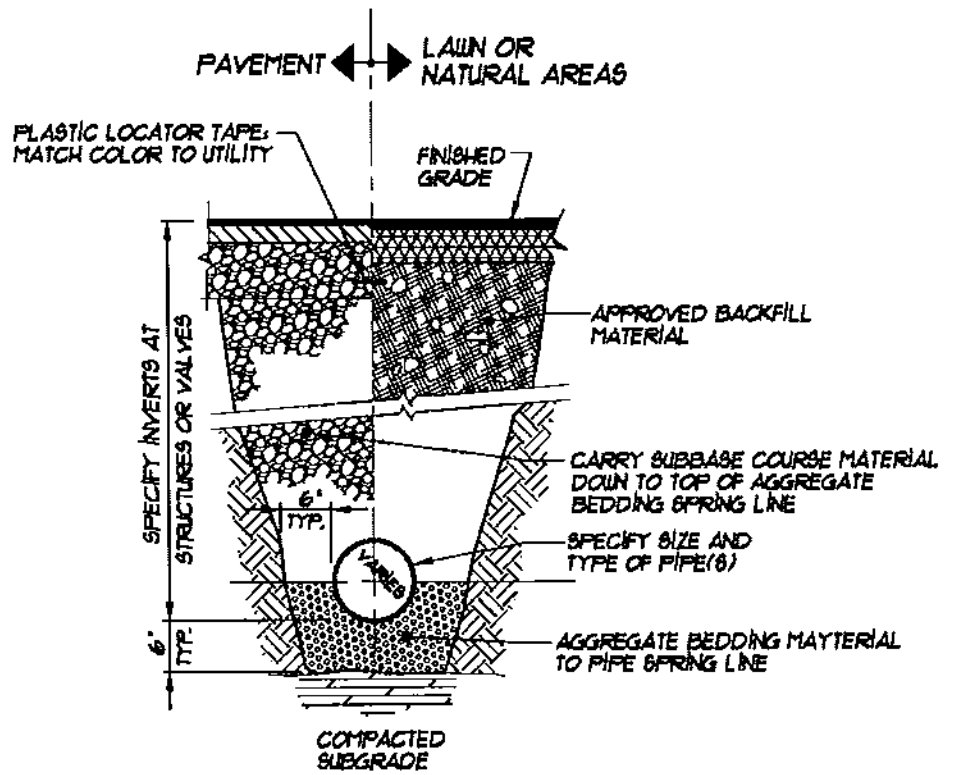


**K32 - MODULAR PRECAST
CONC. PAVER PAVEMENTS**
NOT TO SCALE

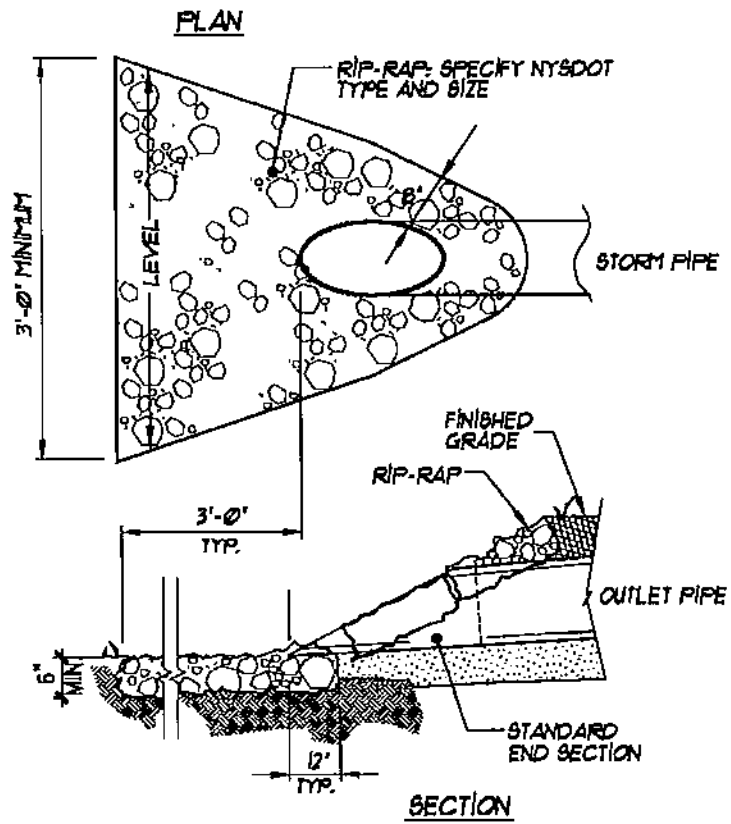


K4.1- PRECAST CONCRETE CATCHBASIN
 NOT TO SCALE

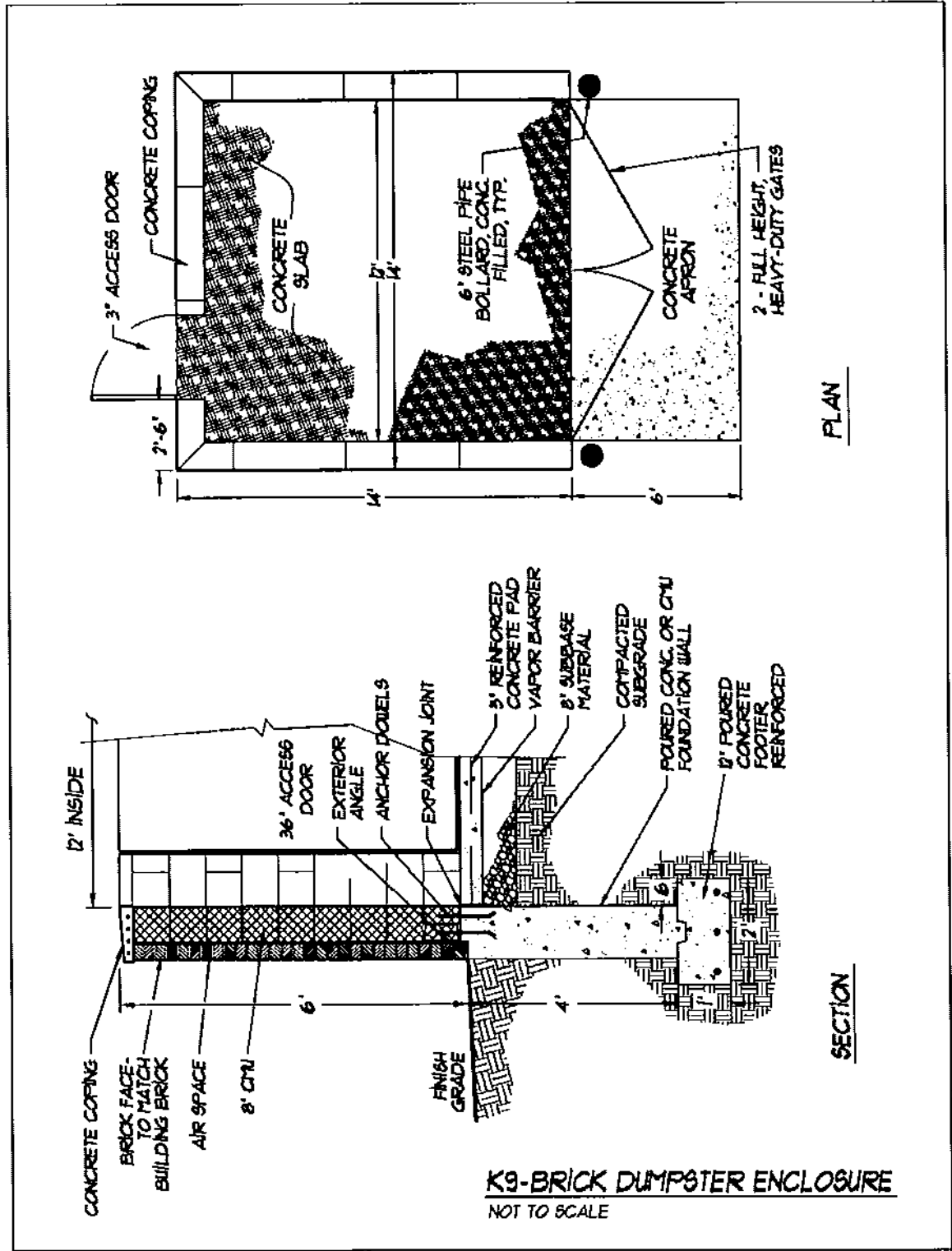




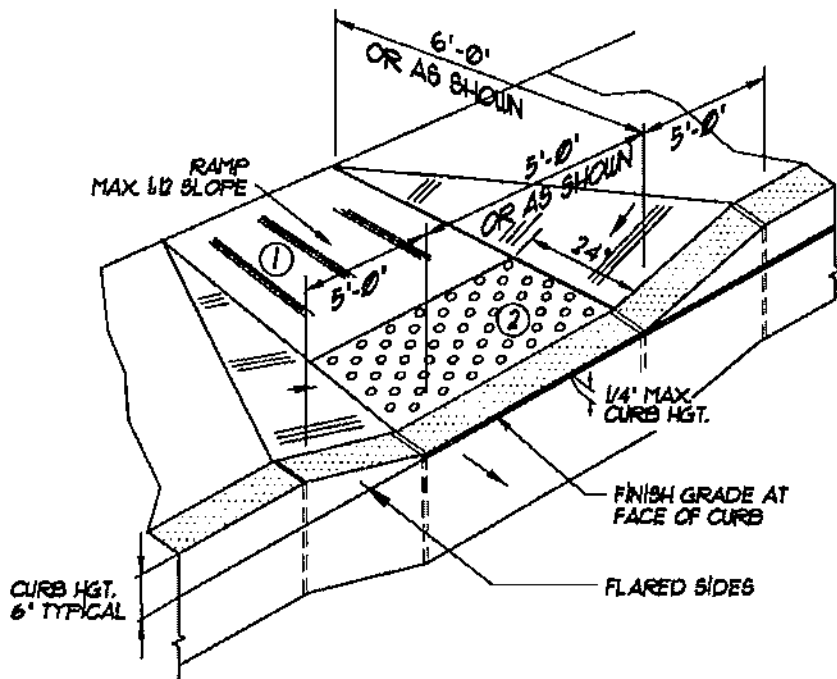
K43- PIPE BEDDING
 NOT TO SCALE



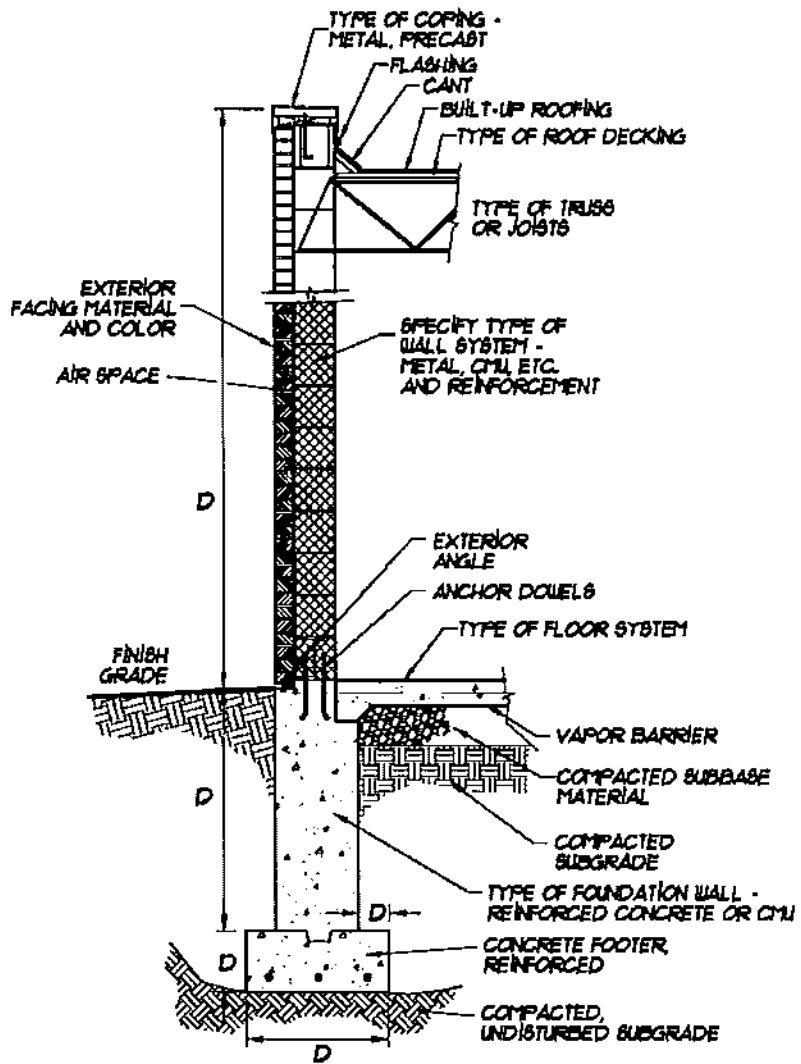
**K4.4- STORM PIPE
END SECTION**
NOT TO SCALE



- ① PROVIDE TOOLED TACTILE GROVES ON ALL SURFACES AS INDICATED
- ② INSTALL ADA COMPLIANT DETECTABLE WARNING PAVERS 2' HIGH BY WIDTH OF THE DROP CURB OPENING (OR FLUSH SURFACE).

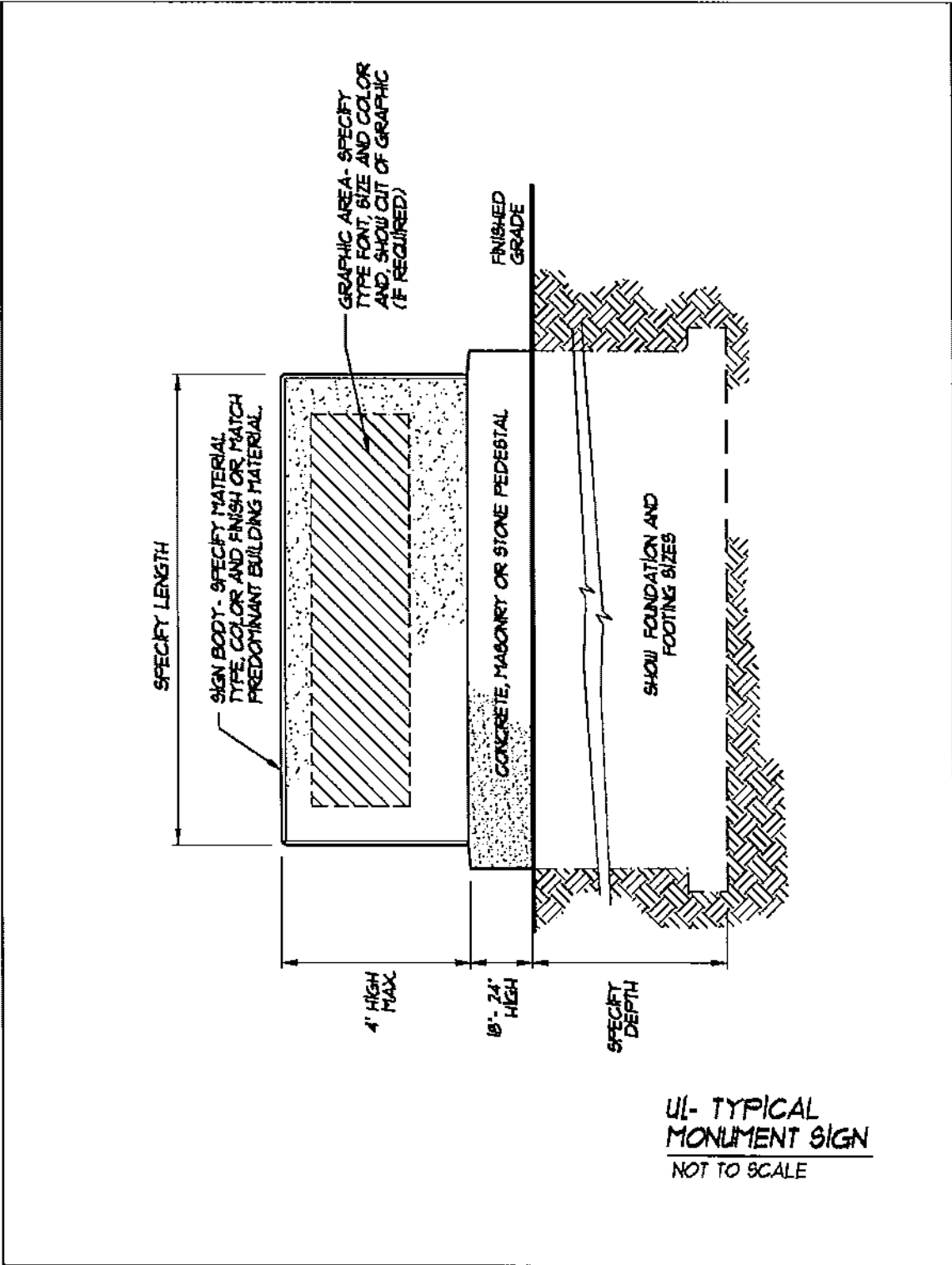


**K11- HANDICAP DROP CURB
WITH TACTILE WARNING**
NOT TO SCALE

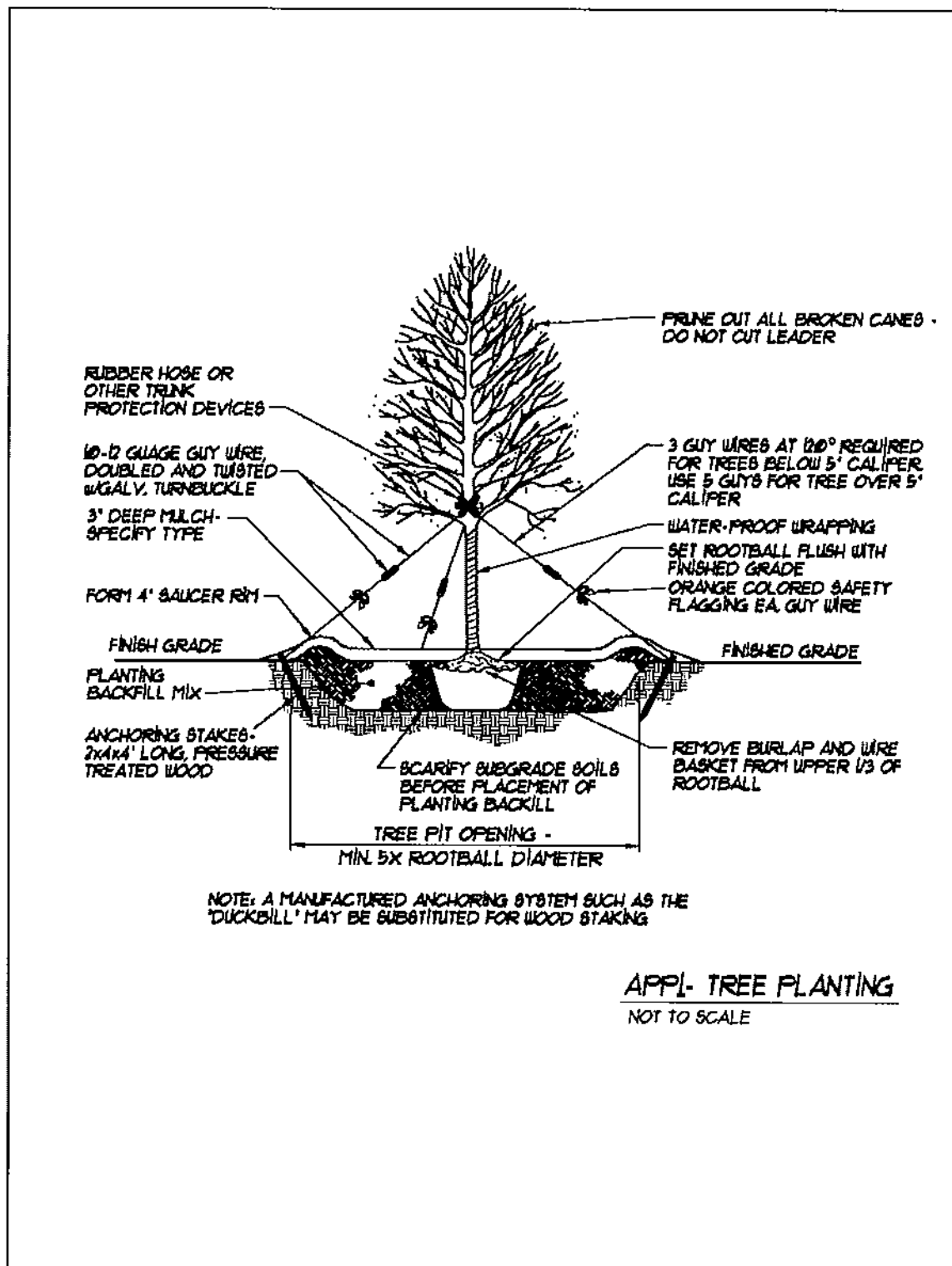


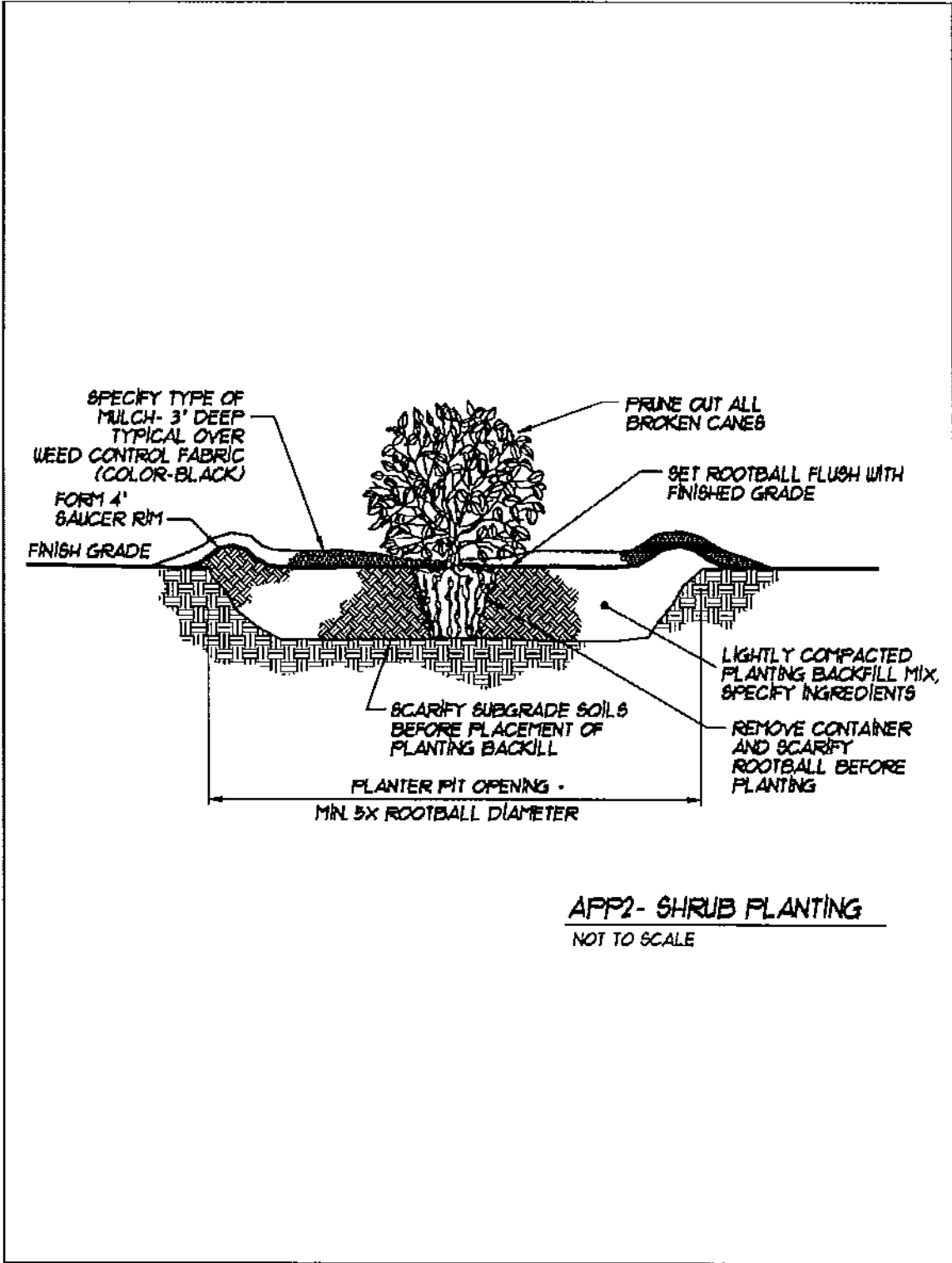
NOTE:
 'D' INDICATES REQUIRED DIMENSION

N-TYPICAL WALL SECTION
 NOT TO SCALE



UI- TYPICAL
 MONUMENT SIGN
 NOT TO SCALE





APP2- SHRUB PLANTING
 NOT TO SCALE

2. Example of Access Management Ordinance

The example access management ordinance that follows is intended as a sample. If implemented, any Town of Cicero access management ordinance would need to reflect the unique conditions and issues found in Cicero.

Town of Gorham

Final Draft

Proposed Amendments to Chapter 31: Zoning Ordinance

I. Access Management

A. Introduction

Access management is a systematic approach that balances the need to provide access to land development with the preservation of the surrounding road system's safety, capacity and speed.

The owner of a parcel of land abutting NYS Route 364 has a property right to reasonable access to the road. However, this right does not guarantee the right to access Route 364 at any and/or all points along a property's frontage on the State Highway. The Town, in conjunction with the New York State Department of Transportation (NYSDOT), may restrict access or require the use of indirect access to serve a property.

B. Purpose

- To promote, protect, and insure the public safety, health, and general welfare as they relate to the operation and use of Route 364.
- To minimize congestion and delay on Route 364.
- To establish and preserve an acceptable level of service on Route 364.
- To preserve the ability of the Town and NYSDOT to provide an adequate and safe highway facility to serve the general public.
- To facilitate the vision and goals of the Town's Comprehensive Plan as it relates to corridor management, in general, and Route 364 specifically.
- To provide for the proper location and limit the number of access facilities to regulate safe and reasonable access from Route 364 to abutting property and to provide sufficient spacing between access points to minimize interference with traffic using adjacent access facilities.
- To establish reasonable standards and design specifications for access facility improvements on Route 364 to protect the public investment.
- To provide for the establishment of sufficient pavement, right-of-way, and easement widths.
- To enter into such intergovernmental agreements as may be necessary to implement the purposes of this Ordinance, regarding preliminary review of

development proposals regarding access issues at as early a stage in planning as possible.

C. General Requirements

1. The site layout, location, and design of driveways, parking, and other access management elements should be based on full development of a lot.
2. Each separate use, grouping of attached buildings or groupings of permitted uses shall be entitled to one point of access. Additional accessways may be approved by the Town Planning Board based on the need for such additional access which is supported by a traffic analysis prepared and submitted by the applicant, and if:
 - a. The additional driveway/s does not degrade traffic operations and safety on the public street system; and
 - b. The additional driveway/s will improve the safe and efficient movement of traffic between the lot and the abutting public street.

D. Cross access drives and cross access easements

1. A system of joint use driveways and cross access easements shall be established wherever feasible along Route 364 and the building site shall incorporate the following:
 - a. A continuous cross access drive or corridor between parcels and/or a series of parcels extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
 - b. A design speed of 10 mph and sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
 - c. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
 - d. A unified access and circulation system plan that includes coordinated or shared parking areas is encourage wherever feasible.
2. Pursuant to this section, property owners shall:
 - a. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
 - b. Record an agreement with the deed that remaining access rights along the thoroughfare will be dedicated to the Town and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

- c. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
3. The Town Planning Board may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
 - a. Shared access drives and cross access easements are provided wherever feasible in accordance with this section.
 - b. The site plan incorporates a unified access and circulation system in accordance with this section.
 - c. The property owner shall enter a written agreement with the Town, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.
4. The Town Planning Board may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical.

E. Driveway Location

1. Driveway location will be based on a site plan which has been approved by the Town Planning Board in consultation with the NYSDOT and/or the Town Engineer/Town Highway Superintendent.
2. Driveways shall be located so as to meet or exceed the minimum driveway spacing standards and the minimum corner clearance standards.
3. Driveway Spacing Standards
 - a. Driveway spacing standards shall apply to driveways located on the same side of a road.
 - b. Driveway spacing is to be measured along the road from the closest edge of pavement of one connection to the next closest edge of pavement of the next connection..
 - c. Driveways shall be located so as to meet or exceed the desirable driveway spacing of 440 feet, or if impractical, a minimum spacing of 245 feet.
4. Corner Clearance
 - a. Corner clearance is to be measured along the road the closest edge of pavement of one connection to the next closest edge of pavement of the next connection. Where road widening is planned or anticipated in the future corner clearance should be increased to provide for the width of the additional lane/s.

- b. Driveways for corner properties shall meet or exceed the minimum access spacing requirements, or shall be located furthest from the adjacent roadway, as possible.
 - c. Driveways should be located outside the functional area of the intersection, or if this is not possible, driveways should be placed as far as possible from the intersection;
- 5. The Town Planning Board may allow the location of driveways at less than the minimum driveway spacing standards and corner clearance standards, if:
 - a. a dual-driveway system, cross-access driveway system, or shared driveway is proposed and this improves the safe and efficient movement of traffic between the lot and the street; or
 - b. a driveway or driveways could be located so as to meet the minimum driveway spacing standards and corner clearance standards, but the characteristics of the lot or the physical or operational characteristics of the street are such that a change of location will improve the safe and efficient movement of traffic between the lot and the street; or,
 - c. conformance with the driveway spacing standards or corner clearance standards imposes undue hardship on the lot owner.
- 6. For properties unable to meet the minimum driveway spacing standards and corner clearance standards, a temporary non-conforming driveway may be granted. The granting of a temporary driveway will be conditioned on obtaining a shared driveway, cross-access driveway, or unified parking and circulation with an abutting lot, and closure of the temporary driveway in the future.
- 7. The use of common access points by two or more permitted uses may be required by the Town Planning Board in order to reduce the number and closeness of access points along the streets and to encourage the fronting of significant traffic generating uses upon a parallel access street and not directly upon a primary road.
 - a. Shared driveways and/or cross access driveways shall be of sufficient width (minimum 20 feet) to accommodate two-way travel for automobiles and emergency service and loading vehicles. Wider driveways may be required to serve traffic to major developments or large vehicles.
 - b. Shared driveways, cross access drives, interconnected parking, and private streets constructed to provide access to lots internal to a subdivision shall be recorded as an easement and shall constitute a covenant running with the land. Operating and maintenance agreements for these facilities should be recorded with the deed.

F. Number of Driveways

1. Access to Route 364 should be limited to one access per parcel or less (e.g. shared access), or to contiguous parcels under the same ownership, in accordance with the access management plan and requirements contained herewith. More than one driveway may be permitted if:
 - a. the additional access satisfies the minimum access spacing requirements set forth in this Ordinance, and it does not degrade traffic operations and safety on State or local roads; and
 - b. where parcels have dual frontage on both a local (side) street and Route 364, access shall be provided from the secondary road and the additional driveway/s will improve the safe and efficient movement of traffic between the parcel, adjacent parcels, and the road.

G. Driveway Design

All driveways shall be designed in accordance to NYSDOT specifications and these access management requirements.

H. Frontage and Reverse Frontage (Backage) Roads

1. Alternative access shall be encouraged. One or more of the following may apply:
 - a. Reverse Frontage (Backage) Roads: Backage drives shall be encouraged, especially for locations where connection to a side street is available. In addition to access along the backage road, direct connection/s to the arterial street may be allowed, provided that the access meets the requirements for Number of Driveways and Driveway Spacing and Location.
 - b. Frontage Roads: Frontage drives may also be used, especially for locations where connection to a side street is available. In addition to access along the frontage road, direct connection/s to the arterial street may be allowed, provided that the access meets the requirements for Number of Driveways and Driveway Spacing and Location.
 - c. In areas where frontage roads or backage roads are recommended, but adjacent properties have not yet developed, the site shall be designed to accommodate a future road designed in accordance with local road standards. In such instances, the Planning Board may temporarily grant individual parcels a direct connection to the adjacent arterial. This access connection shall be closed at such time as the frontage or backage road is constructed.

I. Changes in Access

1. The Town Planning Board may establish provisions for and require future alteration of the lot layout, the location and design of driveways, parking, and other access features based on phased development, additional development, or a change in use of a lot or development of, or a change in use of an abutting lot.
2. For any change of use of a lot which requires a Town permit or approval and increases usage, the Town Planning Board may:
 - a. require the closure or relocation or consolidation of driveways so as to meet the minimum driveway spacing standard for the new use;
 - b. require shared driveways and cross-access driveways with abutting lots; or,
 - c. require alteration of the lot layout and parking which allow for the circulation of traffic between abutting properties

J. Non-conforming Access

Upon application for a special use, change of use, site plan, or subdivision permit, all existing vehicular access points serving the property that is the subject of the application shall be brought into compliance with these access management requirements.

1. Compliance shall be a Condition of Approval: In the granting of any approvals for special use, change of use, site plan, or subdivisions concerning property that is not in compliance with these requirements, the Planning Board shall require implementation of a retrofit plan as defined herein to bring the subject property into compliance with these access management requirements as a condition of such approval.
2. Retrofit Plan: A retrofit plan shall be either a stand alone plan or be included in the drawings approved as part of any special use, change of use, site plan, or subdivision plan that indicates changes to the existing conditions on the subject property the Planning Board deems as necessary to comply with these access management requirements. In reviewing the acceptability of said retrofit plan, the Planning Board shall consider whether the retrofit plan will minimize the traffic and safety impacts of development by bringing the number, spacing, location, and design of driveways into conformance with these requirements to the extent possible without imposing undue or inequitable hardship on the property owner. The retrofit plan shall include requirements for the implementation of the changes specified therein. The retrofit plan may include:
 - a. elimination of driveways,
 - b. realignment or relocation of driveways,
 - c. provision of shared driveways and/or cross access driveways,
 - d. reversal of access (e.g. installation of a driveway to a rear access road),
 - e. traffic demand management (e.g. a reduction in peak hour trips, or

- f. such other changes that may enhance traffic safety.
3. Waiver of requirements: The Planning Board is hereby empowered to waive the requirement for compliance with paragraph J. 1 above only upon its finding that such compliance is impractical because other infrastructure necessary to serve the proposed access to the property is not nor will be constructed near enough in the future to serve the access needs of the subject property, such as but not limited to the construction of parallel or rear access roads across adjacent property not under the ownership or control of the applicant. Where such waiver is granted by the Planning Board, it shall require as a condition of approval a binding commitment to implement a retrofit plan for access as described in 2. above upon 1 year's notice from the Town that the infrastructure necessary to support said access is in place. Said commitment shall be in a form acceptable to the Town .

K. Density/Intensity of Use

The density or intensity of land use directly impacts the generation of traffic, total vehicular movements, and the number of pedestrian and vehicular conflicts. As vehicular left-turn movements from Route 364 increase due to new development pressures, the greater the impact and delay is to motorists traveling Route 364, thus increasing the need for roadway widening.

Various design, safety, and land use elements restrict the opportunity for constructing dedicated left-turn lanes on Route 364 without significant impact to the adjacent environs. Such elements include limited horizontal and vertical sight lines, existing driveway and roadway locations, existing drainage structures, existing parking areas, topography, right-of-way constraints and nominal building setbacks, existing land use, and sensitive natural features. The unplanned and uncontrolled use of left-turn lanes on Route 364 is detrimental to the residential and lakefront character of the corridor.

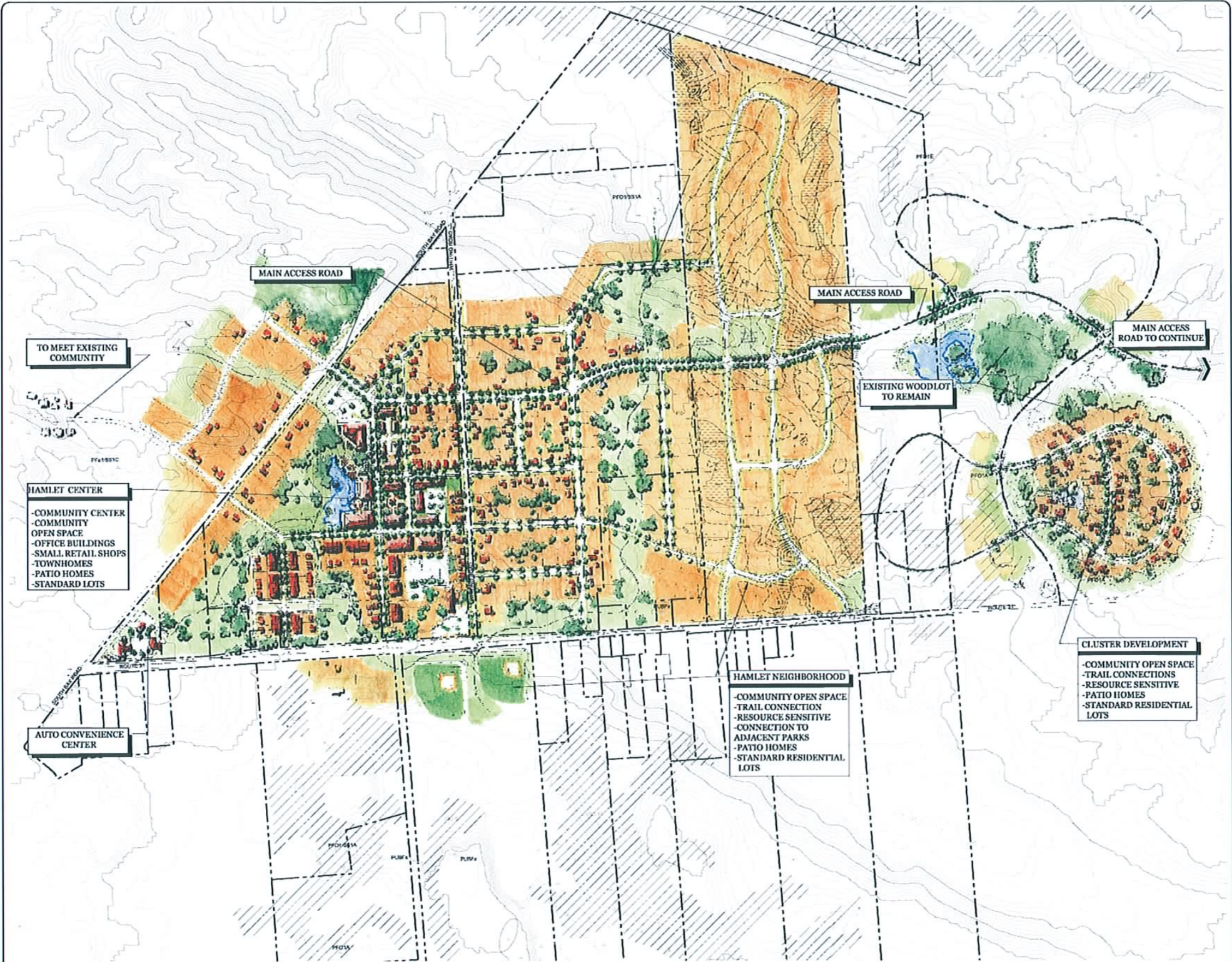
The Town of Gorham recognizes the need to provide a practical balance between the need for access to land development and the need to preserve the safe and efficient flow of traffic along Route 364, while preserving the residential character to the adjoining properties. The NYS Route 364 Access Management Plan and supporting Zoning and Subdivision Amendments herein described provide reasonable methods that coordinate transportation in relation to land use in a manner consistent with the Town's Comprehensive Plan.

Left-turn lanes on Route 364 shall be installed in accordance with the Route 364 Access Management Plan, and the latest NYSDOT requirements. If a traffic impact study, gap study, etc., performed in accordance with NYSDOT study requirements determines that a left-turn lane is justified at an unspecified and undefined location on the Route 364 Access Management Plan, the density or intensity of land development shall be limited to a level such that a left-turn lane is not warranted. Under such conditions, further development shall be limited until alternative means of access for future development beyond the warrant threshold can be attained.

L. Variances Guidelines

1. The granting of a variance shall be in harmony with the purpose and intent of this Ordinance and shall not be considered until every reasonable option for meeting the provisions of this Ordinance is explored.
2. Applicants for a variance should demonstrate unique or special conditions that make strict application of the provision of this Ordinance impractical. This shall include a showing that:
 - a. indirect or restricted access cannot be obtained, and there is no reasonable expectation that such access may be able to be obtained in the future,
 - b. no reasonable engineering or construction solution can be applied to mitigate the condition, and
 - c. no alternative access is available from a road with a lower functional classification than the primary road.
3. Under no circumstances shall a variance be granted unless not granting the variance would deny all reasonable access, endanger public health, welfare, or safety, or cause an exceptional and undue hardship on the applicant. No variance shall be granted where such hardship is self-created.

3. Conceptual Hamlet Design



WETLANDS KEY:

- NEW YORK STATE FRESHWATER (DEC)
- NATIONAL WETLANDS INVENTORY (NWI)
- DELINIATED GPS Points (POOLER ENGINEERS BASE MAP)



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NO.	DATE	REVISIONS

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PROJECT: **CICERO HAMLET**
 PROJECT LOCATION: Cicero, NY
 CLIENT: POOLER ENGINEERS
 DRAWING NO: **CICERO HAMLET CONCEPT DESIGN**

DATE: January 9, 2006
 SCALE: 1" = 200'-0"
 EDR JOB #: NS
 FILE NAME: Cicero Hamlet.DWG
 AUTHOR: NS
 DRAWING NUMBER: **1 OF 1**