



Comprehensive Plan

2015-2025



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VILLAGE OF LANSING

2015-2025 COMPREHENSIVE PLAN

MESSAGE FROM MAYOR HARTILL

Comprehensive Plans for municipalities are very useful in guiding further development and provide a long-term vision of where residents would like to see their municipalities ten years from now. In addition, they are required by New York State law. The Village of Lansing adopted its first Comprehensive Plan in 1999 and it has been a great help in planning. In 2005, the plan was reviewed and updated and during this past year we have gathered all the needed information and drafted the updated plan presented below.

Historically, the first European settlers arrived in the region in 1791 that was then part of Onondaga County. When Tompkins County was created in 1817, the Town of Lansing was formed at the same time when it was split off from the Town of Genoa. It was originally mostly farm-land until the construction of Route 13 in the early 1960's making it easy to get from the City of Ithaca to the area around the intersection of Route 13 and North Triphammer Road. This made the area very attractive for commercial development. Within a decade three shopping malls were constructed near this intersection. The lack of any land use regulations in the Town of Lansing enabled this rapid development and residents in the area organized a campaign to force a referendum to establish a separate village. That referendum was successful and the State of New York chartered the Village of Lansing in December 1974 making it one of the youngest villages in New York. The boundaries of the Village were set by the original Lansing Water District #1. The area of the Village is 4.2 square miles and ranks 22nd in size of the 547 Villages in New York State. With a population of ~ 3500 it ranks in the middle of the Villages in New York.

The first order of business for the new Village was to establish land use regulations. A comprehensive zoning law was adopted by the new Village government and a Planning Board was appointed to guide further development of the Village under this new law. The day-to-day oversight and enforcement of the zoning law is carried out by the Village Code and Zoning Enforcement Officer who was also appointed at this same time. The law established a commercial area that was divided into High Density and Low Density and residential areas that were divided into High Density (Apartment Complexes and high density condominiums) Medium Density (mostly single family houses on smaller lots) and Low Density (mostly single family houses on larger lots). Later, an agricultural district was established in the northern part of the Village.

This new update of the Comprehensive Plan provides the vision for the Village for the next decade and is divided into four chapters. Chapter 1 covers planning for land use in the Village, Chapter 2 describes the existing conditions, resources and trends, Chapter 3 outlines the implications for planning, and Chapter 4 lists the planning goals for the Village of Lansing in 2025. The format is quite different from the previous Comprehensive Plan with the goal of making it a much more useable document. It is concise and compact and it will be a very important and useful document as planning for the future as the Village of Lansing goes forward. It is the result of lots of work by a number of Board members and Village Staff and the Village owes them a great deal of thanks for that effort.

CHAPTER 1

PLANNING FOR LAND USE IN THE VILLAGE OF LANSING*

A VILLAGE COMMITTED TO PLANNED DEVELOPMENT

The importance of our Village history cannot be overstated--the Village of Lansing was founded for the sole purpose of creating a government that would adopt a zoning ordinance and regulate land use. It was the strong desire of residents to establish regulations to control planning and development and preserve the integrity of residential areas in the face of commercial expansion. The original purpose for the formation of the Village continues to provide the foundation for its current and future development. The Village government remains committed to careful development and strict zoning to manage land use and growth.

Soon after the Village was formed, the Board of Trustees appointed a Planning Board, surveyed the residents, and enacted a Zoning Law, a Sign Law and Subdivision Regulations. With substantial input from local residents, as well as study data and analyses of Village resources and problems, the Planning Board prepared and adopted a General Plan in 1979 and updated it in 1994. In 1999, the Village adopted its first Comprehensive Plan, pursuant to the procedures and requirements set forth in NY Village Law Sec. 7-722. That plan was reviewed, updated, and adopted in 2005.

A CHANGING VILLAGE ENVIRONMENT

Not surprisingly, the Village has changed since 2005. Infrastructure projects and improvements have addressed concerns raised in earlier iterations of the Comprehensive Plan, even as emerging demographic and economic trends suggest new directions for planning.

Notable improvements and accomplishments since 2005

Late in 2005, the Board of Trustees adopted the Code of the Village of Lansing. This codification incorporated previously separate Village laws and ordinances into one coherent whole, which has since been expanded and amended as the changing circumstances of the Village require.

The Village road system has been substantially improved and expanded.

- The Village completed a major reconstruction of N. Triphammer Road in 2007, resulting in a wider "main street" that meets complete streets guidelines for pedestrian connectivity and alternate modes of transportation. Better lighting and landscaping were added to make the N. Triphammer corridor more attractive and functional.
- In 2009, a new traffic signal was installed at the intersection of Warren Road and Bomax Drive.
- The Village contracted for various traffic studies in 2006, 2011, and 2013. The most recent traffic study underscored the need for a traffic signal at the intersection of N. Triphammer and Craft Roads. Installation of that signal, and accompanying modifications of the intersection, are now complete.

*A more detailed discussion of Village history and earlier Village planning initiatives is found in Chapter 1 of the 2005 Village of Lansing Comprehensive Plan.

- In 2014-2015, the Village successfully negotiated to acquire Northwoods Road, thereby eliminating past access and maintenance problems on Woodthrush Hollow Road and Coventry Walk.
- The Village and the State of New York are resolving ownership and maintenance issues with respect to Catherwood Road. It is anticipated that Catherwood Road will be formally transferred to the Village within a short period of time.
- Throughout the decade, new roads and streets have been dedicated to the Village as residential subdivisions have grown.

Utility infrastructure has been improved and expanded.

- In 2005, the Village funded construction of the Kline Road Sewer Bypass, which carries sewage from multiple outlying municipalities directly to the processing plant in the City of Ithaca. The Bypass substantially reduced the volume of sewage processed by the Village of Cayuga Heights plant, thereby eliminating an existing moratorium on construction in the Village of Lansing.
- In 2012, the Village replaced the sewer main behind the Shops at Ithaca Mall.
- In 2012, the Village laid new water mains along Cayuga Heights Road north of Oakcrest Road, replaced the N. Triphammer Road transmission main, and Southern Cayuga Lake Intermunicipal Water Commission (SCLIWC) replaced the outdated Burdick Hill water tank on Horizon Drive with two new ones.
- Covered storm sewer systems were installed on Bush Lane in 2006 and on Brook Way in 2007. In 2013-2014, the Village installed covered storm sewers on both sides of Dart Drive. Similar sewers have been installed in small sections in various parts of the Village to improve safety and storm water features and reduce stagnant water.
- In 2015, the Village and the SCLIWC--often informally referred to as Bolton Point--installed a new and larger water main under NYS Route 13.

The Village property on N. Triphammer Road has been improved and expanded.

- In August of 2011, the Village removed an obsolete water tank at the rear of the property.
- In 2011, the Village built a new Public Works Department Garage to house the additional equipment required as a result of the Trustees' decision to take over snow plowing services within the Village from the Town of Lansing.
- In 2014, the Village built a new Village Hall on N. Triphammer Road. The original Village Hall structure was converted to storage and also continues to house a pump station for Bolton Point.

Village-owned property has increased.

- In 2013, the Village acquired a substantial parcel of undeveloped land between Dart Drive and Woodthrush Hollow Road.
- Plans are for a portion of the parcel to be developed as a public park.

Demographic, economic, and regulatory trends that will have an impact on planning

- Although population growth has slowed somewhat, traffic volume seems to have increased. Consequently, the traffic patterns and road systems that the Village inherited at its formation become ever more problematic, especially at the NYS Route 13/N. Triphammer Road intersection and along the N. Triphammer Road corridor. The Village has widened and improved N. Triphammer Road to the extent that it can, and performs periodic maintenance as scheduled.
- Village residents are aging. Accommodating the needs of seniors will be a major planning concern in the years to come. Two proposals for senior housing in the Village have been brought to the attention of the Planning Board and approved for construction via special permit.
- In addition, the Human Health Services District of the Village has been expanded to accommodate more medical facilities.
- The shortage of affordable housing in Tompkins County, Ithaca, and the Village of Lansing is a serious problem. The Village should continue to encourage development of housing at a variety of size and price points.
- The Village should consider the importance of a strong economic base in making planning decisions.
- As of 2015, the Business and Technology Park employs over 1600 people at relatively high salary levels, and that number continues to grow. The Village should continue to maintain a mutually supportive relationship with the Business and Technology Park.
- A substantial number of health care professionals are employed in the Health and Human Services District (HHS) and in private medical practices along the N. Triphammer Road corridor. The Village should encourage additional development in the HHS District.
- Recent survey results indicated that business owners and residents in the Village value an attractively landscaped and maintained commercial district. The Village should continue to require and review landscaping plans in connection with special permit reviews. The new Village Hall, located in the Commercial Low Traffic District, should continue to serve as an example of a well landscaped and maintained public building.
- The legal and regulatory environment in which the Village conducts its business and makes planning decisions seems to be evolving much more rapidly due to continually evolving technology and an increase in storm severity. For example, Federal and State regulations relating to stormwater management require the Village to have a Stormwater Management Plan and to make annual reports to New York's Department of Environmental Conservation. In 2006, the Village joined the Stormwater Coalition of Tompkins County. In addition, the Village is taking a proactive approach to installing covered stormwater systems on its secondary roads wherever feasible. The Village must continue to stay informed of new Federal and State laws and regulations, to update its local laws and ordinances accordingly, and to apply all applicable laws and regulations appropriately in its planning process.

A NEW COMPREHENSIVE PLAN

The process of updating and amending the Village of Lansing Comprehensive Plan began in 2012, when the Board of Trustees determined that demographic changes in the Village necessitated a new survey of its residents. Throughout 2012 and into 2013, the Trustees and Planning Board members worked with interested residents to develop survey questions. In 2013, the Village joined with the Town of Lansing in retaining the services of the Cornell Survey Research Institute to conduct a randomized telephone survey of Village residents. The residential survey data was available late in the fall of 2013, and the Trustees then turned to the task of developing questions for a less formal survey of business owners and operators in the Village. The business survey was personally distributed by the Trustees in late 2013 and into early 2014. After the extensive data from the business survey was collated; the Trustees and the Planning Board met jointly to begin evaluating survey data and develop a procedure for updating and amending the Comprehensive Plan.

Early in 2014, the Board of Trustees appointed subcommittees, consisting of one Trustee, one Planning Board member, and one interested resident, to incorporate newly available census and survey data into updated sections of the Comprehensive Plan. The Board of Trustees requested that subcommittee drafts be submitted to the Village Clerk by the end of 2014. Early in 2015, a duly appointed drafting subcommittee began the process of finalizing a draft that incorporated the new data and subcommittee drafts into a new Comprehensive Plan for the Village. In July 2015, a draft of the new Comprehensive Plan was presented to the Board of Trustees and the Planning Board for comment. After their review, a final draft was made available to the public. The Board of Trustees, the Planning Board, and the drafting subcommittee held a joint public hearing on the proposed plan. After a review by the Tompkins County Planning Department, this new Comprehensive Plan was adopted on _____, 2015.

It is the intention of the Board of Trustees and the Planning Board that this Comprehensive Plan be reviewed and updated, every ten years. However, the Village may, if it is deemed necessary and/or appropriate, update the Comprehensive Plan prior thereto.

CHAPTER 2

EXISTING CONDITIONS, RESOURCES AND TRENDS

ENVIRONMENT AND NATURAL RESOURCES

Location

The Village is located just north of the geographical center of Tompkins County. At 4.6 square miles, it is among the largest Villages in New York in terms of area. The Village is bordered on the south by the Town of Ithaca and the Village of Cayuga Heights, on the West by Cayuga Lake and small slivers of the Town of Lansing, on the north by the Town of Lansing, and on the east by the Town of Dryden.

Geology

Soil depth to bedrock in the Village is relatively shallow. (Map 1.)

- Depths of less than 4 feet prevail along the shores of Cayuga Lake, near and north of the N. Triphammer Road/Bush Lane and running west along Burdick Hill Road, near and around the Tompkins County Airport and Cornell University's Business and Technology Park, and along portions of the Uptown Road corridor.
- Depths of greater than 5 feet occur in areas east of Warren Road and north of Bush Lane.
- Depths of between 4 and 5 feet predominate in the rest of the Village.

Clay-like soils with permeability rates below the USDA Soil Conservation Service "standard" of 0.63 inches per hour predominate in the Village. (Map 2.)

- Permeability rates measure the ease with which water flows downward through soil layers. This measurement is critical to the proper functioning of septic systems, which depend on prompt drainage. The Soil Conservation Service has set the minimum rate for adequate septic system functioning at 0.63 inches per hour. Ideally, septic systems should not be used where drainage rates are below one inch per hour.
- No more than 15% of the Village area has soil with permeability rates exceeding the 0.63 standard.
- There are swaths of soil with permeability rates above 0.63 inches per hour between Route 34 and Cayuga Lake, along Cayuga Heights Road north of Twin Glens Road, along Oakcrest Road, and extending west and northeast from the N. Triphammer Road/Route 13 intersection.

Climate

The Village enjoys a temperate climate of four distinct seasons, which are modulated by the proximity of Cayuga Lake. In recent years, summers have become hotter and more humid, winters have become more unpredictable, and some precipitation events have become more severe. These conditions seem to reflect climate changes observed throughout our country and around the globe. It is difficult to predict how these climate changes will evolve and what impact they will have on the environment and infrastructure of the Village and the safety of its residents.

NATURAL TOPOGRAPHY

Slopes (Map 3.)

Slopes of less than 15% are optimal for development. Development on slopes of 15% or more is problematic, and should be discouraged entirely on slopes greater than 25%.

- Slopes of 1-15% are the norm in areas east of Cayuga Heights Road and Route 34.
- Slopes of 15-25% predominate in areas west of Cayuga Heights Road, Route 34 and Blackchin Boulevard.
- Slopes of 25% or more line the shore of Cayuga Lake.

Surface Water and Wetlands

- The entire Village lies within the Cayuga Lake Watershed.
- The Village is traversed by more than a dozen minor streams.
- The US Department of the Interior National Wetlands Inventory, which maps wetlands of over one acre, indicates that the Village contains approximately 6.5 acres of wetlands--about 2.2% of Village land area. Most of these wetlands are concentrated in the eastern half of the Village, and include several ponds.
- The New York State Freshwater Wetlands Act of 1975 charges the State's Department of Environmental Conservation (DEC) with mapping and regulating wetlands covering at least 12.4 acres and smaller wetlands of unusual importance. The DEC inventory identifies one large wetland area northeast of the Tompkins County Regional Airport and entirely within the Village. Part of another DEC wetland is located in the southeast corner of the Village, and is part of the larger complex of wetlands that comprise Sapsucker Woods.
- Wetlands boundaries are not static. Consequently, DEC mapping also flags "wetland check zones" for the benefit of developers and planners.

Flood Hazard Areas

The Tompkins County Planning Department's (TCPD) most recent Flood Hazard Zones Map shows two small 100-year floodplains within the boundaries of the Village. The TCPD information is based on the Federal Emergency Management Agency (FEMA) National Flood Insurance Rate Maps, which undergo periodic revision to reflect the dynamic boundaries of floodplains.

Woodlands

- Undeveloped areas of the Village are dotted with woodlands.
- Large tracts of woodlands are found west of Cayuga Heights Road; on the old Dart Farm properties that run from the rear property lines of homes on the north side of Dart Drive to Northwoods Drive; in the area south of Lansing Trails II between Churchill Drive and Coventry Walk; and along both sides of Bomax Drive.
- The Village maintains an inventory of trees located on the properties it owns.

Other Notable Natural Features

- Cayuga Lake, which borders the Village on the west, is one of our most important natural resources. It dominates the natural environment of the Village, and enhances its economic potential and the recreational opportunities available to its residents.
- The Tompkins County Environmental Management Council (EMC) has identified seven “Unique Natural Areas” wholly or partially within the Village. Five of these are cliff and slope areas along the Cayuga Lake shore; one is an area including the wetlands and ponds near the Tompkins County Regional Airport; and one is the Sapsucker Woods area which extends into the southeast corner of the Village. (Map 3.)
- Route 34, which runs through the Village along and overlooking Cayuga Lake, is part of a state-designated “scenic byway.”

DEMOGRAPHICS AND HOUSING

Population

As of the 2010 Census, 3,529 people resided in the Village of Lansing, an increase of 3.3% over 2000. Village population growth appears to be slowing. (Appendix Table 1.)

Demographic Trends

A comparison of 2000 and 2010 Census data indicates the following demographic trends in the Village population. (Appendix Tables 2, 3, & 8.)

- Although individuals identifying themselves as “White” remained a 63.2% majority, that majority is shrinking.
- Individuals identifying themselves as “Asian” comprised the largest minority group (25%) of Village residents.
- Individuals identifying themselves as “Hispanic” or “Latino” comprised the second largest minority group (4.8%), increasing by over 40% over the decade.
- The fastest growing age groups among Village residents were 60-64 (up 112.9%), 85+ (up 51.9%), 55-59 (up 41.4%) and 65-74 (up 26.9%). By comparison, almost every other age group decreased. This trend is consistent with trends in the Town of Lansing and Tompkins County.
- Average household size in the Village remained virtually unchanged (2.06 vs 2.05 persons per household).
- Overall population growth in the Village (up 3.3%) was somewhat lower than in the Town of Lansing (up 5.6%) and in Tompkins County as a whole (up 5.2%).

Economic Trends

During the decade 2000 through 2010, income trends in the Village mirrored changes in the larger American economy. (Appendix Tables 4 & 5.)

- Median household income increased by 43.3%, from \$38,185 to \$54,721.
- Mean household income increased by 33.28%, from \$52,477 to \$70,072.
- At the same time, Tompkins County’s median household income increased by 30.54%, to \$48,655, and its mean household income increased by 38.88%, to \$66,115.

- The largest percentage increases were in income categories larger than \$74,999.
- The number of Village households with income at or below 50% of the poverty level increased from 102 to 152. Although they represent only 1.3% of Village residents, the number of households in poverty increased by almost 50% over 10 years. During the same time period, the number of households in poverty in Tompkins County increased by 31.9%, from 8,630 to 11,383, or 2.3% of County residents.

Employment Trends

2000 and 2010 Census data indicate the following patterns and trends in employment among Village residents. (Appendix Table 6.)

- 1,972 Village residents reported themselves as “in” the labor force. This number increased by 18.6%, closely tracking the 18.4% increase in Village population of working age.
- Although the number reporting themselves as unemployed increased from 2.7% to 4.9%, the Village unemployment rate was considerably lower than the national average for 2010.
- The largest employment sector, accounting for 1,019 (54.4%) of employed Village residents, continued to be *Educational, health, and social services*.
- The employment sectors experiencing the greatest growth were:
 - Construction (up over 900%);
 - Transportation, warehousing and facilities (up 238.5%);
 - Manufacturing (up 87.7%);
 - Public Administration (up 66.7%); and
 - Retail Trade (up 65.3%).

With the exception of public administration, these are predominantly blue collar and/or unskilled sectors.

- The employment sector experiencing the greatest loss was Professional, scientific, management, administration and waste management services (down 59%). Jobs in the Information sector decreased by 39.5%. These statistics represent the loss of 125 predominantly white collar jobs.

Housing Trends

Although the number of housing units in the Village increased by only 6.6%, from 1,666 in 2000 to 1,776 in 2010, a couple of notable trends emerged during the decade. (Appendix Tables 7 & 8.)

- The number of occupied units increased by 3.2%, but the number of owner-occupied units increased by 17.7%, to 526. This represents an additional 79 owner-occupied units in the Village.
- During the same time period, the number of renter-occupied units decreased by 2.5%, to 1,144. The vacancy rate in the Village has more than doubled, from 2.8% to 6%. Although this appears to be an anomaly (the Tompkins County vacancy rate increased by 31.8% during the same period), it is likely attributable to the fact that the Village vacancy rate was less than half of the County vacancy rate in 2000, and was still lower than the County rate in 2010.
- The average household size in an owner-occupied unit is 2.4 persons; the average household size in a renter occupied unit is 1.9 persons.
- There has been a 97% increase, to 589, in Village residents living alone.

Housing Affordability

Census data reveal that housing in the Village is not affordable for a significant and growing percentage of its residents. (Appendix Table 9.)

- Median household income in the Village in 2010 was \$54,721. (Appendix Table 4.) Using the real estate industry standard purchase price multiplier of 2.5, this would qualify a home purchaser for a mortgage of \$136,800. Assuming a 20% down payment, this “median purchaser” would be able to afford a \$171,000 home. However, the median value of an owner-occupied home in the Village was \$258,000 in 2011. According to the Tompkins County Planning Department, the median value of a home in the Village was \$253,000 in 2010.
- Another generally accepted measure of affordability is the 30% rule, *i.e.*, that housing costs should be no more than 30% of income. 2010 census data demonstrates that 29.4% of homeowners and 39.1% of renters in the Village are spending more than that amount on housing.
- Housing cost increases have outpaced income growth throughout Tompkins County. While median household income in the county increased by 30.54% between 2000 and 2010, the median percentage increase in fair market rent in the county between 2007 and 2011 was 47.85%.
- The average cost of building a new home in the Village during the decade 2001-2010 was \$298,118—fully 80% higher than the average cost of a new Village home in 1991-2000. (Appendix Table 10.) Meanwhile, average household income in the Village increased by only 33.28%.

ZONING

The Village inherited its basic land use structure from the days before its formation, when it was the undifferentiated southern end of the Town of Lansing. The formation of the Village in 1974 was motivated by the residents’ concerns over unplanned, unregulated commercial and high-density residential development, particularly along N. Triphammer Road near NYS Route 13. Although the Village Zoning Code has been amended several times to meet the changing needs of residents, Village government remains committed to careful development and strict zoning. (Map 3.)

Residential Districts

- **High-Density Residential (HDR) Districts** are occupied by apartment and town home complexes along Northwoods/Woodthrush Hollow Roads, Graham Road, Uptown Road and Cinema Drive, and on the southwest corner of the NYS Route 13/N. Triphammer Road intersection.
- **Medium-Density Residential (MDR) Districts** are located around Highgate Circle (south of NYS Route 13) and throughout the areas between the Business and Technology District and the N. Triphammer Road corridor.
- The **Low-Density Residential (LDR) District** comprises all of the area between the N. Triphammer Road corridor and the western boundary of the Village. It includes **Planned Development Areas (PDAs)** for the existing Shannon Park and planned Lansing Meadows neighborhood

Commercial Districts

The commercial area of the Village is located along N. Triphammer Road, on either side of NYS Route 13. Because the nature of different commercial ventures create varying, yet predictable traffic volumes and concentrations, this commercial area has been further divided into **Commercial High Traffic (CHT)** and **Commercial Low Traffic (CLT) Districts**.

- The **CHT District** comprises heavily developed properties on the northwest, northeast and southeast corners of the Route 13/N. Triphammer Road intersection. These properties contain three of Tompkins County's largest shopping centers (the Shops at Ithaca Mall, the Cayuga Mall and the Triphammer Marketplace, respectively), as well as banks, restaurants, five hotels and three service stations. All of these businesses draw traffic from throughout Tompkins County. The Village zoning plan is designed to keep these popular and necessary retail uses confined to the N. Triphammer corridor.
- The **CLT District** comprises properties along N. Triphammer Road north of the Ithaca and Cayuga Malls, and on either side of Craft Road. This district is designed to serve as a buffer zone between the retail-oriented CHT District and residential areas of the Village. The uses permitted in this district are predominantly service-related businesses and professional offices. The Village also permits low-impact technology and residential uses in this district. The majority of business uses allowed in this district require a special permit.
- The Planning Board and Board of Trustees are currently in the final phases of evaluating and determining the desirability of further differentiating the types of uses to be permitted in the commercial districts. After significant evaluation, a potential Commercial Medium Traffic (CMT) District is anticipated and the adoption of proposed local Law provisions and related actions are expected to be undertaken.

Other Non-Residential Districts

- The **Business and Technology (BTD) District** is located along Warren Road, primarily north of NYS Route 13 and around the Ithaca Tompkins Regional Airport. (Map 4.) The majority of uses in this district require a special permit.
- The largest presence in this district is the Cornell Business and Technology Park (CBTP), an ever-expanding complex that is expected to top out at 1.3 million square feet. The many tenants in the CBTP buildings include research, business management, service and high technology companies. Tenants must comply with both Village zoning requirements and CBTP building and design criteria.
- Other businesses in this district include Borg-Warner, Federal Express, Dairy One and the US Postal Service.
- The **Human Health Services (HHS) District** is located along Warren Road just south of NYS Route 13. It contains medical, radiological, ophthalmic and dental offices, as well as an acute care/emergency facility operated by Cayuga Medical Center. It provides a close, convenient and invaluable alternative to travelling 10 miles around the southern tip of Cayuga Lake to the main Cayuga Medical Center facility.

- The **Research (RSH) District** is located east of the HHS District and along the southern side of NYS Route 13; it is designed to “define and establish standard regulations for the Village where research and other specialized uses of a similar educational nature are appropriate.” This district encompasses the Cornell Lab of Ornithology.
- The **Farm and Craft Market Combining (FCMC) District** is an overlay of the low-density residential areas along both sides of NYS Route 34 (East Shore Drive) at the northernmost end of the Village. It permits home occupations with advertising signs and yard displays in this relatively low-traffic area where such occupations have traditionally been located.

Non-Residential and Non-Conforming Uses

Non-residential and non-conforming uses are permitted, under limited circumstances, in residential districts.

- **Non-conforming uses:** a few food service and office businesses that existed in residential areas along NYS Route 34 (East Shore Drive) and N. Triphammer Road at the time the Village was formed, were grandfathered in when the Village passed its Zoning Law and subsequent amendments thereto.
- **Home occupations** are permitted in residential areas, but only with a special permit. Permits are granted only if the occupation will not cause “a significant and undesirable change in the character of the neighborhood.”

Special Permit Conditions

The majority of non-residential uses in the Village require special permits. In addition to special conditions required by statute for certain uses, all uses requiring special permits must meet the general requirements set forth in the Village of Lansing Code Sec. 145-59 E. The Planning Board and the Board of Trustees may also impose additional conditions and/or require higher performance standards than specified in the Zoning Law in order to protect neighbors from the adverse impacts of a proposed use. In addition, the Planning Board requires that landscaping and exterior lighting plans be approved prior to installation and that drainage plans be submitted for review and approval by the Stormwater Management Officer and the Village Engineer.

Additional Standards

In order to improve the appearance and function of new construction and improvements in non-residential areas, the Village has adopted a Sign Law, and established Lighting Plan and CLT Design Guidelines which are enforced by Village government.

COMMUNITY FACILITIES

Utilities

The Village cooperates with surrounding towns and villages to meet residents’ needs for water and sewer services.

- The Village **water supply** is provided by the SCLIWC, which is owned by the Villages of Lansing and Cayuga Heights, and the Towns of Lansing, Ithaca, and Dryden.

- The SCLIWC draws water from a raw water intake located at Bolton Point on Cayuga Lake, and pumps it to a water treatment plant located off NYS Route 34 (East Shore Drive) in the Village of Lansing. Potable water is transmitted through the Village to participating municipalities through a series of tanks, transmission mains, and pump stations.
- The SCLIWC treatment plant is rated at 9.0 million gallons per day (MGD), and is currently operating substantially below that capacity. In recent years, production has averaged between 2.2 and 2.3 MGD.
- A **water distribution network**, consisting mostly of 8-inch water mains, serves the entire Village. Because of the topography of the Village, the network consists of three separate tank pressure zones (Village Circle, Airport Ground, and Burdick Hill) in conjunction with several pressure-reducing stations.
- Most of the water distribution network was constructed in the late 1960s. Developers have added new water mains as needed, and, beginning in the 1990s, the Village has undertaken several water system improvement projects to upgrade service to residents. In 2012, the Village laid new mains along Cayuga Heights Road north of Oakcrest Road, replaced the N. Triphammer Road transmission main, and replaced the outdated Horizon Drive tank with two new tanks.
- A **sanitary sewer system** consisting of 6- to 15-inch gravity sewer mains and manholes serves only a portion of the Village, bounded on the south and east by the Village limits; on the west by the old railroad grade east of NYS Route 34 (East Shore Drive); and on the north by Cedar Lane, the Shannon Park subdivision, Oakcrest Road west of N. Triphammer Road, and the Village limits east of N. Triphammer Road. Most of the system was constructed in three phases between 1964 and 1981.
- All of the Village sewer system discharges into the Village of Cayuga Heights Wastewater Treatment Plant (VCHWWTP). The VCHWWTP serves the Villages of Lansing and Cayuga Heights, as well as parts of the Towns of Ithaca, Lansing, and Dryden. In 2005, the Village constructed the Kline Road bypass system, which allows the VCHWWTP to send excess discharge to the City of Ithaca treatment plant. As a result of the bypass, VCHWWTP will not limit the Village's sewer hook-up capacity.
- Pursuant to an agreement between the Village and the Town of Lansing, sewage from the Town's Cherry/Warren Road Sewer District flows through the Village system to the VCHWWTP.

Essential Services

- **Police protection** is provided by the New York State Police, the Tompkins County Sheriff Department and, when needed, the Village of Cayuga Heights Police Department. Because the State Police and the County Sheriff's Department cover such a wide area, the Village relies on their reciprocal agreement with Cayuga Heights to answer residential calls. However, the majority of calls come from commercial establishments.
- **911 service** is provided by and available throughout Tompkins County.
- The **Neighborhood Watch Program**, sponsored by the NYS Division of Criminal Justice Services, is available for a modest fee to all interested neighborhood associations, and several within the Village have taken advantage of the program.

- **Fire protection** is provided by the Town of Lansing Fire District, supported by a countywide mutual aid coordinating group. County and Town taxes pay for Fire District equipment. The District is governed by a Lansing Board of elected Fire Commissioners who set the fire tax rate.
 - The Lansing Fire District is manned entirely by volunteers. All fire alarms in the area are relayed by radio to fire stations and fire fighters, who have receivers in their homes or on their persons at all times. The Lansing Fire District also has an assigned **EMT/CFR vehicle** on call 24-hours a day.
 - Lansing District Fire Station #5, rebuilt in 2013, is located on Oakcrest Road and serves the entire Village.
- **Ambulance service** in the Village is provided by Bang's Ambulance Service, a private service headquartered in the City of Ithaca.
- Private **medical facilities** are available in the Human Health Services District and across Cayuga Lake at Cayuga Medical Center. There are numerous medical and dental health professionals with offices throughout the Village.
- An **Emergency Preparedness Plan** was first adopted by the Village in 1993. Since then it has been revised as needed.

Storm Water and Discharge Management

- Because of its size and proximity to Cayuga Lake, the Village has been designated a regulated Municipal Separate Storm Sewer System (MS4) by the New York State DEC.
- Since 2007, the Village has maintained policies and procedures for storm water management, as required by DEC.
- The Village has maintained policies and procedures for illicit discharge management since 2011, as required by DEC.
- Developers working in the Village must prepare, submit, and comply with Storm Water Pollution Prevention (SWPP) and Illicit Discharge Detection and Elimination (IDDE) Plans.

Government Facilities

- The Village owns the property at 2405 N. Triphammer Road, opposite the intersection of Oakcrest and N. Triphammer Roads. Currently, there is a new Village Hall, the former Village administrative office building, and the Department of Public Works (DPW) garage located on this property.
- In 2009, the Village took over the responsibility of snow plowing Village roads which made it a necessity to have a facility to house additional equipment. In 2012, the Village built a 4,000-square-foot addition to the DPW garage. This garage facility houses DPW staff and equipment. The DPW staff maintains the Village infrastructure, including streets, rights-of-way, signs and traffic signals, sidewalks and walkways, the water and sewer systems, parks, and other Village-owned property. Major construction projects are handled by outside contractors.
- In 2014, this property was improved with stormwater retention facilities.
- The new Village Hall, completed in 2014, was built in front of the old Village administrative office building. The new Hall provides 2,662 square feet of space for administrative offices and

meeting rooms. The older building remains available for storage and additional uses as they become necessary.

- Recycling, and drop off disposal services are provided for Village residents by **Tompkins County Solid Waste Management Division (TCSWMD)** and the **Recycling and Solid Waste Center** located on Commercial Street off of Route 13 in the City of Ithaca (www.recycletompkins.org/) Curbside recycling pick-up is provided by TCSWMD every other week as part of your annual Tompkins County Solid Waste fee.
- Curbside trash pick-up is handled by private haulers and is contracted and paid for by residents.
- The Village is fortunate to have the main US Post Office facility located within its borders on Warren Road across from Bomax Drive.

Schools

Depending on where in the Village they live, residents are served by the **Ithaca City School District** or the **Lansing Central School District**. The Ithaca Montessori School, a long-established private school for children ages 18 months to 6 years, is located on Ascot Place in the Village.

Recreation and Green Spaces

- The Village has two small parks. Dankert Park, located on Uptown Road, is about 5 acres in size and includes playground equipment, playing fields, a basketball court and a picnic pavilion. A smaller park, consisting of a playing field and a sledding hill, is located in the Shannon Park neighborhood.
- Subdivision developers are required by Village Code Sections 125-17.F. and/or 125.26 to dedicate a portion of their development tract to recreational use or open space.
- Several neighborhoods and developers have deeded recreation land to the Village. One of these is a 16-acre woodland tract located between Churchill and Janivar Drives. The Village has built greenway trails through this tract.
- In 2013, the Village acquired the middle 24 acres of the Dart farm property between Northwood Drive and Dart Road, to be used for a major Village park.
- The Village has adopted an Open Space Protection Plan which serves as a guide for open space protection and preservation.
- The Village adopted The Village of Lansing Greenway Plan in 1994. The Plan predates the Village acquisition of the Dart farm property. A new Greenway Committee has been formed to update the Greenway Plan.
- As residents of the Town of Lansing and Tompkins County, Village residents may participate in the Town recreation programs and enjoy free use of the Town parks. Because the Village participates in the Tompkins County Youth Bureau (TCYB) Intermunicipal Recreation Partnership, Village residents may also take advantage of TCYB programs, which include sports leagues, tournaments, lessons, summer day camps and playground programs, and use of the Cass Park ice rink and swimming pool. The not-for-profit YMCA in the Village and the Community Recreation Center in the Town of Lansing are also available.

Other Facilities

Village residents may visit and use the:

- **Lansing Community Library (LCL)**, located at 27 Auburn Road in the Town of Lansing. First opened as a library center in 2001, this facility was renovated in 2007 and is now a permanent school district library. In spring 2009 the LCL became a full member of the Finger Lakes Library System's integrated library database which uses Polaris software; this system allows library staff, volunteers, and patrons full computer access to holdings in LCL and the other 32 libraries of the Finger Lakes Library System. LCL has over 13,000 books, CDs, DVDs, videos and books on tape, public meeting rooms, adult and child programming, art displays, reading corners, public computers, and free wireless Internet access.
- **Cornell Lab of Ornithology (CLO)**, located in the Sapsucker Woods Sanctuary, on Sapsucker Woods Road off NYS Route 13, The CLO and its Johnson Center for Birds and Biodiversity, is a non-profit membership institution whose mission is to interpret and conserve the earth's biological diversity through research, education and citizen science focused on birds. Programs at the CLO span the spectrum from cutting-edge research and conservation work to development of dynamic educational and multimedia resources for the study and appreciation of birds.

TRANSPORTATION

Public Roads

The Village road system is comprised of state, county and local roads, including a regional arterial, three primary and several secondary roads, and local access and service roads.

- **NYS Route 13** is the **regional arterial** which passes through the Village, connecting the City of Ithaca with Dryden, Cortland, and Interstate 81. It intersects two of three primary north-south roads in the Village: N. Triphammer Road and Warren Road. Because of land constraints, New York State designed the elevated N. Triphammer Road intersection as a diamond. Consequently, the exit ramps from NYS Route 13 are too short for peak traffic volume. The exit ramp from NYS Route 13 North heading out of Ithaca is particularly problematic: cars exiting for northbound North Triphammer Road must wait at a light to turn left, causing long lines that extend back to NYS Route 13. The Warren Road intersection, which is regulated by a traffic light, seems to operate somewhat more efficiently, although long lines in both directions on Warren Road are not uncommon.
- **NYS Route 34 (East Shore Drive), N. Triphammer Road and Warren Road** are the **primary roads** in the Village. All three handle heavy traffic to and from the City of Ithaca and Cornell University, to and from commercial centers in the Village, and through the Village. All three run north and south.
- NYS Routes 13 and 34 are maintained by the State. Warren Road north of NYS Route 13 is maintained by Tompkins County. The Village is responsible for maintaining N. Triphammer Road. In 2007, the Village completed the \$5.8 million dollar North Triphammer Road Reconstruction Project, which was 80% funded by State and Federal grants.

- **Secondary roads** in the Village are **Burdick Hill Road, Cayuga Heights Road, Cherry Road, Dart Drive/Graham Road, Oakcrest Road and Uptown Road /Cinema Drive/ Sheraton Drive**, as they are vital roads running to primary roads . These roads link various areas of the Village and channel traffic to and between primary roads. Since the Village has no primary roads running east and west, traffic on these secondary roads tends to be heavier and faster than residents feel is desirable.
- The majority of roads in the Village are classified as **local access** or **service roads**. Their purpose is to provide access from individual properties to the primary and secondary roads, and they do not carry a heavy volume of traffic.

Commuting Patterns

According to the US Census Bureau, 2010 Fact Finder (Appendix Table 11):

- 89% of the working population (16 years and older) of the Village of Lansing was employed in Tompkins County. 5.2% worked at home.
- Well over 80% of Village commuters travelled to work in a private vehicle; more than 60% drove to work alone.
- Only 13% of Village commuters used public transportation to travel to and from work.
- Less than 1% of Village commuters walked to work.

Public Transportation – Local

- Bus service to, from and in the Village is provided by Tompkins County Area Transit (TCAT), a private, non-profit public transportation operator, created by Cornell University, Tompkins County, and the City of Ithaca.
- TCAT routes provide Villagers with service to and from downtown Ithaca, mall and shopping centers, the Guthrie Clinic on Hanshaw Road, medical offices in the HHS District, Cayuga Medical Center on Route 96, Cornell University, Ithaca College, and other locations in Ithaca and Tompkins County.
- GADABOUT provides countywide door-to-door van service to citizens age 60 and older. All of GADABOUT's vehicles are equipped with wheelchair lifts.

Public Transportation - Regional

The Ithaca Tompkins Regional Airport is located off Warren Road in the northeast corner of the Village.

- The airport accommodates regularly scheduled flights provided by three commercial carriers, private jet service provided by airport operator Taughannock Aviation, and a private flying club.
- The airport boasts a relatively new terminal, completed in 1994, designed to accommodate 300,000 passengers per year.
- Tompkins County has jurisdiction over the airport and all airport-related functions and uses.
- Non-airport related uses on the property are subject to Village zoning laws.
- An Airport Combining District, drawn in accordance with Federal guidelines, prohibits multi-unit and public assembly buildings in areas where aircraft activity could be most disruptive.

- The Ithaca Tompkins Regional Airport is one of the first airports in America to make sustainability a core planning objective. The airport recently published its Sustainable Airport Master Plan (flyithaca.com/content/view/sustainable-airport-master-plan.html), which integrates sustainability into every aspect of airport planning and operation.

CHAPTER 3 IMPLICATIONS FOR PLANNING

The inventory of Village resources and trends provides the necessary baseline for future planning. Our resources will determine how much the Village can and should grow. Existing conditions in the Village indicate possible constraints on growth, while demographic trends suggest optimal directions and opportunities for residential and commercial development. Finally, the evolving cultural and legal environment in which the Village exists will require vigilant attention to zoning and planning.

PLANNING FOR GROWTH

Residential Growth Potential

Prime development areas in the Village could contribute an additional 500 or 600 housing units. Most of these would be single-family homes.

- All HDR parcels in the Village have been developed.
- There are currently over 100 undeveloped subdivided lots, a PDA, and several hundred acres of raw land in MDR and LDR areas of the Village.
- The majority of the undeveloped lots and acreage are in the western half of the Village between N. Triphammer Rd and Cayuga Lake and are zoned LDR.

Infrastructure Constraints on Residential Growth

While the prospect of 500 additional housing units in the Village is daunting, it is also unlikely in the near term. Over the three decades between 1980 and 2010, the number of new housing units built in the Village averaged a little less than 10 per year. Given the slowing pace of population growth and the increasing costs of construction in the Village (and in Tompkins County as a whole), it is unlikely that the rate of new construction in the Village will increase dramatically in the immediate future. However, any proposed new development in the Village will require consideration of the following infrastructure constraints on substantial growth.

- TCAT bus service to and through the western half of the Village is severely limited. In the absence of an increase in service, more homes in the area will mean more drivers on Village roads.
- The volume of traffic that can be accommodated by north-south roads serving the western half of the Village is limited.
 - NYS Route 34/East Shore Drive is almost exclusively a two lane road. It is extremely unlikely that the State could or would widen it.
 - Cayuga Heights Road is a very winding road, and it is exclusively two lanes throughout the Village. There is little to no possibility that it could be widened. In the summer of 2015 the State of New York rebuilt and widened the Cayuga Heights Road bridge over NYS Route 13 to add sidewalks, but the new bridge still has only two traffic lanes.
 - For most of its transit of the Village, N. Triphammer Road constricts to two lanes, or two lanes and a turning lane. It is extremely unlikely that the road could be widened.

- The NYS Route 13/N. Triphammer Road interchange is inadequately designed for the volume of traffic it now handles. New York State controls the intersection, and there is little likelihood that the State can or would modify it.
- Cayuga Heights Road, North Triphammer Road, Route 34/East Shore Drive and Warren Road serve as the main north-south routes between Ithaca/Cornell University and the Town of Lansing. It should be noted that the Town of Lansing has already platted and approved over 300 new house sites, and is reviewing/discussing development proposals that would create 650 more. For the near term, development on such a large scale is highly unlikely, unless and until the Town builds its own sewer system. Eventually, however, any new housing units will add to traffic through the Village. One traffic study indicates that proposed developments in the Town of Lansing (outside of the Village) would increase N. Triphammer Road traffic by 5%. (See <http://www.lansingstar.com/news-page/11451-how-much-will-lansing-development-impact-traffic>.)
- The majority of the undeveloped residential lots and acreage are in LDR areas of the Village that are not served by, or readily accessible to, existing sewer lines. Individual homes may be built with septic systems. However, any large scale development proposal will require the developer to establish access to the existing sewer system, especially since much of the undeveloped acreage in the Village has soil that drains more slowly than 0.63 inches per hour.

Planning Strategies for Residential Growth

Any substantial residential development in the Village will require planning around the infrastructure limitations outlined above. Appropriate planning strategies might include:

- Working with developers and TCAT to improve/increase bus service in the Village;
- Encouraging development plans that provide sidewalks and bike paths so that residents have alternatives to driving; and
- Limiting development that requires additional curb cuts onto N. Triphammer, Cayuga Heights Road, Warren Road, and Route 34/East Shore Drive.

Infrastructure is not the only driver of Village residential planning. The University-dominated housing market in Ithaca and its immediate environs makes affordable housing a planning priority. The Ithaca housing market and demographic trends in the Village suggest that planning strategies should include:

- Encouraging developers to build smaller, more affordable housing units; and
- Encouraging developers to build for an aging population.

Non-Residential Growth

There is relatively little undeveloped acreage in areas of the Village that are not zoned for residential development.

- Only about 5% of Village land zoned CHT and CLT remains undeveloped.
- A somewhat larger percentage of the BTB remains undeveloped.
- Only one parcel in the HHS District remains undeveloped.

Opportunities for Non-Residential Growth

Although there is not a lot of acreage for new non-residential construction in the Village, demographic trends identified in Chapter 2 suggest that there are substantial opportunities for new businesses here.

The Village should continue to encourage business development in the following areas:

- There remains room for additional construction in the BTD and HHS District. Most of the property in these Districts is owned by Cornell University. Since the Village has traditionally enjoyed a friendly relationship with the University, the Village should encourage development of new uses in these Districts. New businesses are needed to offset the substantial loss of white collar/professional/technical jobs that the Village experienced between the 2000 and 2010 Censuses.
- The three malls at the NYS Route 13/N. Triphammer Road intersection are experiencing increasingly high vacancy rates, reflecting a national trend in commercial real estate. To the extent it can, the Village should continue to encourage the management of these malls to attract new and more diverse tenants to fill their spaces. Without compromising its intention to maintain visual aesthetics in the commercial districts, the Village has recently approved more visible store facades and signage to improve the marketability for present and potential businesses.
- The overall aging of the Village population, coupled with the proximity of the expanding Kendal community, suggests that services geared to the needs of senior citizens will be in demand for quite some time. The Village should encourage businesses offering such services to locate, or relocate, here.

PLANNING FOR CHARACTER, QUALITY, AND SUSTAINABILITY

Village planning requirements and oversight should reflect our continued commitment to:

- Preserving the non-commercial character of residential areas;
- Encouraging pedestrian and cycling connectivity;
- Maintaining open space and view sheds;
- Promoting the development of publicly accessible parks, trails, and greenspaces; and
- Enforcing standards that produce more sustainable development and energy use.
- Assessing potential impacts of ongoing climate change on the natural resources, transportation systems, and vulnerable populations in the Village.
- Protecting and preserving the ecology of Cayuga Lake.

Planning strategies that reflect these values include:

- Further differentiating the types of uses that are permissible in CHT and CLT zones, perhaps by dividing the CLT zone into two zones along the N. Triphammer corridor;
- Requiring developers to incorporate Complete Streets design concepts in their street plans;
- Incorporating sidewalks and bike lanes in future road maintenance projects;
- Maintaining current high standards for Special Permit review of all proposals in the Conservation Combining Districts;
- Developing and adopting an updated Greenway Plan;

- Requiring prior approval of landscaping and lighting plans for developments, subdivisions, and significant non-residential projects;
- Encouraging builders and developers to use more sustainable materials and alternative energy sources wherever possible;
- Updating the Village Lighting Plan guidelines and encouraging all builders and developers to follow Dark Sky principles; and
- Ensuring that all commercial and residential reconstruction and new construction projects comply with the most recent version of the New York's Energy Conservation Construction Code.
- Using all land use and zoning tools available to the Village to mitigate the impact of climate change on the environment and infrastructure of the Village and the safety of its residents.
- Continuing to apply land use regulations (e.g., Drainage Way and Conservation Combining Districts, Steep Slopes, and Unique Natural Areas) and the permitting process to preserve the ecology of Cayuga Lake and its watershed.

CHAPTER 4

PLANNING GOALS FOR THE VILLAGE OF LANSING 2025

FIRST PRINCIPLE

The Village should be as proactive and methodical as possible in its approach to planning, developing, and maintaining the built environment and preserving the natural environment. Consistent with this principle, the Village should:

- Identify and plan for the needs of growing segments of Village population with special needs, *e.g.*, the elderly and mobility impaired households living near, at, or below the poverty level;
- Identify areas where residential and/or commercial development efforts can and should be concentrated;
- Identify areas where the natural environment should be preserved or protected;
- Engage in regular and periodic reviews to determine if Village Zoning Law accurately reflects changing conditions and needs;
- Engage in regular and periodic reviews of the quality of existing infrastructure and services;
- Provide training resources so that Village staff and Board members have specific and up-to-date information needed to evaluate the changing social, economic and natural environment of the Village.

PLANNING FOR GROWTH

HOUSING AVAILABILITY: The Village should have a broad range of high quality, safe and attractive housing options for a diverse population that includes homeowners and renters, students, singles, families with children, seniors, and households living near, at or below the poverty level. Consistent with this goal, the Village should:

- Ensure housing at every level meets all public health, safety, building, and zoning codes, and that sufficient funding is available for enforcement;
- Support local zoning strategies, private initiatives, non-governmental organization (NGO) and governmental programs that promote the development of housing appropriate in size, location, accessibility, and cost for many different types of households;
- Allow flexibility in residential density to complement established neighborhoods without necessarily duplicating lot sizes and layout;
- Encourage residential developers to;
 - build homes in a variety of sizes;
 - consider cluster developments;
 - build housing that meets the needs of seniors; and
- Support NGO and governmental programs that make home ownership more accessible.
- Work with Tompkins County and adjacent municipalities to develop an effective social safety net to address the needs of homeless and housing-cost burdened individuals and families in the Village.

•ECONOMIC DEVELOPMENT: The Village should maintain a mutually beneficial relationship with local businesses and non-residential developers, both to preserve its position as a regional commercial center in Tompkins County, and to provide for the commercial, employment and health service needs of Village residents. Consistent with this goal, the Village should:

- Periodically review Village Zoning Law to determine whether it meets the needs of residents and non-residential users as local conditions change;
- Ensure that all zoning changes, permit requirements and guidelines for development and improvements are easy to access and understand;
- Promote maintenance, improvement and reuse of existing non-residential properties;
- Foster open lines of communication with local business owners and non-residential developers;
- Encourage business owners and developers to consider meeting the particular needs of the growing senior population;
- Respond to the concerns of business owners as expressed in the 2014 Community Survey (e.g., improve security, improve roads, improve sidewalks, improve general maintenance, improve aesthetics); and
- Encourage increased diversity in the business districts perhaps by upzoning in certain areas
- Encourage further development in the BTD and HHS District.

•MUNICIPAL SERVICES/COMMUNITY FACILITIES: The Village should anticipate and be prepared to meet increasing demands for public utilities, infrastructure and services. Consistent with this goal, the Village should:

- Continue to make safety, maintenance, and improvement of Village roads-- particularly primary roads-- a priority (e.g., widening and surfacing, safe and efficient intersection design, pedestrian safety, lighting and sidewalks, salting, snowplowing.
- Continue to maintain the infrastructure and quality of the Village water system;
- Pursue adequate sewer capacity from both the City of Ithaca and the Village of Cayuga Heights in order to permit the development of vacant land parcels within the existing Village sewer district;
- Permit the extension of public sewers, where economically feasible, to areas of demonstrated need;
- Permit private construction of sewer infrastructure that meets local, State and County standards;
- Continue to work with neighboring municipalities and with Tompkins County to provide residents with adequate public safety and fire protection;
- Participate in the joint development of utilities, facilities and services with other municipalities and institutions wherever mutually beneficial and practical; and
- Explore opportunities for consolidation of services and sharing of equipment with other municipalities and institutions.
- Strive for intermunicipal cooperation for services in all departments to lower the overall costs to all residents.

TRAFFIC MANAGEMENT: Even as the Village grows, it should strive to maintain a concentrated traffic system that keeps the bulk of traffic moving around and through the Village on primary roads and off residential neighborhood streets. Consistent with this goal, the Village should:

- Continue to make safety, maintenance, and improvement of primary roads a priority;
- Continue to address deficiencies in east-west connections between primary roads;
- Where east-west connections traverse residential neighborhoods, employ appropriate traffic calming measures to protect residents;
- Ensure that all future residential developments have adequate access to primary roads;
- Ensure that all future residential developments are designed as independent, self-contained neighborhoods with internal systems of minor streets or roads; and
- Work with developers and TCAT to ensure that future residential developments have access to public transportation.

PLANNING FOR CHARACTER, QUALITY, AND SUSTAINABILITY

CHARACTER: The Village should strive to improve the quality, consistency, and aesthetics of the built environment in all areas to improve its overall character. Consistent with this Goal, the Village should:

- Encourage businesses and non-residential developers to adequately maintain their built environments, and explore ways to make basic maintenance mandatory and enforceable;
- Establish a developer's checklist for site plan submissions to include landscaping, lighting, and other relevant design standards;
- Establish "phased" zoning of commercial districts to provide a buffer between busy commercial areas and residential neighborhoods
- Encourage well-designed physical and visual transitions between different land uses to minimize conflict;
- Continue to work with non-residential property owners to design structures, signs and landscaping that add to the quality of the site and the character of the Village.
- Update and maintain design criteria and development guidelines, particularly for commercial districts;
- Encourage placing parking lots behind buildings and out of sight of main streets;
- Establish criteria/guidelines for parking lot design;
- Update, publicize, and enforce the Village Lighting Plan that is consistent with both safety requirements and Dark Sky principles for all development in the BTC, HHS and commercial districts; and
- Establish landscape design criteria to improve the visual character of the Village.
- Encourage the use of green building/construction practices that reduce energy use, stormwater runoff, and greenhouse gas emissions.

▪LIVABLE NEIGHBORHOODS: The Village should use every means at its disposal to ensure that residential neighborhoods remain safe, quiet, and removed from commercial activity. Consistent with this goal, the Village should:

- Establish a safe and gradual transition between commercial and residential areas by adopting separate commercial medium and low traffic zones along N. Triphammer Road;
- Ensure that future residential developments are designed as independent, self-contained neighborhoods with internal street systems that are adequate to the needs of the anticipated residents and that discourage through traffic;
- Employ appropriate traffic calming measures where necessary in existing residential neighborhoods to protect residents from traffic at unsafe speeds; and
- Require residential developers to plan for and install adequate and compliant lighting so that vehicles, pedestrians and cyclists can safely travel on streets and sidewalks at night.

▪EFFICIENT TRANSPORTATION: The Village should develop and maintain a safe and efficient multi-modal transportation system that will encourage and facilitate alternative modes of transportation (walking, cycling, and public transportation) within and through the Village. Consistent with this goal, the Village should:

- Consider zoning at least one commercial district that emphasizes the types of businesses (*e.g.*, small scale sales and dine-in restaurants) that are inviting to pedestrians; and bicyclists
- Include as many Complete Streets features as possible in road improvement projects in all zoning districts; (www.smartgrowthamerica.org/complete-streets)
- At a minimum, include pedestrian comfort features (particularly adequate sidewalks) in road improvement projects in all zoning districts;
- Establish and maintain a sidewalk plan;
- Require developers to include as many Complete Streets features as possible in all new developments, particularly residential developments;
- Task the Greenway Committee with designing a system of walking and cycling paths that provide for connectivity throughout the Village and with the Town of Lansing;
- Work with developers and TCAT to ensure that future residential developments have access to public transportation; and
- Encourage the development of public transportation routes in cooperation with neighboring municipalities, Cornell University, Tompkins County Community College, and TCAT.

▪RECREATION AND GREEN SPACE: The Village should augment and maintain the system of trails, parks and open spaces that are accessible to all residents. Consistent with this goal, the Village should:

- Reestablish the Greenway Committee, ideally with some members of the original Greenway Committee to assist new members;
- Task the Greenway Committee with updating the existing Greenway Plan to accommodate existing conditions and needs in the Village;

- The new Greenway Plan should outline a system of walking and cycling trails based on connecting existing residential neighborhoods with business and recreational destinations within the Village, with other neighboring communities, as well as coordinating with the pathway planning efforts in the Town of Lansing's trail system;
- Amend Village of Lansing Code Sec. 125.26 ("Recreational Land") to reflect the adoption and applicability of the new Greenway Plan.
- Establish a Village Park Committee to oversee the initial process of designing the new Village park to be built on the property between Dart Drive and Woodthrus Hollow Road, and to present one or more final design proposals to the Board of Trustees;
- Require new residential development plans to incorporate pedestrian and cycling paths that are consistent with the trail system established pursuant to the Greenway Plan;
- Require developers to provide a comprehensive landscaping plan as part of the subdivision application and approval process; and
- Encourage residential development that preserves as much green and open space as possible.

•NATURAL RESOURCES: The Village should promote and manage plans and programs to protect and enhance the natural environment. Consistent with this goal, the Village should:

- Take reasonable steps to preserve the unique natural features, green spaces, and open areas that enhance the beauty and quality of the Village.
- Minimize the impact of development on Cayuga Lake, Unique Natural Areas, Conservation Combining Districts, wetlands, steep slopes, woodland tracts, and view sheds against development proposals that would adversely affect these areas.
- Maintain current high standards for Special Permit review of all proposals in the Conservation Combining Districts;
- Monitor and update stormwater management practices for efficacy as well as compliance with State and Federal requirements;
- Promote proper drainage to prevent flooding and damage to contiguous properties;
- Require and enforce the use of soil erosion control methods for all land disturbance activities that might contribute to siltation;
- Encourage development design that preserves as much green and open space as possible (*e.g.*, cluster development);
- Maintain an up-to-date inventory of trees located on Village properties; and
- Publicize, and encourage Village residents to participate in, the Tree Planting Program.

•SUSTAINABILITY: The Village should encourage sustainability in the design, construction and use of the built environment. Consistent with this goal, the Village should actively encourage:




- design with a smaller environmental footprint;
- the use of sustainable materials in construction;

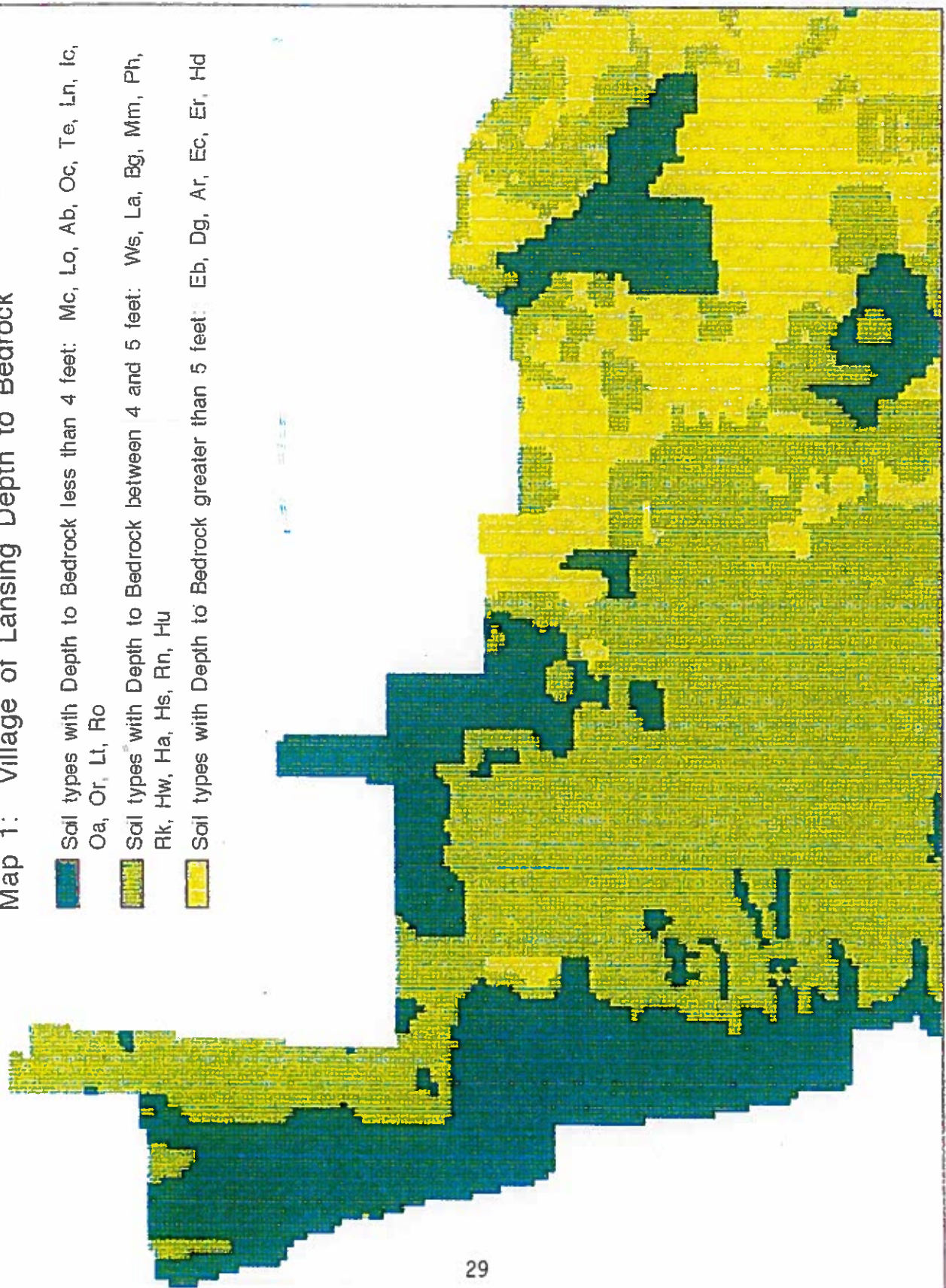
- the development and use of alternative energy sources (*e.g.*, solar panels and geothermal systems) in new construction and in improvements to existing buildings; or properties;
- Ensure that all commercial reconstruction and new construction projects comply with the latest version of the New York State Energy Conservation Construction Code; and
- Update, publicize and enforce the Village Lighting Plan that is consistent with Dark Sky principles for all development in the BTC, HHS and commercial districts.

•COMMUNITY: The Village should foster a wider sense of community among its residents. Consistent with this Goal, the Village should:




- Develop, test and maintain a variety of communication links with residents to keep them better informed about issues and what Village government is doing; and
- Solicit citizen participation on Village committees and in planning initiatives.

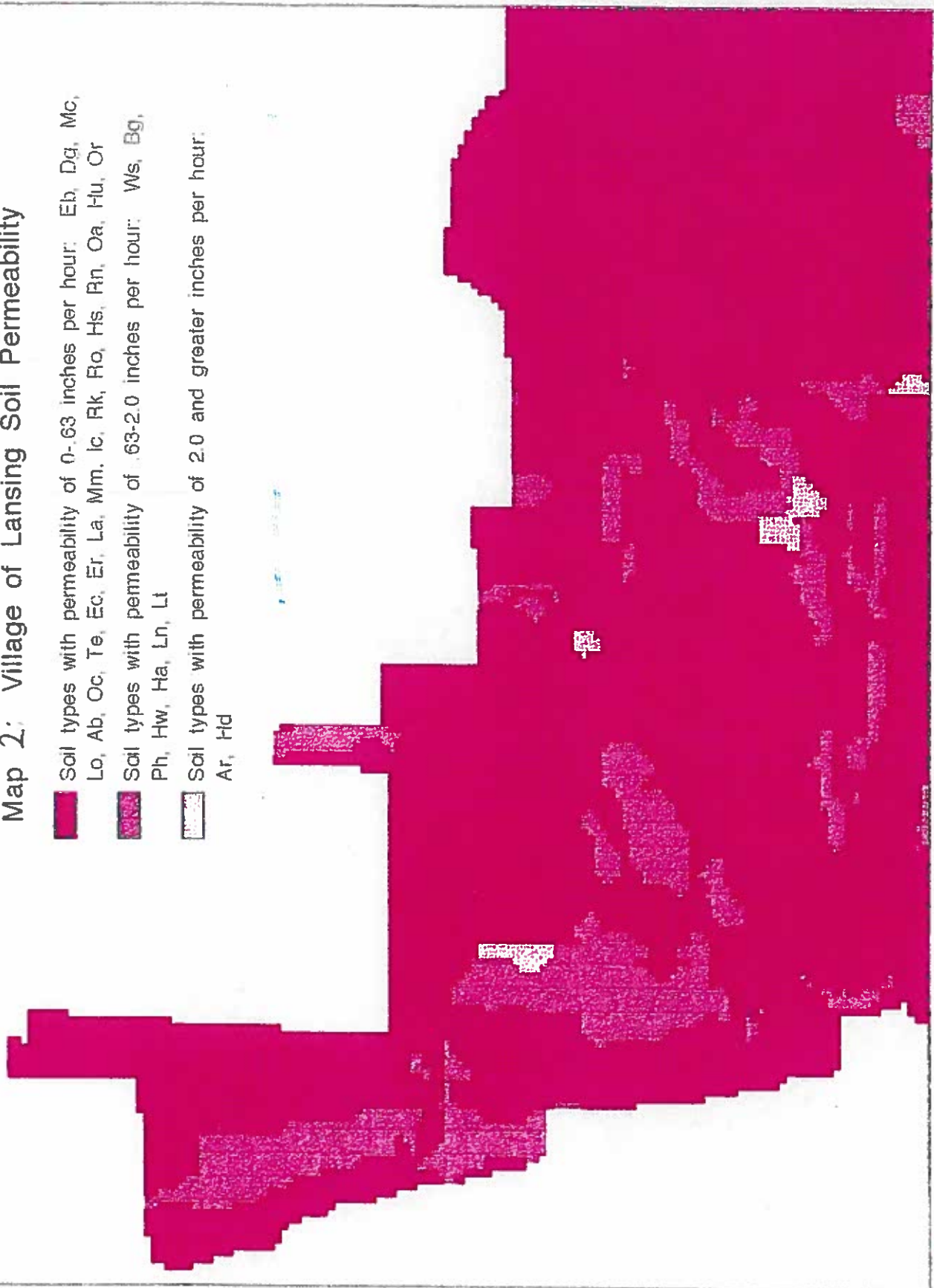
Map 1: Village of Lansing Depth to Bedrock

-  Soil types with Depth to Bedrock less than 4 feet: Mc, Lo, Ab, Oc, Te, Ln, Ic, Oa, Or, Lt, Ro
-  Soil types with Depth to Bedrock between 4 and 5 feet: Ws, La, Bg, Mm, Ph, Rk, Hw, Ha, Hs, Rn, Hu
-  Soil types with Depth to Bedrock greater than 5 feet: Eb, Dg, Ar, Ec, Er, Hd



Map 2: Village of Lansing Soil Permeability

-  Soil types with permeability of 0-.63 inches per hour: Eb, Dg, Mc, Lo, Ab, Oc, Te, Ec, Er, La, Mm, Ic, Rk, Ro, Hs, Rn, Oa, Hlu, Or
-  Soil types with permeability of .63-2.0 inches per hour: Ws, Bg, Ph, Hw, Ha, Ln, Lt
-  Soil types with permeability of 2.0 and greater inches per hour: Ar, Hld



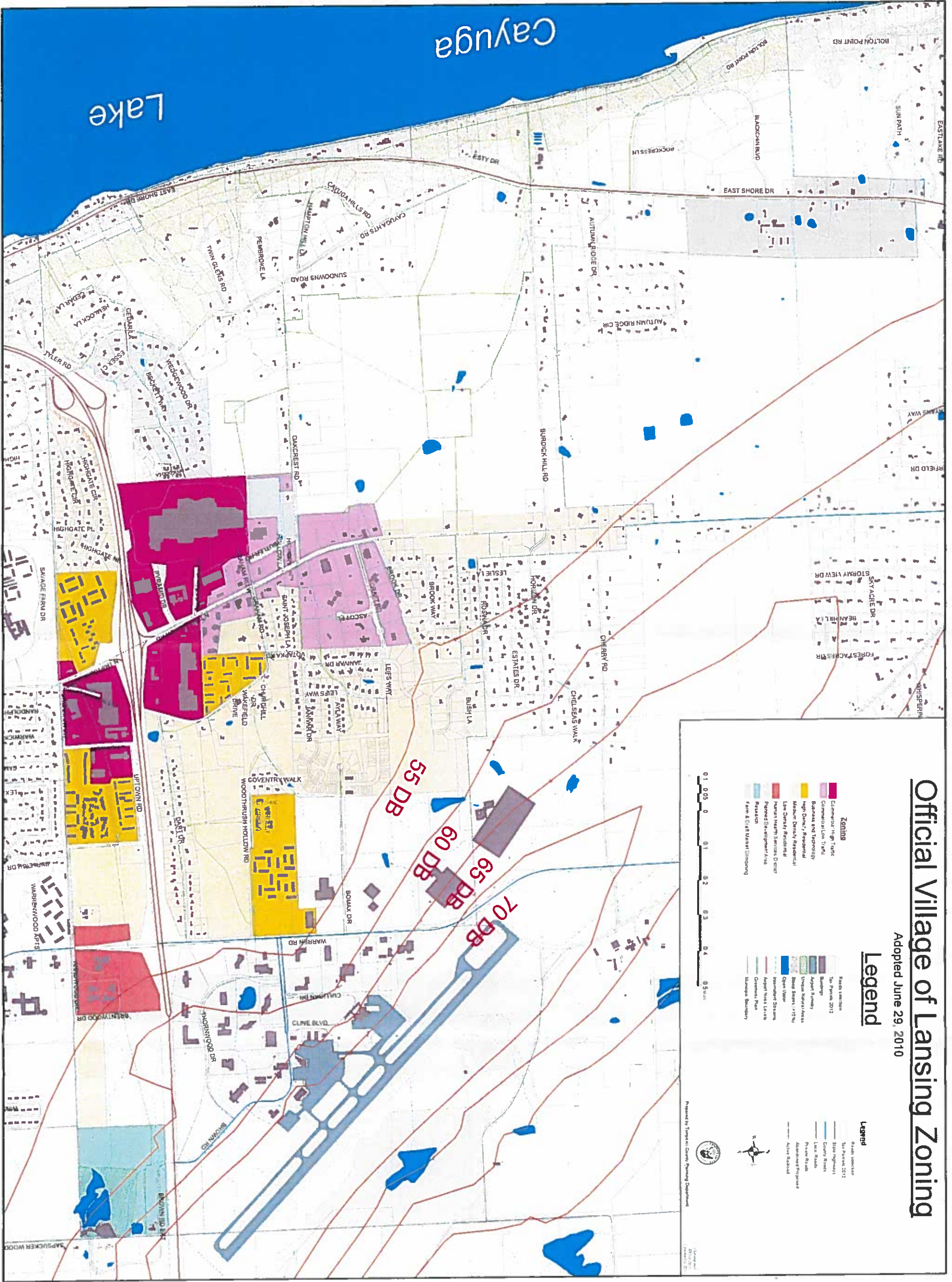
0 800 1600 Metres 1:47991

Official Village of Lansing Zoning

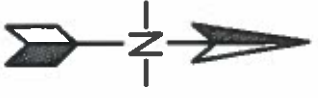
Adopted June 29, 2010

Legend

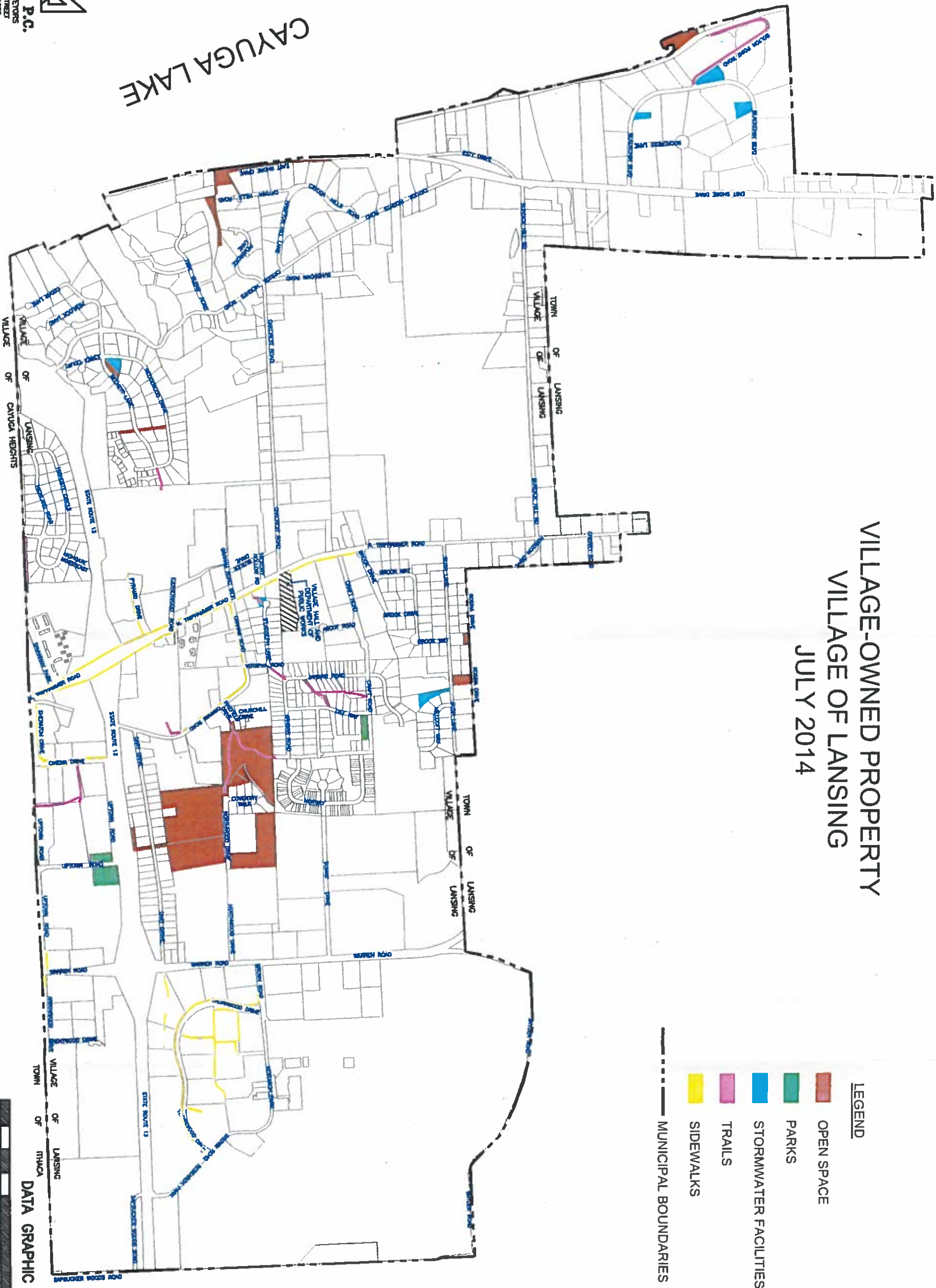
- | Zoning | | Roads | | Water | |
|--------|--------------------------------|-------|------------------|-------|---------------------------|
| | Commercial High Traffic | | State Highways | | Open Water |
| | Commercial Low Traffic | | Local Highways | | Intermittent Streams |
| | Business and Technology | | County Roads | | Artificial Water Features |
| | High Density Residential | | Airport Runway | | Artificial Wetlands |
| | Medium Density Residential | | Unimproved Roads | | Artificial Wetlands |
| | Low Density Residential | | Unimproved Roads | | Artificial Wetlands |
| | Humanitarian Services District | | Unimproved Roads | | Artificial Wetlands |
| | Purified Drinking Water | | Unimproved Roads | | Artificial Wetlands |
| | Research | | Unimproved Roads | | Artificial Wetlands |
| | Farm & Forest Land | | Unimproved Roads | | Artificial Wetlands |



VILLAGE-OWNED PROPERTY VILLAGE OF LANSING JULY 2014



- LEGEND**
- OPEN SPACE
 - PARKS
 - STORMWATER FACILITIES
 - TRAILS
 - SIDEWALKS
 - MUNICIPAL BOUNDARIES



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APPENDIX

Table 1. Detailed Population Data (% change), 2000 to 2010

<i>Region</i>	<i>1940 - 1950</i>	<i>1950 - 1960</i>	<i>1960 - 1970</i>	<i>1970 - 1980</i>	<i>1980 - 1990</i>	<i>1990 - 2000</i>	<i>2000 - 2010</i>
Tompkins County	39.6%	11.9%	16.2%	13.3%	8.1%	2.6%	5.2%
Town of Lansing	14.7%	32.1%	41.5%	39.3%	11.8%	13.2%	4.9%
Village of Lansing	-	-	-	-	8.0%	4.1%	3.3%
Town of Lansing (Outside Village)	-	-	-	-	14.0%	18.1%	5.6%

Data Sources: US Census 2000, 2010, 2006 Town of Lansing Comprehensive Plan

Table 2. Detailed Race Distribution Data, 2000 to 2010

<i>Race</i>	<i>Village of Lansing</i>					
	<i>2000</i>		<i>2010</i>		<i>Difference (2010-2000)</i>	<i>% Change</i>
	<i>N</i>	<i>%</i>	<i>N</i>	<i>%</i>	<i>N(diff)</i>	<i>N(diff)/N(2000)</i>
One Race	3,326	97.3%	3,412	96.7%	86	2.59%
White	2,324	68.0%	2,230	63.2%	-94	-4.04%
Black or African American	175	5.1%	230	6.5%	55	31.43%
American Indian and Alaska Natuve	8	0.2%	15	0.4%	7	87.50%
Asian	769	22.5%	882	25.0%	113	14.69%
Native Hawaiian and Other Pacific	2	0.1%	2	0.1%	0	0.00%
Some Other Race	48	1.4%	53	1.5%	5	10.42%
Two or More Races	91	2.7%	117	3.3%	26	28.57%
Hispanic or Latino (of any race)	121	3.5%	171	4.8%	50	41.32%

Data Sources: US Census 2000 and 2010

Table 3. Detailed Age Distribution Data, 2000 to 2010

	Tompkins County			Town of Lansing			Village of Lansing			Town of Lansing (Outside Village)		
	2000	2010	% Chg.	2000	2010	% Chg.	2000	2010	% Chg.	2000	2010	% Chg.
Population	96,501	101,564	5.2%	10,521	11,033	4.9%	3,417	3,529	3.3%	7,104	7,504	5.6%
Under 5 years	4,285	4,322	0.9%	582	573	-1.5%	213	194	-8.9%	369	379	2.7%
5 to 9 years	5,076	4,410	-13.1%	685	614	-10.4%	162	167	3.1%	523	447	-14.5%
10 to 14 years	5,344	4,537	-15.1%	803	681	-15.2%	158	142	-10.1%	645	539	-16.4%
15 to 19 years	12,395	12,612	1.8%	852	768	-9.9%	166	148	-10.8%	686	620	-9.6%
20 to 24 years	16,250	17,402	7.1%	626	606	-3.2%	334	307	-8.1%	292	299	2.4%
25 to 34 years	12,915	13,684	6.0%	1,739	1,651	-5.1%	901	914	1.4%	838	737	-12.1%
35 to 44 years	12,335	10,382	-15.8%	1,702	1,497	-12.0%	504	507	0.6%	1,198	990	-17.4%
45 to 54 years	12,028	11,982	-0.4%	1,604	1,676	4.5%	424	373	-12.0%	1,180	1,303	10.4%
55 to 59	3,906	6,191	58.5%	533	877	64.5%	152	215	41.4%	381	662	73.8%
60 to 64 years	2,710	5,113	88.7%	337	688	104.2%	85	181	112.9%	252	507	101.2%
65 to 74 years	4,637	5,711	23.2%	629	771	22.6%	167	212	26.9%	462	559	21.0%
75 to 84 years	3,368	3,421	1.6%	349	469	34.4%	124	128	3.2%	225	341	51.6%
85 years and over	1,252	1,797	43.5%	80	162	102.5%	27	41	51.9%	53	121	128.3%

Data Sources: US Census 2000 and 2010

Table 4. Detailed Household Income Data, 2000 to 2010

	Village of Lansing						Tompkins County					
	2000		2010		Difference (2010-2000)	% Change	2000		2010		Difference (2010-2000)	% Change
Household Income	N Households	%	N Households	%	N(diff)	N(diff)/N(2000)	N Households	%	N Households	%	N(diff)	N(diff)/N(2000)
Less than \$10,000	102	6.76%	79	4.84%	-23	-22.55%	4,534	12.43%	4,312	11.40%	-222	-4.90%
\$10,000-\$14,999	69	4.58%	88	5.39%	19	27.54%	2,921	8.01%	1,988	5.26%	-933	-31.94%
\$15,000-\$24,999	286	18.97%	94	5.76%	-192	-67.13%	5,307	14.55%	3,606	9.54%	-1701	-32.05%
\$25,000-\$34,999	223	14.79%	192	11.76%	-31	-13.90%	4,423	12.13%	3,439	9.09%	-984	-22.25%
\$35,000-\$49,999	251	16.64%	191	11.70%	-60	-23.90%	5,689	15.60%	4,888	12.93%	-801	-14.08%
\$50,000-\$74,999	270	17.90%	520	31.84%	250	92.59%	6,762	18.54%	7,074	18.71%	312	4.61%
\$75,000-\$99,999	77	5.11%	161	9.86%	84	109.09%	2,908	7.97%	4,262	11.27%	1354	46.56%
\$100,000-\$149,999	131	8.69%	130	7.96%	-1	-0.76%	2,559	7.02%	5,829	15.42%	3270	127.78%
\$150,000-\$199,999	31	2.06%	129	7.90%	98	316.13%	609	1.67%	1,654	4.37%	1045	171.59%
\$200,000 or more	68	4.51%	49	3.00%	-19	-27.94%	752	2.06%	760	2.01%	8	1.06%
Median household income (dollars)	\$ 38,185.00	-	\$ 54,721.00		\$ 16,536.00	43.30%	\$ 37,272.00	-	\$ 48,655.00	-	\$ 11,383.00	30.54%
Mean household income (dollars)	\$ 52,577.00	-	\$ 70,072.00		\$ 17,495.00	33.28%	\$ 47,607.00	-	\$ 66,115.00	-	\$ 18,508.00	38.88%
TOTAL	1508	100%	1633	100%	125		36,464	100%	37,812	100%	1348	

Data Sources: Census 2000 Summary File 3 and American Community Survey 2006-2010

Table 5. Detailed poverty data, 2000 to 2010

Poverty Status	Tampkins County			Town of Lansing			Village of Lansing			Town of Lansing (outside Village)		
	2000	2010	Fractional Change	2000	2010	Fractional Change	2000	2010	Fractional Change	2000	2010	Fractional Change
Total Population:	96,501	101,564		10,521	11,033		3,417	3,529		7,104	7,504	
All individuals below:												
50 percent of poverty level	8,630	11,383	2.3%	208	416	1.8%	102	152	1.3%	106	264	2.0%
125 percent of poverty level	18,130	20,590	1.5%	933	1,039	0.5%	393	401	-0.1%	540	638	0.9%
150 percent of poverty level	21,694	23,153	0.3%	1,453	1,314	-1.9%	599	483	-3.8%	854	831	-0.9%
200 percent of poverty level	28,954	31,036	0.6%	2,124	2,064	-1.5%	898	705	-6.3%	1,226	1,359	0.9%

Data Sources: Census 2000 and 2010, 2007 - 2011 American Community Survey 5 year estimates

Table 6. Detailed Employment Data, 2000 to 2010

Employment Status	Tampkins County			Town of Lansing			Village of Lansing			Town of Lansing (outside Village)		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Population 16 years and over	80,460	86,815	7.9%	8,018	9,045	12.8%	2,585	3,060	18.4%	5,433	5,985	10.2%
In labor force	51,187	53,371	4.3%	5,585	6,127	9.7%	1,663	1,972	18.6%	3,922	4,155	5.9%
Civilian labor force	51,141	53,322	4.3%	5,585	6,127	9.7%	1,663	1,972	18.6%	3,922	4,155	5.9%
Employed	48,192	50,316	4.4%	5,433	5,827	7.3%	1,581	1,871	18.3%	3,852	3,956	2.7%
Unemployed	2,949	3,006	1.9%	152	300	97.4%	82	101	23.2%	70	199	184.3%
Percent Unemployed	5.8%	5.6%	-	2.7	4.9%	-	4.9%	5.1%	-	1.8%	4.8%	-
Not in labor force	29,273	33,444	14.2%	2,433	2,918	19.9%	922	1,088	18.0%	1,511	1,830	21.1%
<i>Industry</i>												
Agriculture, forestry, fishing and hunting, and mining	929	746	-19.7%	150	137	-8.7%	12	0	-100.0%	138	137	-0.7%
Construction	1,545	2,270	46.9%	131	300	129.0%	12	121	908.3%	119	179	50.4%
Manufacturing	3,375	3,287	-2.6%	539	604	12.1%	106	199	87.7%	433	405	-6.5%
Wholesale trade	518	583	12.5%	63	33	-47.6%	6	0	-100.0%	57	33	-42.1%
Retail trade	3,960	3,919	-1.0%	467	475	1.7%	75	124	65.3%	392	351	-10.5%
Transportation and warehousing, and utilities	1,169	1,362	16.5%	197	143	-27.4%	13	44	238.5%	184	99	-46.2%
Information	1,507	742	-50.8%	88	153	73.9%	43	26	-39.5%	45	127	182.2%
Finance, insurance, real estate, and rental and leasing	1,515	2,173	43.4%	230	431	87.4%	67	86	28.4%	163	345	111.7%
Professional, scientific, management, administrative, and waste management services	4,056	4,274	5.4%	471	370	-21.4%	183	75	-59.0%	288	295	2.4%
Educational, health and social services	22,681	23,843	5.1%	2,539	2,568	1.1%	910	1,019	12.0%	1,629	1,549	-4.9%
Arts, entertainment, recreation, accommodation and food services	3,993	4,086	2.3%	242	279	15.3%	83	94	13.3%	159	185	16.4%
Other services (except public administration)	1,680	1,575	-6.3%	160	213	33.1%	35	23	-34.3%	125	190	52.0%
Public administration	1,264	1,456	15.2%	156	121	-22.4%	36	60	66.7%	120	61	-49.2%
<i>Class of Worker</i>												
Private wage and salary workers	37,402	39,539	5.7%	4,163	4,593	10.3%	1,287	1,604	24.6%	2,876	2,989	3.9%
Government workers	7,088	6,822	-3.8%	938	730	-22.2%	228	196	-14.0%	710	534	-24.8%
Self-employed workers in own not incorporated business	3,602	3,926	9.0%	315	504	60.0%	66	71	7.6%	249	433	73.9%

Data Sources: US Census 2000 and 2010

Table 7. Detailed Housing Data, 2000 to 2010

Occupancy	Tampkins County			Town of Lansing			Village of Lansing			Town of Lansing (outside Village)		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Total housing units	38,625	41,528	7.5%	4,647	5,062	8.9%	1,666	1,776	6.6%	2,981	3,286	10.2%
Occupied housing units	36,420	38,531	5.8%	4,374	4,670	6.8%	1,620	1,670	3.1%	2,754	3,000	8.9%
Vacancy rate	5.7%	7.2%	26.4%	5.9%	7.7%	31.8%	2.8%	6.0%	116.2%	7.6%	8.7%	14.3%
Owner-occupied housing units	19,574	21,305	8.8%	2,433	2,724	12.0%	447	526	17.7%	1,986	2,198	10.7%
Renter-occupied housing units	16,846	17,226	2.3%	1,941	1,946	0.3%	1,173	1,144	-2.5%	768	802	4.4%
Average household size of owner-occupied unit	2.6	2.4	-5.5%	2.68	2.48	-7.5%	2.5	2.4	-1.6%	-	-	-
Average household size of renter-occupied unit	2.1	2.1	2.0%	1.89	2.05	8.5%	1.9	1.9	-1.6%	-	-	-

Units in Structure	Tampkins County			Town of Lansing			Village of Lansing			Town of Lansing (outside Village)		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Total housing units	38,625	41,258	6.8%	4,647	5,062	8.9%	1,666	1,776	6.6%	2,981	3,286	10.2%
1-unit detached	19,128	20,671	8.1%	2,494	2,844	14.0%	391	466	19.2%	2,103	2,378	13.1%
1-unit attached	1,254	1,270	1.3%	214	96	-55.1%	166	56	-66.3%	48	40	-16.7%
2 units	3,493	3,621	3.7%	195	284	45.6%	33	98	197.0%	162	186	14.8%
3 or 4 units	3,239	3,568	10.2%	290	287	-1.0%	146	103	-29.5%	144	184	27.8%
5 to 9 units	2,821	3,694	30.9%	411	549	33.6%	276	443	60.5%	135	106	-21.5%
10 to 19 units	1,753	1,657	-5.5%	508	407	-19.9%	480	388	-19.2%	28	19	-32.1%
20 or more units	3,255	3,254	0.0%	211	280	32.7%	174	222	27.6%	37	58	56.8%
Mobile home	3,671	3,793	3.3%	324	315	-2.8%	0	0	-	324	315	-2.8%

Data Sources: Census 2000 and 2010

Table 8. Detailed Household Data, 2000 to 2010

	Tampkins County			Town of Lansing			Village of Lansing			Town of Lansing (outside Village)		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Total households	36,420	38,531	5.8%	4,374	4,670	6.8%	1,620	1,670	3.1%	2,754	3,000	8.9%
Family households	19,120	19,940	4.3%	2,669	2,823	5.8%	809	855	5.7%	1,860	1,968	5.8%
Nonfamily households	17,300	18,591	7.5%	1,705	1,847	8.3%	811	815	0.5%	894	1,032	15.4%
Living alone	5,305	12,753	140.4%	622	1,324	112.9%	299	589	97.0%	323	735	127.6%
Average household size	2.32	2.27	-2.2%	2.33	2.30	-1.3%	2.06	2.05	-0.5%	-	-	-
Married-couple families	15,014	16,237	8.1%	2,201	2,581	17.3%	670	766	14.3%	1,531	1,815	18.5%
Average family size	2.93	2.88	-1.7%	2.95	2.93	-0.7%	2.82	2.76	-2.1%	-	-	-

Data Sources: Census 2000, 2010, 2007-2011 American Community Survey 5-Year Estimates

Table 9. Housing Cost Data, 2000 to 2010

Units in Structure	Tompkins County			Town of Lansing			Village of Lansing			Town of Lansing (outside Village)		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Total housing units	38,625	41,258	6.8%	4,647	5,062	8.9%	1,666	1,776	6.6%	2,981	3,286	10.2%
1-unit detached	19,128	20,671	8.1%	2,494	2,844	14.0%	391	466	19.2%	2,103	2,378	13.1%
1-unit attached	1,254	1,270	1.3%	214	96	-55.1%	166	56	-66.3%	48	40	-16.7%
2 units	3,493	3,621	3.7%	195	284	45.6%	33	98	197.0%	162	186	14.8%
3 or 4 units	3,239	3,568	10.2%	290	287	-1.0%	146	103	-29.5%	144	184	27.8%
5 to 9 units	2,821	3,694	30.9%	411	549	33.6%	276	443	60.5%	135	106	-21.5%
10 to 19 units	1,753	1,657	-5.5%	508	407	-19.9%	480	388	-19.2%	28	19	-32.1%
20 or more units	3,255	3,254	0.0%	211	280	32.7%	174	222	27.6%	37	58	56.8%
Mobile home	3,671	3,793	3.3%	324	315	-2.8%	0	0	-	324	315	-2.8%

Value, Mortgage and Affordability	Tompkins County			Town of Lansing			Village of Lansing			Town of Lansing (outside Village)		
	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change	2000	2010	% Change
Owner-occupied units	13,449	21,305	58.4%	1,903	2,724	43.1%	353	526	49.0%	1,550	2,198	41.8%
Median value	101,600	165,900	63.3%	127,800	196,600	53.8%	188,400	253,000	34.3%	-	-	-
Owner-occupied units with a mortgage	9,726	12,836	32.0%	1,361	1,674	23.0%	215	299	23.8%	1,146	1,375	20.0%
Median monthly owner costs for houses with	1,094	1,517	38.7%	1,354	1,731	27.8%	-	1,648	-	-	-	-
Median monthly owner costs for houses without	434	595	37.1%	443	651	47.0%	620	850	65.2%	-	-	-
Select monthly owner indicators - costs as percentage of household income *												
30.0 to 34.9 %	692	-	-	74	-	-	9	-	-	65	-	-
35.0 % or more	1,881	-	-	287	-	-	82	-	-	205	-	-
Percentage owner-households with mortgage incurring more than affordable housing cost**	19.1%	-	-	19.0%	-	-	25.8%	-	-	17.4%	-	-
Select monthly owner (with mortgage) indicators - costs as percentage of household income.*												
30.0 to 34.9 %	-	1,012	-	-	91	-	-	25	-	-	-	-
35.0 % or more	-	2,695	-	-	385	-	-	63	-	-	-	-
Percentage owner-households with mortgage incurring more than affordable housing cost**	-	28.9%	-	-	28.4%	-	-	29.4%	-	-	-	-
Select monthly owner (without mortgage) indicators - costs as percentage of household												
30.0 to 34.9 %	-	315	-	-	61	-	-	11	-	-	-	-
35.0 % or more	-	996	-	-	90	-	-	39	-	-	-	-
Percentage owner-households (without mortgage) incurring more than affordable housing cost**	-	15.6%	-	-	14.6%	-	-	23.7%	-	-	-	-
Renter-occupied units	16,607	17,226	3.7%	1,880	1,910	1.6%	1,135	1,129	-0.5%	745	781	4.8%
Units paying rent	16,200	16,938	4.6%	1,852	1,874	1.2%	1,135	1,114	-1.9%	717	760	6.0%
Median rent	611	888	45.3%	683	1,004	47.0%	722	1,028	42.4%	-	-	-
Select monthly renter indicators - costs as percentage of household income:*												
30.0 to 34.9 %	1,176	1,393	18.5%	171	164	-4.1%	86	60	-30.2%	85	104	22.4%
35.0 % or more	7,100	7,652	7.8%	534	576	7.9%	344	382	11.0%	190	194	2.1%
Percentage renter-households incurring more than affordable housing cost**	49.8%	52.5%	5.4%	37.5%	38.9%	3.7%	37.9%	39.1%	3.3%	36.9%	35.2%	-4.6%

Data Sources: Census 2000, 2010, 2007-2011 American Community Survey 5-Year Estimates

Table 10. New Housing Starts and Average Costs of Building, 2001-2010

Year	Number of Houses Built	Average Cost*
2001	6	\$194,500
2002	8	\$208,776
2003	12	\$256,167
2004	10	\$332,800
2005	9	\$214,389
2006	10	\$315,300
2007	9	\$277,111
2008	9	\$304,056
2009	4	\$384,607
2010	11	\$467,618
2001-2010	Annual Average: 8.8	Weighted Average: \$298,118
1991-2000**	Annual Average: 7.7	Weighted Average: \$165,278

Average Cost is based on the Estimated Cost of Construction as stated on the Building Permit, and is, at best, a crude lagging indicator of market value or sale price, both of which include the cost/value of land and other factors.

** The data for 1991-2000 is contained in Table 3-6 on page 26 of *The Village of Lansing Comprehensive Plan as Updated and Adopted on April 4, 2005. Village of Lansing Planning Code Enforcement, 2015*

Table 11. Commuting Patterns, 2010

Type	Village of Lansing		Tompkins County	
	#	%	#	%
Car, Truck, or Van				
Drove Alone	1,009	64.3	27,968	56.6
Carpooled	278	17.7	5,781	11.7
Public Transportation	195	12.4	3,360	6.8
Motorcycle, Taxi, etc.	0	0	395	0.8
Bicycle	0	0	642	1.3
Walked	7	0.4	8,054	16.3
Other Means	0	0	0	0
Worked at Home	81	5.2	3,211	6.5
TOTAL	1,581	100	49,411	100

* rounded to nearest whole number

Source: U.S. Census Bureau, 2010 Fact Finder

Table 12. HUD Fair Market Rent Comparison, 2005-2015

Size of Rental Unit	2005 Fair Market Rent	2015 Fair Market Rent	Percentage Increase
Efficiency	\$585	\$780	33%
1-Bedroom	\$602	\$957	58.97%
2-Bedroom	\$705	\$1146	62.5%
3-Bedroom	\$853	\$1588	86%
4-Bedroom	\$885	\$1593	80%
		Median Increase	64.09%