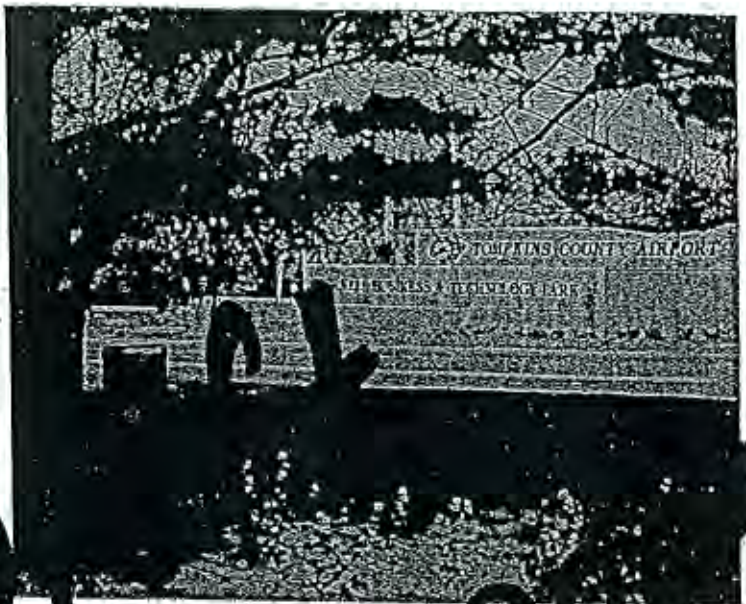
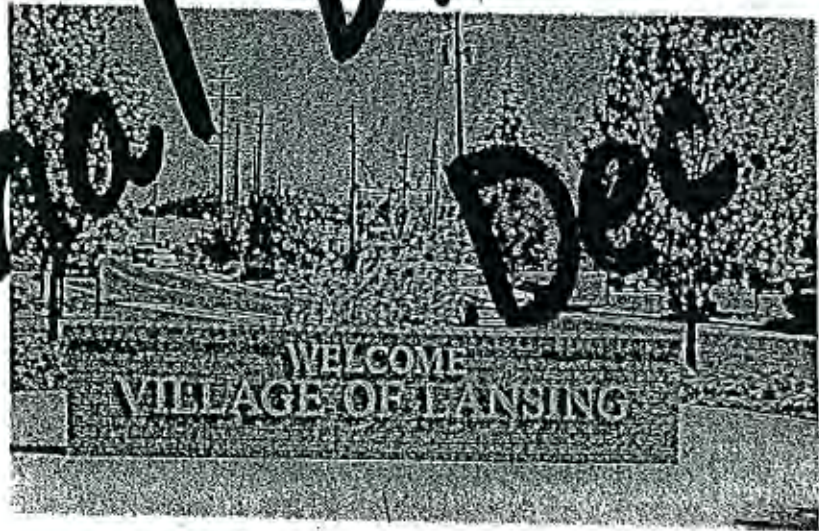


Village of Lansing  
Comprehensive Plan



Final Draft 2001



**Village of Lansing  
Comprehensive Plan**

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Letter, Tompkins County Planning Department, April 16, 1999  
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Village of Lansing  
2405 N. Triphammer Road  
Ithaca, NY 14850  
(607) 257-0424

TO BE REVIEWED IN 2015 AFTER 2010 CENSUS DATA IS AVAILABLE

Adopted February 15, 1999 by  
Resolution No. 3521  
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These maps represent a compilation of graphical and textual information from planimetric base maps, the real property assessment, and digital conversion of maps previously produced by or for the Village of Lansing. Errors and omissions can occur from each one of these sources, such source representing a large number of records and originators of information. As a practical matter, Tompkins County does not warrant the accuracy or completeness of the information portrayed and the user of these maps accepts the data as is, with full knowledge that errors and omissions may occur.

The maps contained in this document should be used for planning purposes only. Any decisions regarding changes in land use within the Village should refer to maps in the possession of the Village Zoning Officer.

## INTRODUCTION

### 1. Historical Perspective

The Village of Lansing was brought into being in 1974 by public demand for land use regulations in the rapidly growing southern end of the Town of Lansing.

The population of Tompkins County grew by 13 percent from 1960 to 1970, and by a similar amount in the following decade. Much of this growth was concentrated in the northeast Town of Ithaca and the adjacent southern border area of the Town of Lansing.

There had been two impediments to further growth in Lansing: one was lack of access; the area could be reached directly from the county's population center only by three two-lane county roads. The other was the lack of public water and sewer: County Health Department regulations limited the density of development where these facilities were not available.

State Route 13 was opened in 1963, providing rapid access to southern Lansing and forming an intersection with Triphammer Road that quickly became a magnet for commercial development. Within a year after completion of the highway, three of the four corners of this intersection were occupied, by the county's first large-scale apartment complex, a shopping mall, and a motel/restaurant; other commercial establishments and apartment complexes soon spread out from this beginning. At this time, the only land use regulations in effect were those of the Health Department and the deed restrictions governing a few of the larger residential developments. There was no general plan for the area, no zoning ordinance and no other land use regulations. Area residents made a series of unsuccessful efforts to persuade the Town of Lansing to adopt a plan and a zoning ordinance.

The need for regulation became critical in 1971, when the Town proposed joining an intermunicipal sewer district that would provide sewer service to almost the entire area that eventually became the Village of Lansing. (The Town had earlier bought out a private water system built by the former owner of the first apartment complex. The public water district that grew out of this system, would determine the borders for the Village.) Once public sewer became available, there would no longer be any reason for the Health Department to limit the density of development, and there were no other laws or regulations governing where or how commercial and large-scale residential developments could be built. Area residents now turned to the possibility of incorporating a Village in order to establish a local government that could adopt the desired land use regulations. This was the sole purpose for incorporating under consideration; there was no discussion of adding any services not already being provided by the Town.

Incorporation of the Village was approved by referendum in December 1974. By this time, two additional large malls and the apartment complexes visible today had already

been built. The following March, the first Village Planning Board was appointed, and its first act was to initiate a survey to determine what residents wanted in the way of planning and regulation. The survey showed that residents wanted commercial and industrial development contained in a certain area and that they preferred single family homes and no commercial development in their residential neighborhoods. The survey also showed overwhelming support (90 percent of the respondents) for setting standards for landscaping, visual appearance and signs in commercial areas.

Between 1974 and 1979, the newly established Village government enacted Subdivision Regulations, a Zoning Law and a General Plan. These documents provided the planning and regulation of development that the residents were unable to obtain elsewhere.

## **2. The General Plan**

In 1979, a General Plan was prepared by the Village Planning Board as a record of its studies and analyses of the resources and problems of this newly established Village. Groups of concerned citizens had already prepared and Village officials had adopted both Subdivision Regulations (1975) and a Zoning Law (1976). The General Plan presented goals and objectives for future development and identified special problem areas that the Village needed to deal with. These areas dealt with issues in transportation, public utilities, parks and open space, police and fire protection and medical services. The Plan was presented in broad terms to facilitate flexibility in meeting changing circumstances that could not be accurately forecast.

The Plan served the needs of the Village very well and in 1994, the Planning Board reviewed it and brought it up to date.

## **3. The Comprehensive Plan**

The impetus for development of a comprehensive plan as a separate and unified document, rather than as a compilation of the Village's planning and land use regulation materials, was provided by revisions to Section 7-772 of New York State Village Law. Although the Village had previously considered developing a separate comprehensive plan document rather than updating its general plan, it had not done so because the existing general plan had been sufficient. The changes to Section 7-772 made it mandatory that the Village produce a separate comprehensive plan document.

The development of the Comprehensive Plan started with review of the existing General Plan. This was expanded by adding new sections on transportation, commercial and business development, community facilities, resources and a village plan. A series of seventeen (17) maps depicting natural resources, land use, recreation, transportation networks and zoning were also added. Some sections of the General Plan were revised, updated and included in the new plan, particularly population and housing.

The preparation of the new plan was done initially by members of the Tompkins County Planning Department and reviewed and edited by the Village's Planning Board and the Board of Trustees.

#### **4. Review Process**

The procedure for reviewing the Comprehensive Plan was influenced by several factors unique to this plan.

The Village's General Plan written in 1979 had just been reviewed and updated in 1995 and had gone through several discussions at the Planning Board level and had been subjected to the public hearing process before being adopted.

Additionally, the Comprehensive Plan represents a consolidation of numerous plans and studies that had previously existed and had been reviewed and approved.

Equally important was the process of compiling the Comprehensive Plan. As sections of the new plan were prepared from existing documents by the Tompkins County Planning Department, they were reviewed and revised by the Village's Planning Board and the Board of Trustees. Four draft plans were prepared and revised before an acceptable draft plan was completed.

This draft plan was then mailed for review and comment to approximately fifty individuals who are representative of residents, property owners, and business leaders within the Village. Portions of the plan were also published in the Lansing Community newspaper prior to a scheduled public hearing on December 7, 1998. Copies of the plan were available to the public at the Village Office prior to the public hearing.

A small cross-section of Village residents and interested spectators attended the public hearing and both oral and written comments were accepted from the public. Several questions about the plan were also discussed with the attendees by the Mayor and the Trustees. The comments were reviewed by both the Planning Board and the Board of Trustees and revisions were made to the Plan.

#### **5. 2004 Review**

The review of the 1999 Comprehensive Plan, scheduled to be done in 2004, was completed by the Planning Board. This review consisted of updating the background chapters (1-6) based on information available in the 2000 Census (as well as changes that have occurred in the Village and in the Village's Land Use regulations since the adoption of the Plan.) The chapters on Goals and Recommendations (7) and the Village Plan (8) were reviewed but did not warrant any significant changes at this time.

## **6. Vision Statement**

The Vision of Lansing was formed in 1974 to preserve the integrity of residential areas in the face of commercial expansion. This original purpose for the formation of the Village continues to provide the foundation for its current and future development.

Through its zoning laws, the Greenway Plan, and the actions of the Board of Trustees and the Planning Board during the past two decades, Village residents have striven to sustain this delicate balance between residential and commercial interests.

Participation from all sectors of the community has been essential in the process. Continued efforts will be made to involve the community in decision making. The Village will maintain its cooperative relationships with neighboring communities on intermunicipal issues.

This vision will guide the decisions of present and future boards in keeping the Village of Lansing a desirable place to live while sustaining its strong economic base.

## CHAPTER 1 POPULATION AND ECONOMIC PROFILE

An understanding of the general characteristics of the Village of Lansing's population and economic structure is a crucial component of the basis for the recommendations set forth in the Comprehensive Plan. Basic background data on growth rates, income and economic patterns provide insights into the Village's character. Population projections in particular provide essential information on the potential requirements for community services, but the analysis in this chapter will also influence policy recommendations on such issues as land use, transportation, economic development and housing.

### **Trends in Population Growth**

The 1979 General Plan for the Village of Lansing provided population estimates and characteristics based on a survey of residents at the time the Village was established. January 1975 estimates indicated a relatively young population of 2,510 living in the Village, while estimates calculated in the summer of 1975 indicated a population of 2,210. This seasonal fluctuation in population was a result of the high proportion of apartments in the housing mix and the relatively high proportion of apartments apparently occupied by students resulting from the proximity of Cornell University.

Between 1980 and 1990 the population in the Village of Lansing increased by approximately 8 percent (see Table 1-1). This is close to the change of 8.05 percent for the population of Tompkins County. The population of the Southern Tier East Region and New York State increased at much lower rates of 1.34 percent and 2.46 percent, respectively, while the Town of Lansing and the Town of Ithaca populations increased at the slightly higher rates of 11.77 percent and 11.08 percent, respectively.

Between 1990 and 2000 the population of the Village of Lansing increased by approximately 4.15 percent (see Table 1-1). This is close to the change of 2.56 percent for the population of Tompkins County. The population of the Southern Tier East declined by 2.12 percent while the population of the Town of Ithaca, the Town of Lansing and New York State increased by 5.13 percent, 13.18 percent and 5.48 percent respectively.

A comparison of the changes in population between the 1990 and 2000 Census shows that only the Towns of Lansing and Ithaca, as well as New York State, experienced growth. The failure of the Village to experience greater growth between 1990 and 2000 may be the result of the sewer moratorium imposed in the 1990s. The lack of sufficient sewer permits limited the construction of new residential housing.

Table 1-1. Local and Regional Population Trends, 1980 - 2000

	1980	1990	% Change 80-90	2000	% Change 90-2000
Village of Lansing	3,039	3,281	7.96	3,417	4.15
Town of Lansing*	8,317	9,296	11.77	10,521	13.18
Town of Ithaca	16,022	17,797	11.08	18,710	5.13
Tompkins County	87,085	94,097	8.05	96,501	2.56
Southern Tier East**	554,101	561,531	1.34	549,622	-2.12
New York State	17,558,165	17,990,455	2.46	18,976,457	5.48

\* Town of Lansing population total include the Village of Lansing

\*\* Includes six counties: Broome, Chemung, Delaware, Otsego, Tioga and Tompkins

Source: U.S. Census Bureau, 2000

### Characteristics of the Population

#### Age Distribution

Although the total population of the Village of Lansing increased at an average annual rate of .42 percent between 1980 and 1990, there were many dissimilarities in the growth of the different age groups (see Table 1-2).

Table 1-2. Population Change by Age, 1990-2000

Age Group	1990	% Total	2000	% Total	Change	
					Net	Average Annual %
Under 5 Years	242	7.37	213	6.23	-29	-1.20
5-9 Years	195	5.94	162	4.74	-33	-1.69
10-14 Years	154	4.69	158	4.62	4	0.26
15-19 Years	149	4.54	166	4.86	17	1.14
20-24 Years	339	10.33	334	9.78	-5	-0.15
25-29 Years	566	17.25	502	14.69	-64	-1.13
30-34 Years	386	11.77	399	11.68	13	0.34
35-44 Years	522	15.91	504	14.75	-18	-0.35
45-54 Years	281	8.56	424	12.41	143	5.09
55-64 Years	187	5.70	237	6.94	50	2.67
65-74 Years	147	4.48	167	4.89	20	1.36
75-84 Years	89	2.71	124	3.63	35	3.93
85 Years and Over	24	0.73	27	0.79	3	1.25
<b>TOTAL</b>	<b>3,281</b>		<b>3417</b>	<b>0.80</b>	<b>136</b>	

Source: U.S. Census Bureau, 2000

Unlike the 1990 Age Distribution figures, the 2000 Census reflects negative growth in four age groups. The combined age groups (under 5 years & 5-9 years) show a decline of 2.89 percent of

residents in those groups. The combination of 20-24 years & 25-29 years reflects a 1.28 percent decline. These declines may not be significant unless they continue in the current decade. It should also be noted that residents in the older adult population (45-85 years and older) groups has increased by almost 6.5 percent. This, together with the decline in the number of residents in the younger groups, may indicate the beginning of a trend that bears watching.

### Age & Sex Distribution

The Age and Sex distribution comparison for Tompkins County and the Village of Lansing in Table 1-3, for the most part, reflect similar population structures. There are four age groups however, that do reflect somewhat significant dissimilarities.

In the 15-19 age group, Tompkins County's male and female populations exceed the Village's population by approximately 8 percent. In the 20-24 age group the difference is approximately 7 percent.

The differences are reversed for the 25-29 age group since the Village's population, both male and female, exceed the County's by almost 8 percent. The male and female population in the 30-34 age group also exceeds the County's population by 5 percent.

The County's higher population distribution in the 15-24 age group may be explained, in part, by college students who choose to live on campus as well as those students who reside off campus but close to the campus.

The dissimilarities in the 25-34 age group may reflect the presence in the Village of students seeking advanced degrees at the University as well as younger families who have chosen to live in the Village .

Table 1-3. Age & Sex Distribution, Village of Lansing and Tompkins County, 2000

Age Group	V.Lansing		County		V.Lansing		County	
	Male	%Total	Male	%Total	Female	% Total	Female	% Total
Under 5 yrs	102	5.91	2,161	4.53	111	6.55	2,124	4.35
5-9 years	92	5.34	2,667	5.60	70	4.13	2,409	4.93
10-14 years	83	4.82	2,803	5.88	75	4.43	2,541	5.20
15-19 years	91	5.28	6,257	13.13	75	4.43	6,138	12.57
20-24 years	174	10.10	8,427	17.68	160	9.45	7,823	16.02
25-29 years	270	15.67	3,547	7.44	232	13.70	3,304	6.77
30-34 years	204	11.84	3,040	6.38	195	11.51	3,024	6.19
35-44 years	268	15.55	5,968	12.52	236	13.93	6,367	13.04
45-54 years	204	11.84	5,862	12.30	220	12.99	6,166	12.63
55-64 years	104	6.04	3,204	6.72	133	7.85	3,412	6.99
65-74 years	74	4.30	2,112	4.43	93	5.49	2,525	5.17
75-84 years	44	2.55	1,306	2.74	80	4.72	2,062	4.22
Over 85 yrs	13	0.76	313	0.66	14	0.83	939	1.92
TOTAL	1,723		47,667		1,694		48,834	

Source: U.S. Census Bureau, 2000

## Race and Ethnicity

The 2000 Census figures in Table 1-4 show an important change in a component of the Village's minority population. In 1990, the Village's Asian population represented 13 percent of the total population. In the 2000 Census, that number has increased by 9 percent to a total of 22.5 percent. The changes in the other ethnic groups have been smaller with the total minority population at 32 percent of the Village's total population.

Table 1-4. Population by Race, Village of Lansing, 2000

Race	2000	% Total
One Race	3,326	97.3
White	2,324	68.0
Black or African American	175	5.1
American Indian and Alaska Native	8	0.2
Asian	769	22.5
Native Hawaiian and Other Pacific Islander	2	0.1
Some Other Race	48	1.4
Two or More Races	91	2.7
Hispanic or Latino (of any race)	121	3.5

Source: U.S. Census Bureau, 2000

## Employment

In the year 2000 the Village's work force was composed of 1,581 persons or 46 percent of the Village's total population. This represents a 9 percent decline in the number of residents employed. In contrast, Tompkins County's work force represented 50 percent of its population which was a slight increase from the 1990 Census.

There has been little change in the distribution of employees by major industry. Two categories, "Professional, Scientific, Management" and "Educational, Health, Social Services" constitute 69 percent of the Village's work force and 55.5 percent of the County's work force. This is consistent with past census statistics. Also consistent is the decline in the number of employees in the categories of "Agriculture, Forestry, Fishing and Construction" of 1.6 percent in the Village and 5.1 percent in the County. Manufacturing in the County also declined by 2 percent. Surprisingly however, the number of employees in manufacturing in the Village has shown a very slight increase.

Table 1-5. Employment by Major Industry, 2000 (Ages 16 and Older)

Industry	Village of Lansing		Tompkins County	
	Number	Percent	Number	Percent
Agriculture, Forestry & Fisheries	12	0.8	929	1.9
Construction	12	0.8	1,545	3.2
Manufacturing	106	6.7	3,375	7.0
Wholesale Trade	6	0.4	518	1.1
Retail Trade	75	4.7	3,960	8.2
Transportation, Warehousing, Utilities	13	0.8	1,169	2.4
Information	43	2.7	1,507	3.1
Finance, Insurance, Real Estate, Rentals	67	4.2	1,515	3.1
Professional, Scientific, Management	183	11.6	4,056	8.4
Educational, Health, Social Services	910	57.6	22,681	47.1
Arts, Entertainment, Recreation, Food Service	83	5.2	3,993	8.3
Other Service	35	2.2	1,680	3.5
Public Administration	36	2.3	1,264	2.6
<b>TOTAL</b>	<b>1,581</b>		<b>46,056</b>	

Source: U.S. Census Bureau, 2000

### Migration

In analyzing population data another important population characteristic to consider is migratory patterns of a community's residents. Table 1- 6 contains information about place of residence in 1995 for persons age 5 or older. In 2000 only 36 percent of Village residents lived in the same residence as they did in 1985. This figure is 5-15 percent lower than the figures for Tompkins County and the Town of Lansing. Additionally the Village as compared to the Town and County has the highest percentage of residents who moved to the area between 1985 - 1995 from another state or country as indicated in the 2000 census.

The lower percentage of the Village's population in the same residence in 1995 together with the higher percentage of its population who arrived from a different state or elsewhere suggests that a segment of the Village's population is transient. This condition is likely the result of the Village's proximity to Cornell University and the presence of a large number of apartments in the Village.

Table 1-6. Residence in 1995, Residents, Ages 5 and Older

Residence in 1995	Village of Lansing		Town of Lansing*		Tompkins County	
	Number	Percent	Number	Percent	Number	Percent
Same house	999	36.00	4,990	51.4	38,667	41.9
Different house in U.S.	1299	46.8	4,139	42.6	48,388	52.4
Same county	534	19.24	1,975	20.3	16,856	18.3
Different county:	765	27.6	2,164	22.3	31,532	34.2
Same state	196	7.06	850	8.7	14,428	15.6
Different state:	569	20.5	1,314	13.5	17,104	18.5
Elsewhere	477	17.19	587	6.0	5,245	5.7

\*Town of Lansing population totals include the Village of Lansing

Source: U.S. Census Bureau, 2000

### Income

Table 1-7 provides a comparison of household incomes in the Village of Lansing and in Tompkins County. At both ends of the Household Income table there are noticeable differences. In the Under \$10,000 and the \$10,000-\$14,999 income levels, the percentage of households in those categories in the County (20 percent) is almost twice the percentage in the Village (11 percent). At the \$200,000 or more level, the percentage of households in the Village (4.5 percent) is twice the percentage of those in the County (2 percent).

There is a significant decline in the percent of households in the Village in the Under \$10,000-\$14,999 household income category between the 1990 Census (25 percent) and the the 2000 Census (11 percent). This change can most likely be explained by a decrease in the number of students who reside in the Village.

The median incomes for the Village of Lansing and Tompkins County were similar at \$38,185 for the Village and \$37,272 for the County. These figures are comparable to the United States median household income of \$41,994 but slightly lower than the New York State median household income of \$43,393.

Table 1-7. Household Income in 1999				
	Village of Lansing		Tompkins County	
Household Income	Number of Households	Percent	Number of Households	Percent
Under \$10,000	102	6.76	4,534	12
\$10,000-14,999	69	4.58	2,921	8
\$15,000-19,999	113	7.49	2,551	7
\$20,000-24,999	173	11.47	2,756	7
\$25,000-29,999	86	5.70	2,184	6
\$30,000-34,999	137	9.09	2,239	6
\$35,000-39,999	119	7.89	2,016	5
\$40,000-44,999	80	5.31	2,046	5
\$45,000-49,999	52	3.45	1,627	4
\$50,000-59,999	142	9.42	3,208	8
\$60,000-74,999	128	8.49	3,554	9
\$75,000-99,999	77	5.11	2,908	7
\$100,000-124,999	71	4.71	1,671	4
\$125,000-149,999	60	3.98	888	2
\$150,000-199,999	31	2.06	609	1
\$200,000 or More	68	4.51	752	2
TOTAL	1,508		36,464	

Source: U.S. Census Bureau, 2000

### Poverty Status

There are numerous criteria, both federal and local, that are used to determine eligibility of individuals and families for public assistance. The statistics shown in Table 1-8 compare the number of individuals and families receiving public assistance in the Village of Lansing between 1989-1999. It is noteworthy that in all categories, the numbers have declined. In the Individuals (18 years and over) category, the large decline in numbers again may be the result of students moving out of the Village's jurisdiction.

Table 1-8. Poverty Status, Village of Lansing, 1989-1999

Below Poverty Status	1989	1999	Change
Individuals (18 years and over)	343	259	-84
Individuals (65 and older)	7	5	-2
Families with related children <18 yrs	56	48	-8
Families with female householder			
Related children under 18 years	73	14	-59
Children			
5-17 years	38	34	-4
Under 5 years	91	66	-25

Source: U.S. Census Bureau, 2000

### Population Projections

Table 1-9 contains population projections through the year 2020. The projections are based on the change in population from 1980 to 1990, the age structure of the population and municipal population projections from the Ithaca-Tompkins County Transportation Council. Updating population projections into the near future is a useful exercise in order to continually plan for community service needs. However, all projections are merely educated guesses based on past and present data. Projections should be used only as guidelines because unforeseen factors, such as increased migration rates and economic or technological changes, may alter anticipated patterns of growth.

Table 1-9. Population Projections, Village of Lansing, 2000 – 2020

Age Group	1980	1990	2000	2010	2020
Under 5 Years	183	242	235	197	210
5 - 9 Years	99	195	218	167	163
10 - 14 Years	199	154	188	183	149
15 - 19 Years	153	149	183	204	273
20 - 24 Years	606	339	260	317	355
25 - 29 Years	543	566	297	365	298
30 - 34 Years	415	386	285	218	266
35 - 44 Years	321	522	641	399	389
45 - 54 Years	154	281	454	557	341
55 - 64 Years	215	187	241	395	485
65 - 74 Years	80	147	199	253	419
75 Years and Over	71	113	158	209	279
<b>TOTAL</b>	<b>3,039</b>	<b>3,281</b>	<b>3,359</b>	<b>3,464</b>	<b>3,627</b>

Source: Tompkins County Department of Planning

## The 2000 Census

The 2000 Census data reflects that the population of the Village increased by 136 persons rather than the 78 persons projected for the year 2000 shown in Table 1-9. A review of the data in Table 1-2 will show there was a significant increase in all the Age Groups 45-54 years and over which suggests that the Village's population is aging.

### **Summary and Implications for Planning**

The growth rate of the Village's population between 1990-2000 was 4.17 percent which was considerably less than that of the Town of Lansing (13.18 percent). It was also considerably less than the rate for the Village between 1980-1990 which was almost 8 percent. It is possible that the decline in the Village's growth rate is the result of the sewer moratorium imposed on the Village during the late 1980s which slowed the development of new housing units. The end of the moratorium in 2004 may result in an increase in new housing units and possibly an increase in the population growth rate of the Village.

It is noteworthy that despite the decline in the population growth rate cited above, the Village maintained a stable residential base. According to the 1990 Census, the 20-54 year old age groups constituted 63.8 percent of the Village's population while in the 2000 Census, these age groups overall declined a mere .5 percent to 63.3 percent. Population projections for 2010 and 2020 predict that the 45-54 year old age group will continue to increase. This suggests that the Village may have a larger senior population in the future which will require expanded services. This forecast should be given careful review when the 2010 Census becomes available.

The concept of a stable residential population base in the Village is supported by the figures in both the employment and income census categories. Although the number of Village residents in the labor force declined from 55 percent in the 1990 Census to 46 percent in 2000, the major employment categories of Professional, Health, Education, Scientific and Management services increased from 60 percent to 68 percent. The overall decline of 9 percent in the Village's labor force is possibly the result of a decline of 16 percent in the retail services category which may not be unusual for this transitional service. This is another category that bears watching in 2010.

The growth of the Village's minority population between the 1990 Census and the 2000 Census has been significant. An overall increase of 12 percent has raised the minority population to 32 percent of the Village's population. The Asian population alone makes up 9 percent of the 12 percent increase of the total Village population. At this time, it is not possible to identify whether or not this growth is permanent or transient.

## CHAPTER 2 RESOURCES

Understanding how land is currently used in the Village of Lansing, and how that pattern of use is changing, is a critical step in planning for the future of the Village. Trends and patterns in the way land is developed help determine needs for public services, transportation improvements, and environmental protection; they also fundamentally affect the appearance and character of the community.

This chapter presents an inventory of land use in the Village based on property codes from the Real Property Systems Database as shown in the existing Land Use map. The first section describes natural and historic resources in the Village of Lansing. The section on natural resources includes information on steep slopes, shallow soils, surface water, Unique Natural Areas and 100-year floodplains. The section on historic resources discusses structures identified in the historic survey of the County completed in 1977. A discussion of land use trends and their implications for planning concludes the chapter.

### **Natural Resources**

#### Soils

(See maps at end of chapter, pages 15-21.)

The analysis of soils in this area is based upon the Soil Survey of Tompkins County prepared in 1965. Of the many features that characterize soils, permeability and depth to bedrock are the two that most directly influence an area's suitability for development and other land uses.

Permeability refers to the ease with which water flows downward through soil layers. Septic fields and other uses requiring good internal drainage may not function properly in soils with low permeability rates. Improper siting of septic systems can cause contamination of the ground surface from ponding of wastes that are unable to move through the soil. The permeability of a soil can also be too rapid and lead to pollution of ground water or a nearby water body. This is generally not a problem in Tompkins County. The Soil Conservation Service of the U.S. Department of Agriculture uses a standard permeability rate of 0.63 inches per hour in rating soils; a slower rate is considered a severe limitation on the ability of a septic system to function properly. The permeability of a soil should be at least one inch per hour if that soil is to be considered adequate for on-site sewage disposal.

Soils with low permeability rates, between 0.0063 and 0.63 inches per hour, or variable permeability rates are located all along the shore of Cayuga Lake in the Village of Lansing. There is one other small area of impermeable soil located along North Triphammer Road near the border with the Town of Lansing. While these areas do contain some development, the majority of development within the Village is located on soils with permeability rates of between 0.63 and 2.0 inches per hour.

Shallow soils are those with a depth to bedrock of three feet or less. Shallow soils limit the placement of septic systems, construction of basements, and other uses. Pollutants can quickly pass through shallow soils and contaminate groundwater supplies.

The majority of the Village of Lansing contains soils with a depth to bedrock of between four to ten or more feet. The largest concentration of shallow soils in the Village is located along the shore of Cayuga Lake. Soils in this area commonly have a depth to bedrock of between 0 and four feet. One small area of the Village located along North Triphammer Road at the border with the Town of Lansing contains soils with a depth to bedrock of between 1.5 and ten or more feet.

### Slopes

Steep slopes, generally defined as 15 percent or more, cover a small portion of the Village of Lansing along the lake shore. Steep slopes are associated with access problems, the potential for serious erosion, shallow soils and difficulty locating septic systems. As a general rule, development on slopes over 15 percent require careful scrutiny, and development on slopes over 25 percent should be avoided. The few areas of steep slopes in the Village are located both east and west of Route 34 along the shore of Cayuga Lake.

### Surface Waters and Wetlands

The entire area drained by a particular stream or river is called a drainage basin or watershed. The Village of Lansing lies within the Cayuga Lake watershed. Several minor streams also flow through the Village. The Village of Lansing is also an active participant in the Cayuga Lake Watershed Restoration and Protection Plan.

Freshwater wetlands occur where the water table is at or near the land surface for most of the year. They play an important role in regulating and purifying surface and groundwater supplies, slowing floodwaters and often acting as natural retention basins.

Under the New York State Freshwater Wetlands Act of 1975, the New York State Department of Environmental Conservation (DEC) maps and regulates wetlands covering at least 12.4 acres and smaller wetlands judged to be of unusual local importance. One state regulated wetland and part of another are located in the northeast and southeast corners of the Village, respectively.

The Department of the Interior also mapped wetlands of over one acre. The National Wetlands Inventory maps indicated that the Village of Lansing contains approximately 65 acres of wetlands. Most of these are concentrated in larger wetlands in the eastern portion of the Village near the Tompkins County Airport, however smaller wetlands are also located in the north central and northwest areas of the Village of Lansing.

## Floodplains

Floodplains are low-lying areas, normally adjacent to bodies of water, which are inundated in times of heavy rains or from runoff caused by severe snow melts. Floodplains can place substantial constraints on construction but are useful for recreational areas and agriculture.

Floodplains that have a one percent chance of being inundated in a given year are called 100-year floodplains. A very small portion of the Village of Lansing along the shore of Cayuga Lake is in the 100-year floodplain.

It should be noted that locations of floodplains and wetland boundaries are not static. A variety of activities, some occurring naturally and other caused by human activity, can alter the drainage characteristics of a watershed and can affect its shape and size.

## Unique Natural Areas

The Unique Natural Areas inventory is a listing of the areas in Tompkins County that have been identified as having outstanding environmental qualities and deserve special attention for preservation of their natural state. The inventory was compiled by the Tompkins County Environmental Management Council (EMC), whose principle purpose was to "help make landowners aware of the valuable resources they own so that they may take particular care in protecting these areas from damage." Most of these areas are in private ownership. Nevertheless, they provide a valuable community resource by providing sanctuary for rare plants and animals and helping maintain the diversity of natural communities in the area.

Unique Natural Areas in Tompkins County include a variety of types of areas such as wetlands, habitats of rare and endangered plant and animal species, and diverse ecosystems. All or portions of four unique natural areas are located within the Village. The four are; LA-7: Lake Cliffs-South of Portland Point, LA-8: Lake Cliffs-McKinney's to Bolton Point, LA-9: Esty's Glen, and LA-10: McKinney's Twin Glens. All are located close to Cayuga Lake and are noted for their rare and scarce plants, unique geology and high esthetic qualities.

## Woodlands and Forestry

The Village of Lansing maintains an inventory of trees which are located on property owned by the Village. The inventory includes the location of the tree as well as the genus and species, common name, condition and value of each tree.

## **Historic Resources**

In 1976 the Tompkins County Planning Department, working with state and local officials, historic preservation experts and other individuals and organizations interested in historic preservation, began a comprehensive survey of historic resources throughout Tompkins County. The inventory process began with a review of literature detailing the history of each town and

village. This was followed by the development of criteria for including sites and structures in the inventory.

The criteria for inclusion on the inventory followed criteria in the *National Register of Historic Places*. Staff of the Planning Department traveled throughout the county photographing and completing a New York State Building-Structure Inventory Form for each structure and site that met inventory criteria. Three structures in the Village of Lansing were identified as meeting the inventory criteria. These three structures are the Greystone Inn, located on Route 34; 86 Oakcrest Road, formerly the Bent residence; and the building located at 2369 North Triphammer Road, presently occupied by Colonial Veterinary Hospital.

While identification in the Countywide historic resources inventory results in no legal restrictions on development, the historic nature of these sites should be considered in any on-site or adjacent development considerations.

### **Development Resources**

Prior to the Village's incorporation in 1974 and subsequent adoption of its Zoning Law, virtually no public control was exerted on development in the area that now comprises the Village of Lansing. Proximity to City of Ithaca and Village of Cayuga Heights encouraged development, and construction adjacent to the newly opened Route 13 greatly accelerated the rate of development. The resulting rapid growth produced high density housing and intensive commercial development around the North Triphammer Road / Route 13 intersection. That concentration of commercial and high density residential development is in contrast to much of the remainder of the Village within which the Village's zoning regulations strive to maintain a more rural or at least suburban atmosphere.

Local laws such as the Zoning Law, the Sign Law and the Subdivision Regulations, along with a zoning map and several land use studies reflect the Village's philosophy on land use in the Village. This philosophy has emerged over the years, and has been influenced by two citizen surveys conducted in 1979 and 1989 plus a host of background studies conducted on soil types, topography, drainage, natural vegetation, public service feasibility and unique natural areas. These studies were contributed by the Tompkins County Department of Planning and Cornell University, particularly the departments of City and Regional Planning, Landscape Architecture, and Natural Resources.

The basic land use pattern existing at the time of the Village's incorporation has changed very little over the years. The center of economic activity in the Village is comprised of the areas along Warren Road and North Triphammer Road adjacent to NYS Route 13. In these areas, there exists a variety of commercial, research and technology, development and municipal and human health services as well as several high density residential complexes. Taken together they form what could be referred to as the Village's central business district which serves not only Village residents but also people in surrounding communities.




Generally, low and medium density residential development occurs north of Route 13 and east and west of North Triphammer Road. For the most part, the land topography west of North Triphammer Road has resulted in low density residential development in this area. The area east of North Triphammer Road has traditionally been designated a medium and high density residential development area.

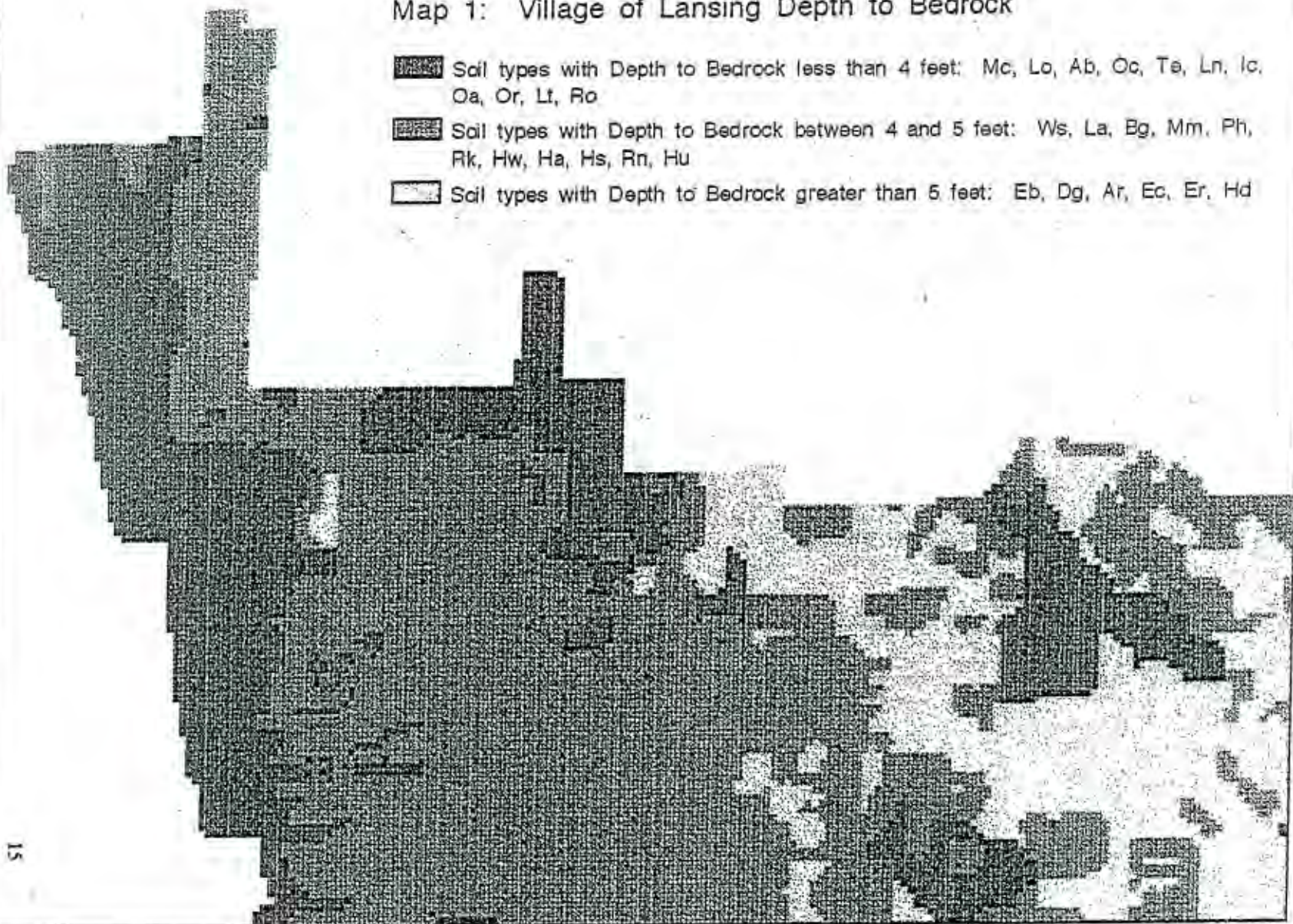
### **Summary and Implications for Planning**

Future economic and population growth of the Village will be responsive to many factors beyond the control of land use officials. Due to general economic trends throughout Tompkins County and the economic influences of major local employers such as Cornell University, it is imperative that the Village's framework for regulation of such growth continue to be developed. This framework must work to be both responsive to future development trends and to preserve existing Village resources. Future development in the Village, when it occurs, must be done with careful consideration given to the preservation of open space, the protection of environmental resources, the maintenance of the existing community character and the delivery of public services, transportation, sewer and water.

While recognizing its important position as a growth center in Tompkins County, the Village of Lansing believes that growth should be managed by application of land use legislation to preserve the character of the Village, to conserve the Village's natural resources, and to provide open space for the enjoyment of its residents at a reasonable cost. This legislation takes the form of the Zoning Law and Subdivision Regulations.

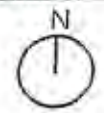
# Map 1: Village of Lansing Depth to Bedrock

-  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, Eg, Mm, Ph, Rk, Hw, Ha, Hs, Rn, Hu
-  Soil types with Depth to Bedrock greater than 5 feet: Eb, Dg, Ar, Ec, Er, Hd





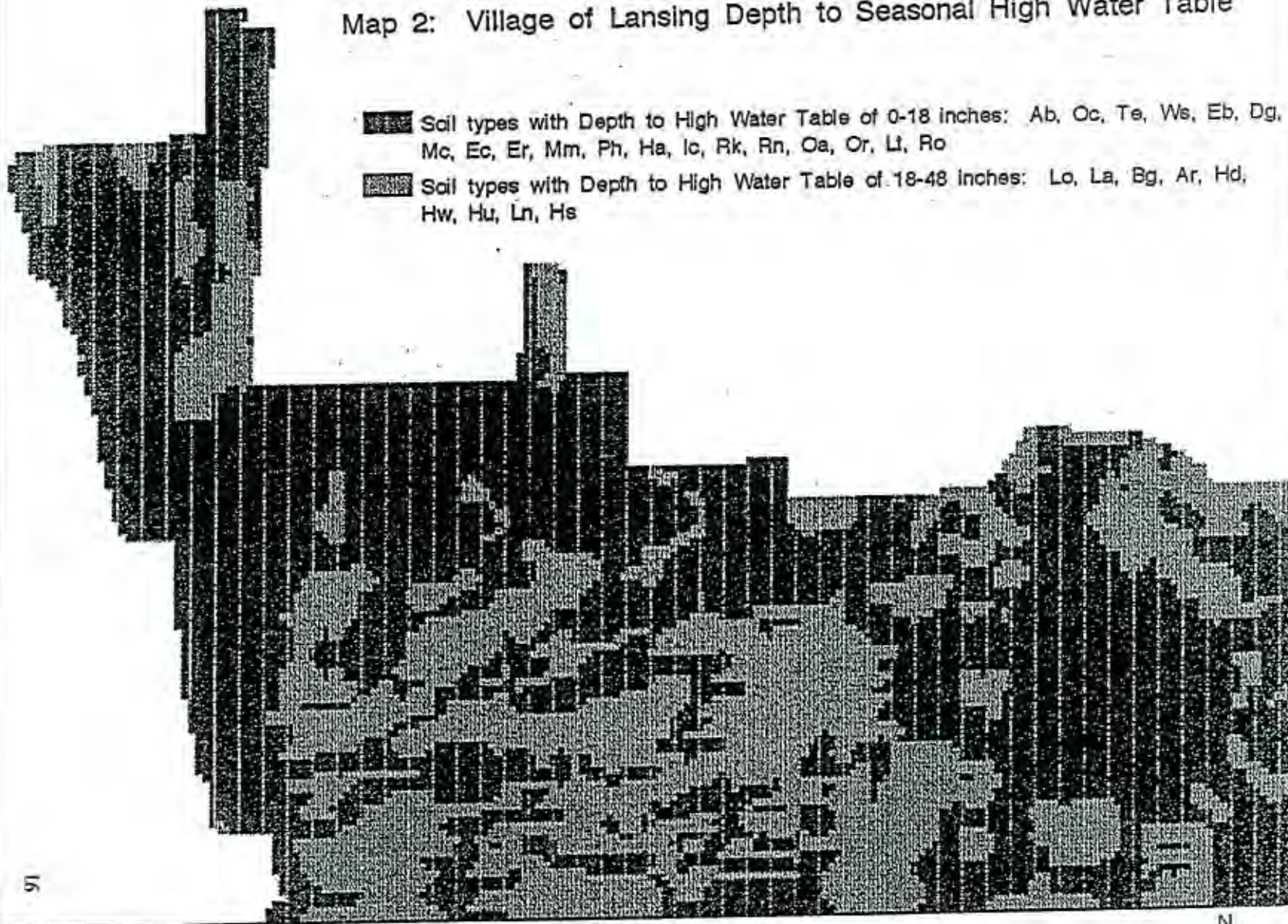
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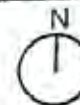
## Map 2: Village of Lansing Depth to Seasonal High Water Table

-  Soil types with Depth to High Water Table of 0-18 inches: Ab, Oc, Te, Ws, Eb, Dg, Mc, Ec, Er, Mm, Ph, Ha, Ic, Rk, Rn, Oa, Or, Li, Ro
-  Soil types with Depth to High Water Table of 18-48 inches: Lo, La, Bg, Ar, Hd, Hw, Hu, Ln, Hs






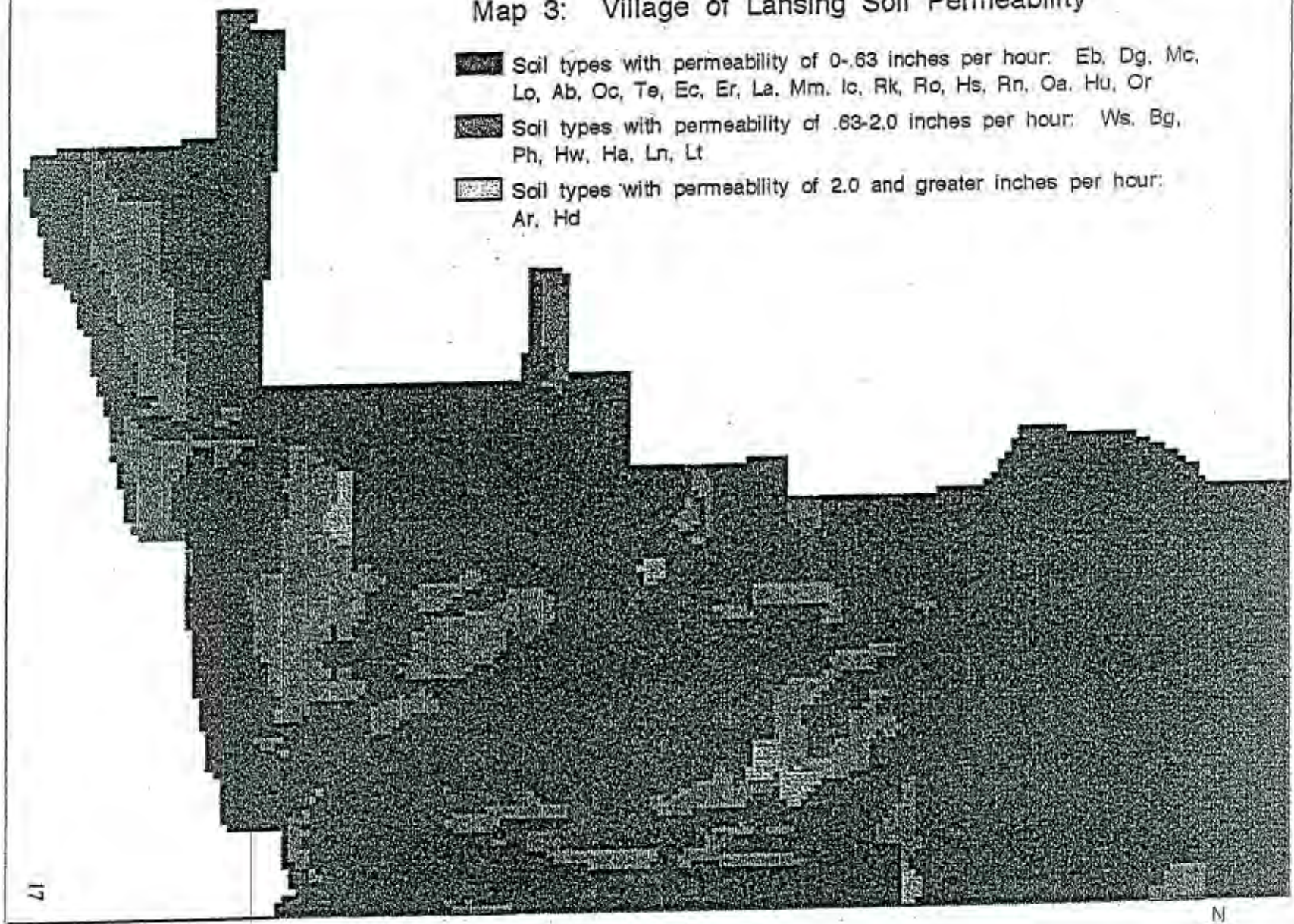
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Map 3: Village of Lansing Soil Permeability

-  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, Hu, 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, Hd



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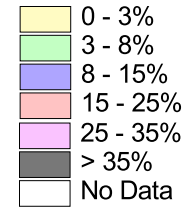
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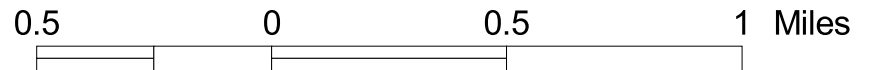
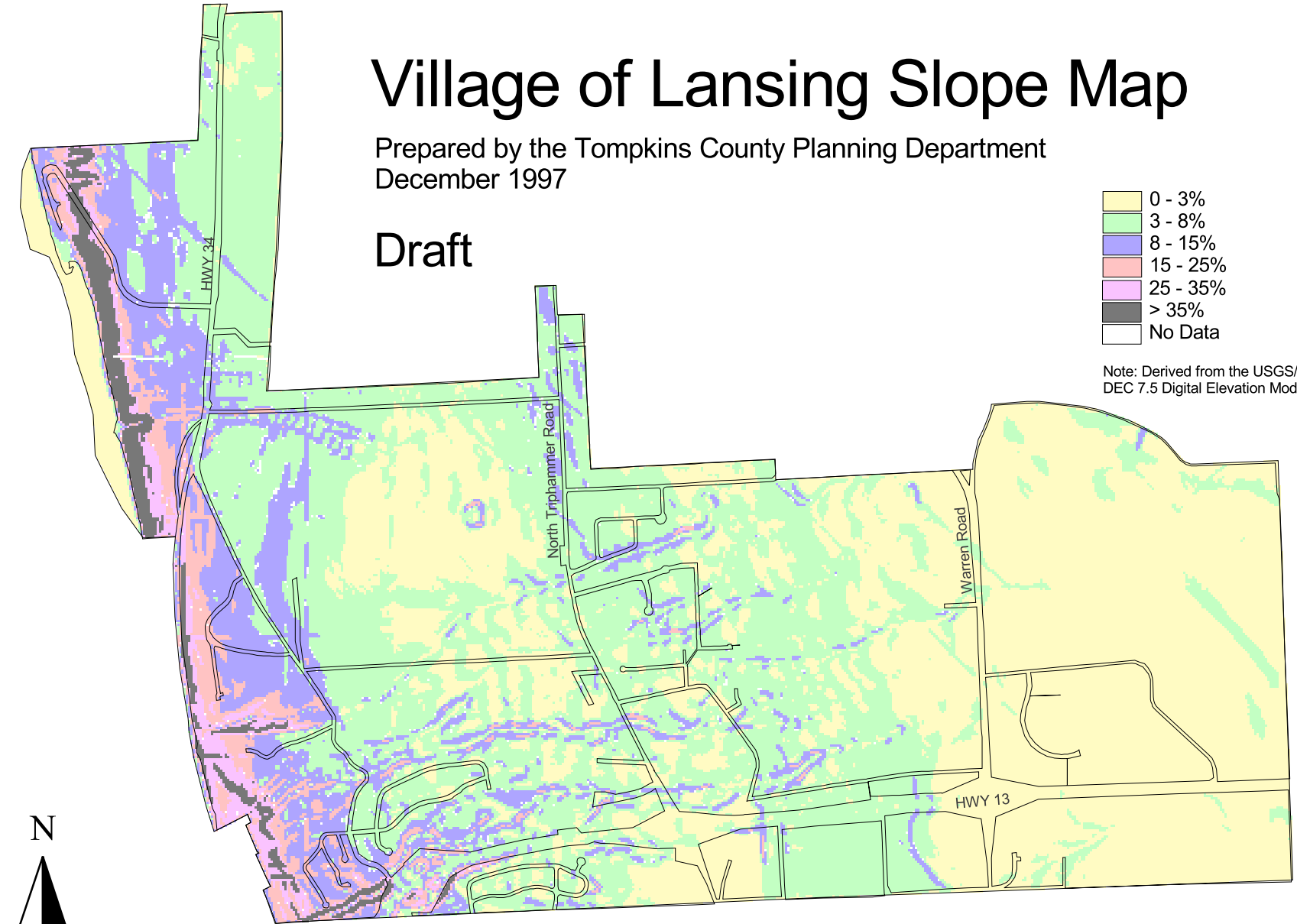
# Village of Lansing Slope Map

Prepared by the Tompkins County Planning Department  
December 1997

Draft



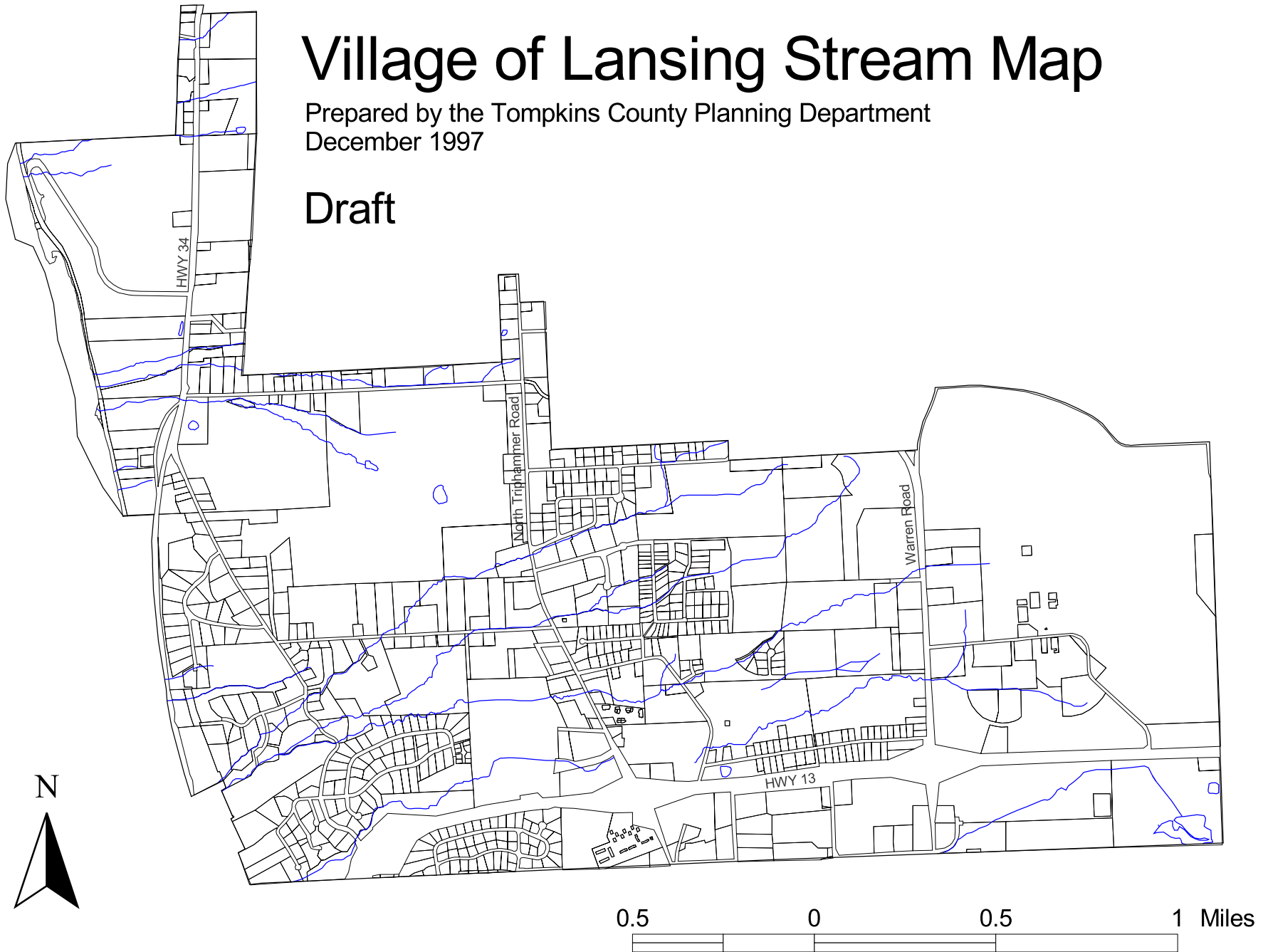
Note: Derived from the USGS/NYS  
DEC 7.5 Digital Elevation Model



# Village of Lansing Stream Map

Prepared by the Tompkins County Planning Department  
December 1997

Draft



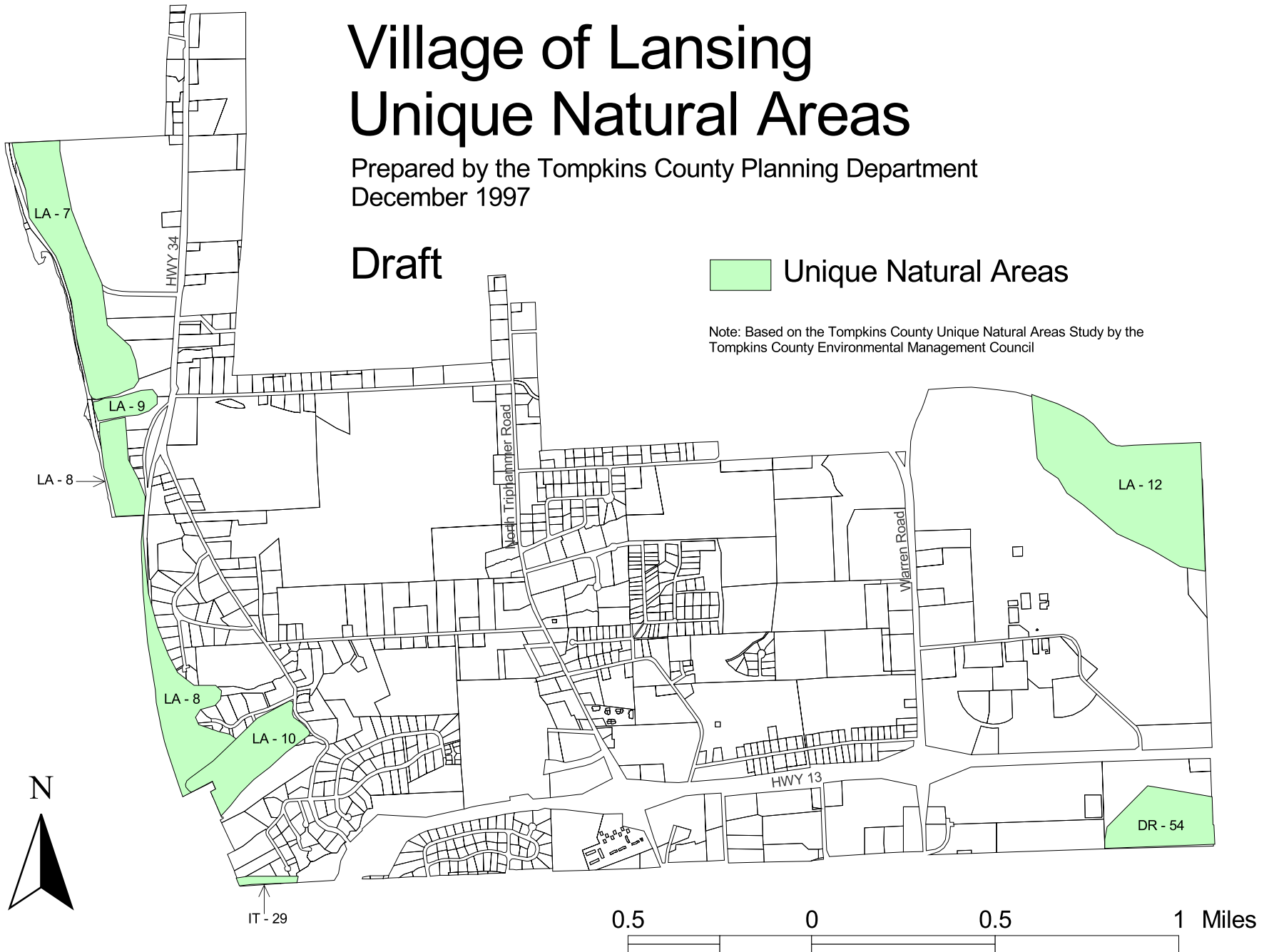
# Village of Lansing Unique Natural Areas

Prepared by the Tompkins County Planning Department  
December 1997

Draft

 Unique Natural Areas

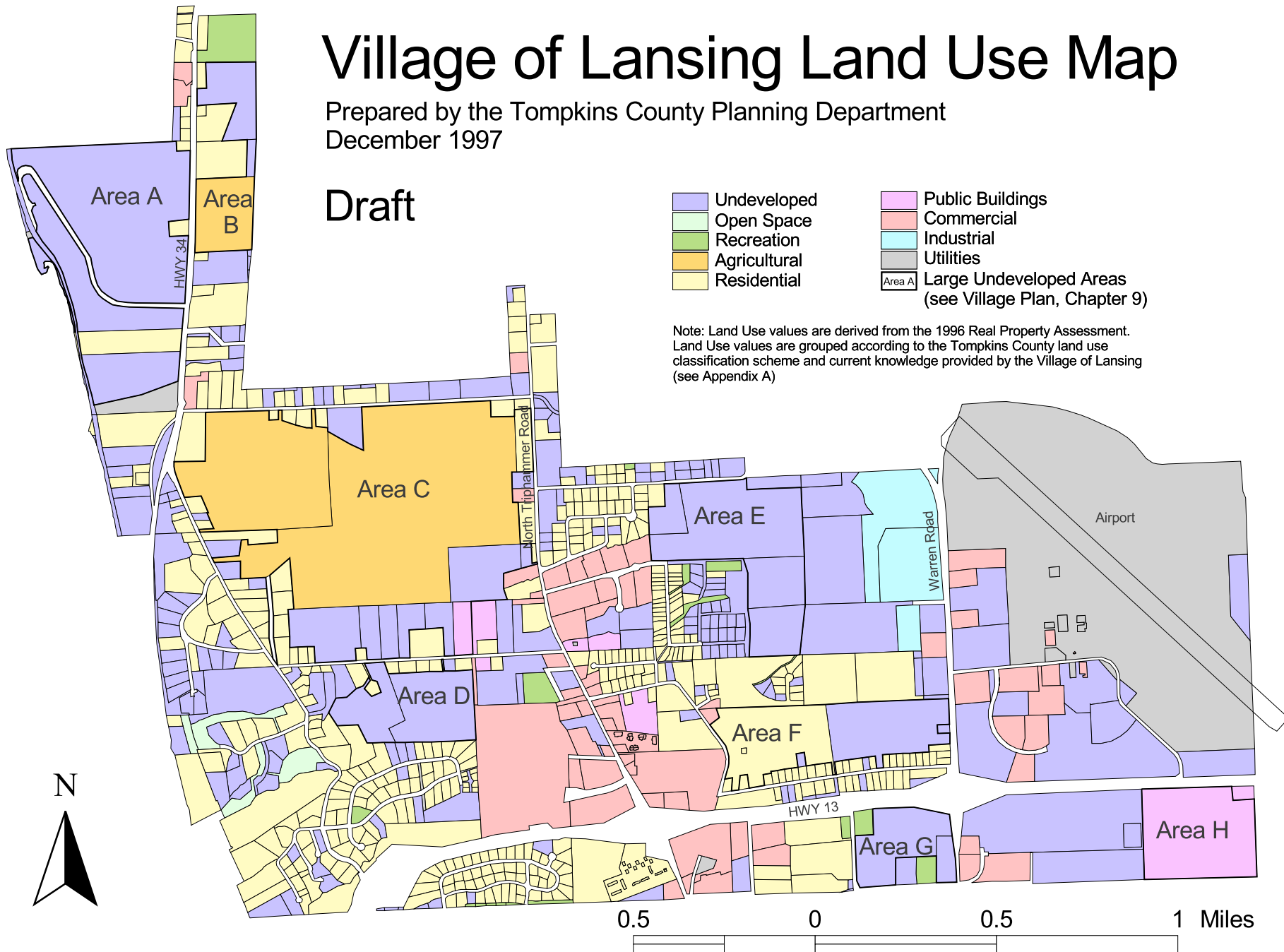
Note: Based on the Tompkins County Unique Natural Areas Study by the Tompkins County Environmental Management Council



# Village of Lansing Land Use Map

Prepared by the Tompkins County Planning Department  
December 1997

## Draft



## CHAPTER 3 HOUSING

The Village of Lansing's undeveloped land use is primarily residential and as a result, the future development of the Village as a whole will be largely determined by the strength of the local housing market and existing zoning regulations.

### Housing Supply

As seen in Table 3-1, between 1990 and 2000, the number of housing units in the Village of Lansing increased by 27, an increase of slightly under 2 percent. This increase was significantly lower than that of both the Town of Lansing and Tompkins County as a whole.

Table 3-1. Number of Housing Units, 1990-2000

	1990	2000	Net	Percent Change
Village of Lansing	1,639	1,666	27	1.6
Town of Lansing*	4,135	4,647	539	12.3
Tompkins County	35,338	38,614	3,815	9.2

\* Town of Lansing housing totals include the Village of Lansing.

Source: U.S. Census Bureau, 2000

Information from building permits for the Village of Lansing from 1990 to the present can be used to get a picture of the current housing situation. From the beginning of 1991 to the end of 2003, building permits for 102 units of new residential construction were issued, an average of 7.8 per year.

### **Housing Characteristics**

#### Types of Housing

For comprehensive planning to be most successful, it is important to understand what types of housing exist and what types are currently being built. In 1979, at the time of the first General Plan, the housing mix in the Village of Lansing was heavily weighted in the direction of multiple-unit housing, there being less than 20 percent of the dwellings in the single-family category. Since that time however, the trend has reversed itself; the number of multi-unit housing units has remained stable over the past 20 years while single-family attached and detached units have provided almost all of the new housing.

According to the "Village of Lansing Land Use Impact Analysis" (a joint study undertaken in 1991 by Tompkins County, the Town of Lansing and the Village of Lansing), among Village building permits issued for the ten-year period from the beginning of 1981 to the beginning of 1991, 127 out of the 147, or 86 percent of new dwelling units approved were single-family

detached houses. Since 1991, all new residential construction has been single family attached or detached dwellings. Most, if not all, future residential development will be of the one or two family home variety either detached or attached town house type housing. To put it another way, it is unlikely, given the present subdivision regulations and the availability of land in residentially zoned areas, that the Village will see any significant multi-unit housing development in the foreseeable future.

Table 3-2 classifies the number of units by type of structure in 2000. When compared to the Town of Lansing and Tompkins County, the Village of Lansing has a low percentage of detached single-family homes and a high percentage of multi-family units. The trend away from multi-unit construction is confirmed by a review of building permits from 1990-2003. Of the 102 new residential building permits issued during this period, none were for multi-unit construction.

Table 3-2. Number of Units by Type of Structure

	Detached		Attached		3 or 4	5+	Manufactured	TOTAL
	1-Family	% of Total	1-Family	2-Family	Family	Family		
Village of Lansing	391	23.5	166	33	146	930	0	1,666
Town of Lansing*	2,494	53.7	214	195	290	1,130	324	4,647
Tompkins County	19,128	49.5	1,254	3,493	3,239	7,829	3,671	38,614

\* Town of Lansing population totals include the Village of Lansing.

Source: U.S. Census Bureau, 2000

### Type of Occupancy

Table 3-3 shows the distribution of year-round housing by type of occupancy. In 1990, the last year for which this data is available, approximately 28 percent of housing units in the Village of Lansing were owner occupied. This is well below the county total of 54 percent. Of vacant units, 83 (63 percent) were for rent, 9 (6.9 percent) were for sale, 11 (8.4 percent) were for sale or rent, 15 (11.5 percent) were in occasional use and 13 (10 percent) were categorized as "other". Since 1990, all new residential units have been owner occupied single family units.

Table 3-3. Type of Occupancy, 2000

	Total Units	Total Occupied	Owner	Renter	Vacant
		Units	Occupied	Occupied	
Village of Lansing	1,705	1,620	447	1,173	85
Tompkins County	38,625	36,420	19,574	16,486	2,205

Source: U.S. Census Bureau, 2000

### Vacancy

Vacancy rate indicates the availability of housing units in a community. An ideal vacancy rate is 5 percent, which indicates that the housing market is functioning well and mobility between dwellings progresses smoothly. Accordingly, vacancy rates below 5 percent indicate that there is demand in the community for additional units and could lead to sellers or landlords increasing

prices. The Village of Lansing's rental vacancy rate in 2000 was a low 2 percent compared to the County's vacancy rate of 4.6 percent.

### Age of Housing

As seen in Table 3-4, a significantly smaller percentage of the houses in the Village of Lansing were built before 1940 (approximately 3 percent) when compared to Tompkins County (approximately 35 percent). Since 1940, the most active decade for housing construction was 1970 to 1979 with 17 percent of the Village's housing being built during that period. Since 1990, 135 new single family residences have been constructed in the Village of Lansing.

Table 3-4. Age of Housing, Village of Lansing and Tompkins County, 2000

	Built 1939 and Earlier		1940-59		1960-69		1970-79		1980-89		1990-99	
	#	%	#	%	#	%	#	%	#	%	#	%
Village of Lansing	62	3.7	177	10.6	267	16.0	670	40.2	352	21.1	135	8.1
Tompkins County	11,501	29.8	5,637	14.6	4,284	11.1	6,572	17.0	5,418	14.0	4,608	11.9

Source: U.S. Census Bureau, 2000

### **Potential Residential Build Out**

As part of the 1995 Village of Lansing Land Use Impact Analysis, a residential build out analysis was completed. Based on the information in the 1995 study, approximately 271 acres of land are vacant in the Medium Density Residential zone and 465 acres are vacant in the Low Density Residential zone. According to the Village of Lansing zoning regulations, 476 to 511 units could be constructed in the Medium Density District and between 533 and 570 units could be added in the Low Density District.

The build out analysis did not include vacant parcels in approved subdivisions. If these lots were added, between 566 and 637 units could be added to the Medium Density District and between 570 and 607 in the Low Density District. Incorporating full build out of both the Low Density Residential and Medium Density Residential zones, under current zoning regulations, between 1,136 and 1,244 dwelling units could potentially be added to the Village of Lansing's housing. In 2003 and 2004, subdivisions for a total of 176 new lots have been submitted and are in various stages of the approval process.

### **Housing Costs**

#### Owner-Occupied Units

Table 3-5 shows the median value of homes in the Village in 1980, 1990, and 2000 and the dramatic escalation of housing prices in the 1980s. The housing prices for 1980, 1990, and 2000 in the Village of Lansing are above those of the Towns of Lansing and Ithaca and Tompkins County. Since 2000, the median value of homes has risen more sharply.

Table 3-5. Median Value of Owner-Occupied Units, 1980, 1990

			Percent Change		Percent Change	
	1980	1990	1980-1990	2000	1990-2000	
Village of Lansing	\$77,600	\$174,200	124.48	\$188,400	8.15	
Town of Lansing	\$50,900	\$103,500	103.34	\$127,800	23.48	
Town of Ithaca	\$64,400	\$141,300	119.41	\$140,300	-.71	
Tompkins County	\$47,200	\$94,700	100.64	\$101,600	7.29	

Source: U.S. Census Bureau, 2000

### Rental Units

The rental figures for the Village show a similar upward trend in the 1990s, from \$503 (median contract rent (not including utilities) in 1990 to \$722 in 2000. This increase of almost 44 percent is greater than the percentage increase in the prices for owner-occupied units and still produces a greater hardship on lower income or fixed income households. The Village's 2000 median rents and the 1990s growth rate are higher than the figures for both the Town of Lansing and Tompkins County.

### Affordability Factors

Everyone needs a place to live, regardless of age, job, race, disability, or income. Housing choice and affordability are key issues that need to be addressed to ensure that housing is available, particularly to groups that are most affected by the high cost of living, such as single households, first-time home buyers, and the elderly.

At its most basic level, affordability is a relationship between housing prices and income. Between 1990 and 2000, owner-occupied housing values in the Village increased 8.2 percent while the corresponding median household incomes rose more than three times that by 28.7 percent. Households were better able to afford housing overall in the 1990's, but recent trends would suggest this no longer continues to hold true. In just three years from 2000 to 2003, the median sales price of a single family home in Tompkins County rose nearly 34 percent. Increases in income may not be able to keep pace with these rapidly rising prices.

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. Families that pay more than 30 percent of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. In 2000, a little over one in three households in the Village had housing affordability problems, or were spending more than the recommended amount on housing. Generally, lower income households spend a greater portion of their income for housing than higher income households. Lower income households are also more likely to be renters.

Measuring affordability accurately for renters is easier than it is for homeowners. Thirty-nine percent of the 1,173 renters in the Village of Lansing had housing affordability problems in 2000.

In the Village, at least 68 percent of rental households with annual incomes less than \$10,000 paid rent that totaled 35 percent or more of their income. Ninety-two percent of rental households earning between \$10,000 and \$19,999 paid 35 percent or more of their income for rent.

Another means of understanding the problems of affordability is to look more closely at the standards commonly used to evaluate relative affordability of housing: fair market rents, the purchase price multiplier, and the price/income gap. How these variables relate to the income levels of the Village population may help indicate where the need for affordable housing is greatest.

The fair market rent (FMR), establishes the maximum rent (including utilities) a given household can afford to pay. It is used to calculate subsidies under the Rental Voucher program and to determine the eligibility of rental housing units for the Section 8 Housing Assistance program. The current definition used is the 40<sup>th</sup> percentile rent, the dollar amount below which 40 percent of the standard-quality rental housing units are rented. The U.S. Department of Housing and Urban Development (HUD) estimates FMRs annually for metropolitan areas and nonmetropolitan counties. Table 3-6 shows the FMRs for Tompkins County in 2004.

Table 3-6. HUD Fair Market Rent, 2004

	<u>Fair Market Rent</u>
Efficiency Unit	\$495
1 bedroom	\$529
2 bedroom	\$679
3 bedroom	\$949

Source: U.S. Department of Housing and Urban Development

The purchase price multiplier is used by real estate agents to determine the affordability or, more accurately, the maximum mortgage approval amount for potential homebuyers. In today's market, a household, barring any major indebtedness, may qualify for a mortgage up to 2.5 times the annual household income. This does not account for the additional costs connected with a down payment and closing costs. Using the 2.5 multiplier, a household that earned the Village of Lansing median household income of \$38,185 in 2000, could have found financing for \$95,463 toward the purchase of a home. With a 10 percent down payment, this household could shop for a home costing up to \$106,000. In 2000, the median housing value was \$188,400 or nearly 56 percent above what a median income household could afford.

These variables are used for determining the specific price/income gap affecting households entering the housing market. For the purpose of this analysis, long-time homeowners with substantial equity in their homes are not included. However, it should be noted that these homeowners are just as severely affected by the rising housing costs as they relate to property taxes, insurance, and maintenance.

## Income Target Groups

Different problems and strategies arise for more moderate and lower income households. The following analysis provides separate responses for three target groups.

Group 1 consists of households earning 75–100 percent of the Village of Lansing median income. In 2000, roughly 15 percent of households in the Village of Lansing and 13 percent of households in Tompkins County earned between \$28,639 and the median household income figure for that year, \$38,185.

Group 2 consists of households earning between 50 and 75 percent of the Village of Lansing median income. In 2000, approximately 18 percent of Village households and 14 percent of County households earned between \$19,093 and \$28,639.

Group 3 consists of households earning less than 50 percent of the median household income. Based on 2000 census data, an estimated 18 percent of Village households and 25 percent of County households earned less than \$19,093.

The housing options for each group are displayed in Table 3-7.

It should be noted that the Village's student population strongly influences these numbers. The majority of students have very low incomes, and pay for their housing through loans, grants or family assistance. If the trend continues, and the student population within the Village continues to decrease, these figures should be re-examined to help create a clearer picture of housing affordability within the Village.

Table 3-7. Housing Costs and Options, 2000

	Group 1 75-100% of Median	Group 2 50-75% of Median	Group 3 less than 50% of Median
Income Range	\$28,639 - \$38,185	\$19,093 - \$28,639	\$0 - \$19,093
Mortgage Ceiling	\$71,598 - \$95,463	\$47,733 - \$71,598	up to \$47,733
Maximum Gross Rent	\$716 - \$955	\$477 - \$716	up to \$477
Approximate Percentage of Village Households Affected	15	18	18
Approximate Percentage of County Households Affected	13	14	25

Base Rate: Median Household Income, \$38,185 in Village of Lansing in 2000.

Assumptions: Mortgage Ceiling = 2.5 x Gross Annual Income (does not account for additional sums necessary for down payment and closing costs)

Maximum Rent including utilities = 30 percent Gross Monthly Income

Source: U.S. Census Bureau, 2000

## Summary and Implications for Planning

The trend in the Village of Lansing away from multi-unit higher density rental housing construction that was prevalent during the early days of the Village toward construction of one- and two-family detached homes is illustrated through census and building permit information. The percentage of housing in buildings with 5 or more units fell from 71.2 percent of housing in 1980 to 55.8 percent of housing in 2000. As discussed within this chapter, during the period from 1981 to 1991, 86 percent of the building permits issued in the Village were for single-family detached homes. For new residential units, the 102 building permits issued between 1991 and 2003 were for single-family or two-family homes.

As discussed in the Population and Economic Summary chapter, Census data from 1990 and 2000 indicate a stagnant student-age population within the Village. It can be assumed that this will result in no change in the demand for rental housing that is concentrated within the large complexes in the southern portion of the Village. However, the projected increase in the population that is 65 years or older may increase demand for rental housing or other lower-priced housing options overall.

Although the projected increase in the senior citizen population may increase the demand for rental housing, a variety of housing options for senior citizens may need to be encouraged throughout the Village. Currently, the Village of Lansing has no specialized senior citizen housing. While the larger rental complexes and other existing types of housing within the Village may meet the needs of many seniors, as this segment of the population increases, it may be necessary to encourage and allow the development of appropriate housing specifically designed for senior citizens.

As seniors continue to live healthier and longer lives, the general trend in the U.S. is that many seniors are choosing to downsize their existing homes and move into smaller units that are convenient to transit stops, offer more amenities such as exercise facilities and on-site maintenance, and increase opportunities for social interaction. Apartments, townhouses and condominiums that offer more of these types of choices may better suit the desires of the aging population. Other varieties of housing options for senior citizens include nursing homes, residential care facilities, non-permanent elder cottages (ECHO units) or temporary accessory apartments and housing that provides additional services for seniors on site.

Among all segments of the population, affordability of housing remains an important issue. Although the presence of a large student population within the Village influences calculations of the need for affordable housing within the Village, young families with children, first time homebuyers and senior citizens are the groups who most benefit from the provision of affordable housing.

As stated earlier, building permit information indicates that the majority of residential development since 1976 when the Village was established has been single family attached and detached houses. This has, over time, begun to restore a balance of housing types in the Village. The percentage of housing units in buildings with more than five units was over 70 percent in

1980, but has declined to 55 percent which is still by far the highest in the County, the next highest being the City of Ithaca with 38 percent (The percentage for the County as a whole is only 20 percent). It will continue to be important to encourage a variety of housing options in the future which will accommodate the changing demographics of the Village, including larger houses on larger lots and smaller, more affordable homes in more densely developed neighborhoods, townhouses and condominiums that provide an attractive alternative for seniors and younger residents alike, and ECHO units and assisted living alternatives for those who can not live independently. Encouraging approaches to development such as clustering and mixed use will not only promote variety in housing options, but will also facilitate the preservation of open space essential to retaining the rural character of the Village.

## CHAPTER 4 COMMERCIAL AND BUSINESS CENTERS

Commercial and business centers in the Village of Lansing are concentrated around the intersections of NYS Route 13 and North Triphammer Road and Route 13 and Warren Road. The presence of Route 13 has both accelerated and concentrated the development in this area, making the Village of Lansing a regional commercial center .

Currently, three of the largest malls in the county are located just off Route 13, making them a destination point not only for county residents, but for people who live outside of Tompkins County. The Cornell Business and Technology Park has concentrated research and office uses in the area surrounding the Tompkins County Airport off of Warren Road. The B & T Park brings approximately 1,600 employees from in and around Tompkins County into the Village every day. The Human Health Services District includes a variety of medical offices and a Convenient Care Center. This area has allowed for the growth of medical services easily accessible to those people who live and work on the eastern side of the Lake.

The Village of Lansing recognizes the importance to the region of the role of its commercial and business centers and intends to maintain its regional appeal as a center for retail and office location. Yet, at the same time the Village is aware of and works to mitigate any negative impacts on its residents, such as increased traffic, resulting from these centers. The separation of commercial and business uses into distinct areas is, in part, based on this concern.

As residents and officials of the Village agree that the visual environment of its commercial center is absolutely key in defining the community, the village adopted Commercial Low Traffic Design Guidelines in 2001. These Guidelines (as supporting documents for the Comprehensive Plan) give details for the architectural standards, landscaping, lighting, parking and signage in our Village. The Planning Board also developed Commercial High Traffic Design Guidelines in 2002 (also as a supporting document for the Comprehensive Plan). Through the use of these Design Guidelines, new as well as renovated commercial development can be made more attractive, more efficient, more profitable and more compatible with our local community identity.

### **Commercial Districts**

The commercial area of the Village is divided into two distinct districts: a Commercial High Traffic District (CHT) and a Commercial Low Traffic District (CLT) in order to separate those activities that generate high traffic volumes from residential areas by maintaining a transition zone (the CLT) between them.

### **Commercial High Traffic District**

The Commercial High Traffic District of the Village is concentrated around the intersection of Route 13 and North Triphammer Road. This area includes Pyramid, Triphammer and Cayuga

boundaries were formed largely around the commercial uses that existed when the Village was incorporated. It is the Village's intention to concentrate these types of uses solely in this area rather than allowing them to develop on scattered sites or along a strip.

Table 4-1 summarizes the uses allowed in each district. With the exception of utility service, natural parks, building alterations, site improvements and temporary commercial activities all uses within the Commercial High Traffic District require a special permit. The most prominent distinguishing feature of the Commercial High Traffic District is that practically all retail sales uses are limited to this District.

Table 4-1. Zoning District Uses

Uses Allowed in Selected Zoning Districts				
District	Permitted Uses	Permitted Uses Additional Conditions	Permitted with Special Permit General Conditions	Permitted with Special Permit General and Additional Conditions
Commercial High Traffic	Utility Service Underground Natural Parks	Alteration to Building or Improved Site Temporary Commercial Activities	Utility Transmission/Storage/Plants Commercial Assembly Soft Goods Indoor Recreation/Club Office/Studio/Service Government Buildings Museums/Public Buildings Hospital/Clinic Motel/Hotel Sales/Repair/Maintenance Theater/Night Club/Discotheque Construction Sales/Storage Large Equipment Automotive Sales/Service/Lots Low or High Traffic Food & Bev.	Warehousing/Storage/Distribution
Commercial Low Traffic	Utility Service Underground Natural Parks One-Unit Residential Bldg. Two-Unit Residential Bldg. Multi-Unit Residential Bldg. Alteration to Bldg. On Improved Site	Alteration to Bldg. or Improved Site Temporary Commercial Activities	Utility Transmission/Storage/Plants Museum/Public Bldgs. Religious Facility Schools Group Residential Bldg. Indoor or Outdoor Recreation/Club Office/Studio/Service Government Bldgs. Hospitals/Clinic Undertaking Research/Design/Prototype Production Construction Sales/Storage Commercial Assembly Soft Goods Alteration to Bldg. on Improved Site Low Traffic Food & Bev. Low Traffic Technology	One-Unit Residential Converted Home Occupation Mixed Use Bank Admin. Operations
Business & Technology District	Utility Service Underground	Alteration to Bldg. or Improved Site	Utility Transmission/Storage/Plants Light Industry/Manufacturing Transportation Services Government Bldgs. Indoor or Outdoor Recreation/Club	Office/Studio/Services Motel/Hotel Low Traffic Food & Bev.
Human Health Services District	Utility Service Underground Natural Parks	None	Utility Transmission/Storage/Plants Office of Health Care Professionals Hospital/Clinic Medical Laboratories Office of Licensed Acupuncturists Office of Nutritionists Alteration to Bldg. or Improved Site	Pharmacies

The majority of the parcels within the High Traffic Commercial District, as well as the parcels bordering the district, are developed, thereby making it difficult to expand the District boundaries without interfering with existing uses in other districts. Expansion of existing businesses and development of new businesses will utilize parcels and structures already designated as Commercial High Traffic space.

### **Commercial Low Traffic District**

The Commercial Low Traffic District begins in the area surrounding the entrances to Pyramid and Cayuga Malls, and extends along North Triphammer Road to Craft Road. The majority of uses within this District are service related businesses and professional offices. This District is intended to serve as a transition or a buffer between the more retail-oriented High Traffic Commercial District and the residential areas of the Village.

Table 4-1 shows types of uses allowed within the District. The majority of businesses located within the District require special permits. Although a wide variety of uses are allowed, most businesses fall into the office/studio/service category. This District is the only commercial district that permits residential uses. Residential uses within the Commercial Low Traffic District do not require a special permit.

In an effort to respond to changing times and technology, and to allow the remaining undeveloped Commercial Low Traffic parcels to attract cutting edge businesses, the Village has revised its list of allowed uses in Commercial Low Traffic. As detailed in Table 4-1 on the preceding page, there is a new category of "Low Impact Technology" uses permitted in Commercial Low Traffic along with a list of previously existing permitted uses. The flexibility that this new category offers will help the Village maintain its healthy, vibrant commercial district.

### **Commercial Uses and Traffic Generation**

The relationship between commercial activity and traffic generation can be illustrated by examining commercial uses and trip generation within each of the commercial districts as depicted in Table 4-2. Although the table shows trip generations based on national averages rather than actual figures based on counts taken within the Village, there is still a significant difference in the number of trips generated by the commercial activities permitted in the two districts. The distinction suggests that the types of uses allowed in each of these two districts fulfill the intentions of the district use regulations by concentrating higher intensity development in the High Traffic District.

Table 4-2. Commercial Uses and Trip Generation

**Commercial Low Traffic District:**

	TGF (1)
1. Permitted Uses	Trip Generation Factor x 1000 SF
Construction Sales	6.97
Indoor Recreation	17.40
Office/Studio Services	8.46
Medical/Dental Office	34.17
Single Tenant Office Building	11.50
Restaurant	2.86 x # of seats
Schools	4.65 x # of all day students
2. Non Permitted Uses (2)	
Light Industry	6.97

**Commercial High Traffic District:**

1. Permitted Uses	632.00
Fast Food/Drive Thru	8.70 x avg. # of weekday occupied rooms
Motel/Hotel	140.61
Office/Studio/Service	40.67
Sales/Repair/Maintenance	1.76 x # of seats
Theater	

(1) Trip Generation Factor (TGF) The TGF is the average number of weekday trips generated per 1000 SF of space (unless indicated otherwise), as presented in the Institute of Transportation Engineers (ITE) Trip Generation, 5<sup>th</sup> Edition, 1991.

(2) Non Permitted Uses existed prior to Village incorporation.

**Business and Technology District**

(See map at end of chapter, page 39.)

The Business and Technology District is located in an area along Warren Road and adjacent to the Ithaca Tompkins Regional Airport. As stated in the Village Zoning Law, the intent of the District is "to define and establish standard regulations for the Village where light manufacturing and other specialized uses of a similar industrial and technological nature are appropriate with additional and compatible uses." In addition to the buildings in the Cornell Business and Technology Park, other businesses located within the District include Borg Warner, Ithaca Peripherals, Federal Express, a United States Post Office and the Agway Research and Technology Center.

The Cornell Business and Technology Park was established in 1951 although the majority of development within the Park did not begin until 1986 when the development focus expanded from research to include business management, service and high technology companies. There are currently 90 tenant companies located in twenty four buildings. Approximately 675,000 square feet of space is occupied. The anticipated build out of the Park is 1,300,000 square feet. The

majority of the companies that are located within the Park are technology-based companies. At present there are also approximately 1,600 jobs located within the Business and Technology Park.

Cornell University worked with the Village of Lansing to establish zoning regulations for the Business and Technology District. As shown in Table 4-1, the majority of uses require a special permit from the Village. Although businesses within the Business and Technology Park must meet Village zoning requirements, the Park also has its own requirements and design criteria to which businesses must conform.

### **Human Health Services District**

The Human Health Services District is located south of Route 13, north of the Village's southerly border, and along both sides of Warren Road. The area was originally zoned as Medium Density Residential. The Human Health Services District was created when medical clinics began locating in the area. At present the District is almost built out with only one vacant parcel remaining. Existing uses in the District include surgical, orthopedic, ophthalmological, obstetrical/gynecological, dental, and optometrical practices as well as a satellite of the regional Cayuga Medical Center at Ithaca known as the Convenient Care Center. The location of the District provides easy access to a variety of medical services without having to travel to Cayuga Medical Center on the west side of the Lake or to downtown Ithaca.

### **Research District**

The Research District is located south of Route 13 east of the Human Health Services District. The intent of this District is to "define and establish standard regulations for the Village where research and other specialized uses of a similar educational nature are appropriate." The Cornell University Ornithology Lab is located within the Research District.

### **Farm and Craft Market Combining (Overlay) District**

The Farm and Craft Market Combining District is located along both sides of Route 34 in the northernmost section of the Village. This zoning District was established in recognition of the fact that numerous properties located in the underlying Low Density Residential District have been used for home occupation purposes, in many cases related to the high visibility of these properties resulting from their location along Route 34. The stated intent of this District is to create an area which combines with and adds to the existing requirements of the Low Density Residential District and permits home occupations with advertising signs and yard displays in the areas of the Village where these types of operations have traditionally located.

### **Non-Conforming Uses**

There are only a few commercial uses located outside of the Village's commercial districts. The majority of these uses are connected with food service and include restaurants and a catering business. Others are office uses. All of these uses were in existence prior to the incorporation of the Village and were grandfathered when the Village passed its Zoning Law. All of the non-

conforming uses are located along Route 34 or north of the Commercial Low Traffic District along North Triphammer Road.

### Home Occupations

There are also several home occupations located throughout the Village. The vast majority provide professional services such as medical offices, psychological services, computer businesses, day care and hair styling. All home occupations require a special permit.

### Vacant Commercial Land

Currently, approximately 18 percent of the Village's commercial lands remain vacant. The distribution of these vacant lands, however, is not uniform throughout the commercial zones as shown in Table 4-3. The largest portions are in the Business and Technology District (41 percent) and the Human Health Services District (35 percent) and in the Commercial Low Traffic District (33 percent). There has been a strong pace of development for the last four years in the Business and Technology District and in the Human Health Services District which is expected to continue for at least the next several years.

As mentioned previously, growth in the Commercial Low Traffic District has not experienced the same rate of development, which is of concern to Village officials. In the Commercial High Traffic District there is only one underdeveloped parcel left, between the recently constructed Cornell Fingerlakes Credit Union and the old Cinema. Although this is a rather small parcel, it might be joined with the land currently occupied by the abandoned Cinema and a large unlandscaped parking lot to create a larger parcel for development.

The undeveloped acres in both the Business and Technology and the Commercial Low Traffic Districts are an important Village asset. Their development will not only contribute to the Village's tax base, but will add employment opportunities for present and future Village and County residents. As development occurs in these non-residential areas, the impact of additional traffic generated by this development on the existing road networks and adjacent residential neighborhoods must be closely evaluated.

Table 4-3. Commercial Acreage in the Village of Lansing, 1998

Commercial Zone*	Acreage in Use	Vacant Acreage	Total Acreage
Business & Tech.	193 (62%)	117 (38%)	310
Airport	363 (100%)	0 (0%)	363
Commercial Low Traffic	79 (79%)	21 (21%)	100
Commercial High Traffic	133.5 (99%)	1.5 (1%)	135
Human Health Services	15 (75%)	5 (25%)	20
<b>TOTALS</b>	<b>783.5 (84%)</b>	<b>144.5 (16%)</b>	<b>928</b>

\* Does not include Research District

Source: Tompkins County Planning Department, Village of Lansing Planning Board

## Zoning Law

The majority of uses within each of the commercial districts require a special permit with general conditions. No special permit may be granted unless the proposed activity meets all of the following general requirements:

- 1) It will not be detrimental to or endanger the public health, safety, or general welfare;
- 2) It will not be injurious to the use and enjoyment of other property in the vicinity or neighborhood;
- 3) It will not impede the orderly development of the vicinity or neighborhood, and is appropriate in appearance and in harmony with the existing or intended character of the vicinity or neighborhood;
- 4) The street system and off-street parking facilities can handle the expected traffic in a safe and efficient manner;
- 5) Natural surface water drainageways are not adversely affected;
- 6) Water and sewerage or waste disposal facilities are adequate;
- 7) The general environmental quality of the proposal, in terms of site planning, architectural design, and landscaping, is compatible with the character of the neighborhood;
- 8) Lot area, access, parking and loading facilities are sufficient for the proposed use;
- 9) The requested use or facility conforms in all other respects to the applicable regulations of the District in which it is located; and
- 10) The applicant has shown that steps will be taken where necessary to meet all performance standards and all other applicable general regulations (including meeting any applicable requirements under the State Environmental Quality Review Act [SEQRA]).

The Planning Board and Board of Trustees may also require performance standards higher than the minimum specified in the Zoning Law if there is the potential for an adverse impact on the neighborhood. The Planning Board ordinarily requires that the landscaping plan be subject to its approval and that the drainage plan be subject to review by the Village Engineer.

Certain uses in each district require that additional conditions be met before a special permit can be granted. These additional conditions are specific to the use that is being proposed.

## **Sign Regulations**

The Village's Sign Law provides regulation of the use, placement, type and dimensions for all signage in the Village. Sign Law provisions allow for the creation of a Planned Sign Area. Signage that varies from the Sign Law's basic requirements may therefore be allowed. The use of a Planned Sign Area allows the Village to exercise additional control over the design and size of signs.

## **Commercial Low Traffic Guidelines**

These were developed in order to maintain and strengthen the concept of the Commercial Low Traffic District as a transition zone and buffer between residential and commercial areas, while enhancing the visual environment and creating greater visual cohesion within the Commercial Low Traffic District. Its goal is to help create and sustain a vital commercial core while creating an identity for the Village of Lansing which is architecturally attractive, cohesive, pedestrian friendly and safe.

## **Commercial High Traffic Design Guidelines**

Although there is very little undeveloped land in the Commercial High Traffic District, these design guidelines were developed to encompass not only new development but also re-development on existing sites. There is room for improvement in the physical appearance of much of the existing Commercial High Traffic District – both the buildings and the parking lots. By adhering to these guidelines, this District can be brought up to a safer and more attractive core for our village as re-development projects come in for approval.

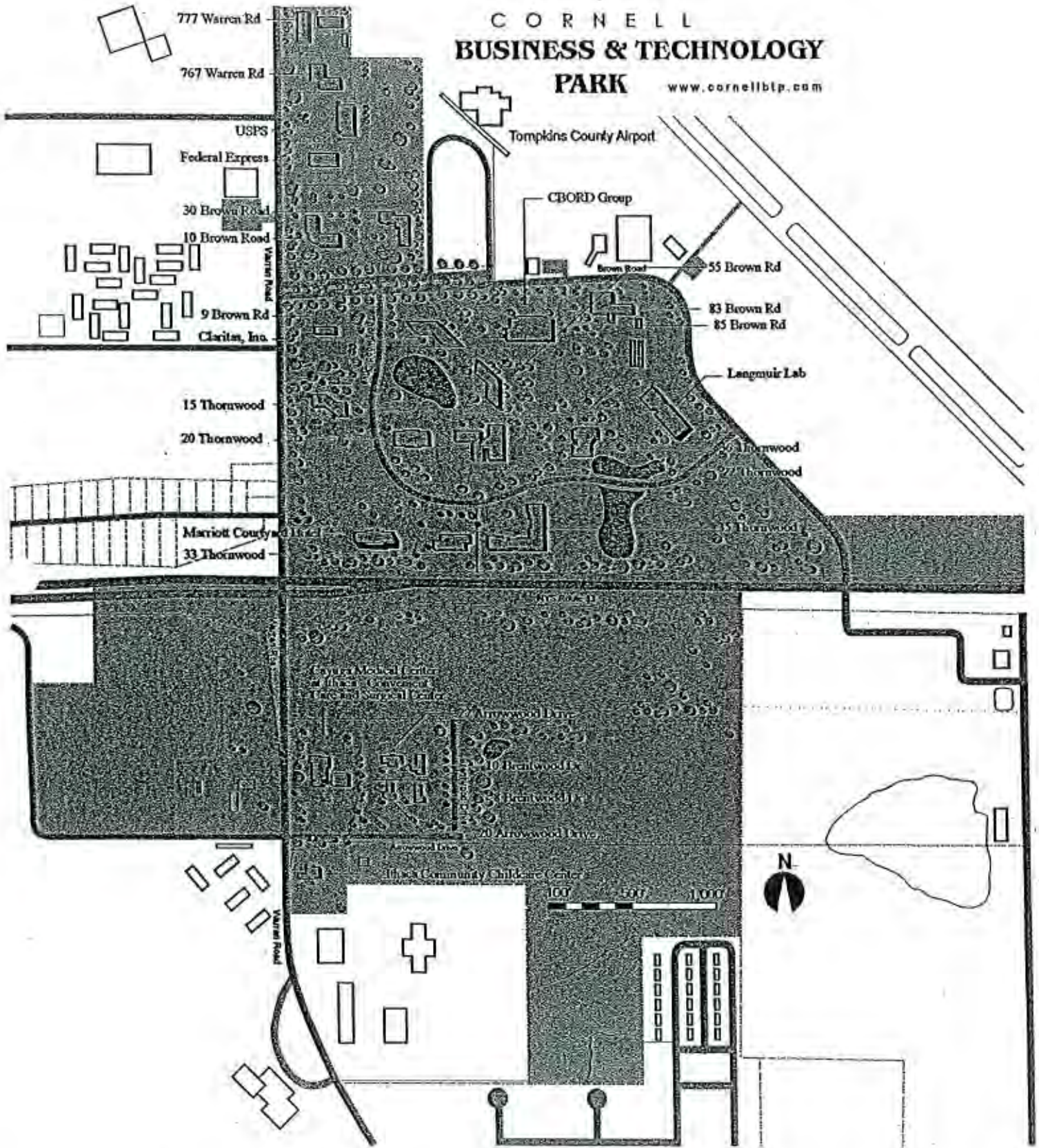
## **Summary and Implications**

Largely the result of its location and development pattern, the Village of Lansing is a regional center for both retail and office development. The Village currently works with commercial property owners and developers through the special permit process to allow the development of commercial and business properties in ways that can be beneficial both to the developer and to the Village's interests as a community.

The Village should work to maintain its position as a regional retail and office center. The Village must continue to ensure that the Village commercial areas provide a mix of uses that meet the needs of Village residents while staying competitive with other commercial areas both inside and outside of Tompkins County. Although the commercial area is an important aspect of the Village's character, and it is essential to maintain the vitality of that area, it must not be permitted to encroach into the residential districts of the Village.

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## CHAPTER 5 TRANSPORTATION

The transportation network is an essential component of any community, connecting people's homes with the places where they work, shop, go to school and participate in community activities. This chapter provides current information on Village of Lansing transportation systems, as well as information on plans for updating and improving these systems.

### Public Transportation Systems

#### Airport

The Ithaca Tompkins Regional Airport is located off Warren Road in the northeast corner of the Village. It is the only airport in the county that provides regularly scheduled flight service. In addition to at least one commercial carrier, the Airport's fixed-base operator, Taughannock Aviation, provides private jet service. A local flying club is also based at the Airport. A new terminal, designed to accommodate 300,000 annual passengers, was completed in 1994. Tompkins County has jurisdiction over the airport and all uses related to airport functions. Any non-airport related uses on the County property are regulated by the Village Zoning Law.

An update of the *Airport Master Plan* was completed in 1997. The main objective of the study was to determine the extent, type and schedule of development needed to accommodate future aviation demand at the Airport. The plan was also designed to address compatibility of aviation demands with local concerns such as the environment, community development and other transportation modes.

An Airport Combining District, drawn in accordance with Department of Housing and Urban Development (HUD) planning guidelines, prohibits multi-unit and public assembly buildings in the area where the activities of the aircraft could be most potentially disruptive.

#### Bus Service

The Village's bus service is provided by Tompkins County Area Transit (TCAT). Villagers may travel to Cornell, downtown Ithaca, Pyramid Mall, the Cayuga Medical Center at Ithaca, and other medical facilities.

GADABOUT is a county-wide transportation system for senior citizens (over 60) and individuals with disabilities. It provides wheelchair lifts in all vehicles.

### Road and Transportation Systems

#### Function of Roads

The Village road system consists of a regional arterial, three primary roads, and several secondary, local access and service roads.

Regional arterials are roads which provide for through traffic to areas outside the municipality and outside the county. The regional arterial which passes through the Village is NYS Route 13. It connects the City of Ithaca with Dryden, the City of Cortland, and Interstate 81. There are two critical junctions within the Village's boundaries which permit north-south bound traffic to flow from nearby communities to Cornell University and other places of employment. These are the North Triphammer Road / Route 13 interchange and the Warren Road / Route 13 intersection. Primary roads, such as NYS Route 34, North Triphammer Road, and Warren Road, are designed to carry relatively heavy volumes of traffic from one community to another through the Village, or to and from the commercial centers of the Village. The maintenance of North Triphammer Road is the responsibility of the Village, while Warren Road, north of Route 13, is maintained by Tompkins County.

Secondary roads function to link areas in the municipality to one another and to major highways. They serve to collect traffic and channel it to larger roadways. Burdick Hill Road, Cayuga Heights Road, Cherry Road, Dart Drive, Graham Road and Oakcrest Road all function as secondary roads.

Local access and service roads provide access to individual properties from the secondary/primary road system. They are not meant to carry through traffic or large volumes of local traffic. The majority of the roads in the Village of Lansing are classified as local access or service roads.

### Traffic Volumes

The intersection of North Triphammer Road and NYS Route 13 is a heavily travelled roadway due to the Commercial and the Medium and High Density Residential Districts that are located in the vicinity of that intersection. North Triphammer Road, as well as Warren Road, serve as important connectors to Cornell University. North Triphammer Road traffic volume is shown in Table 5-1.

Table 5-1. Traffic Volumes\*, 2003 and 2024 Projected

Road Name	Location	2003 Traffic Count	2024 Projected Traffic Count
<b>N. Triphammer Rd.</b>			
Intersection with:			
	Sheraton Dr. to Sevanna Park	14,390	17,700
	Sevanna Park Rd. to Rte. 13 NB Ramp	17,850	21,956
	Rte. 13 NB to Rte. 13 SB Ramp	19,770	24,317
	Rte. 13 SB to Pyramid Dr.	25,570	31,451
	Pyramid Dr. to Graham Rd.	13,320	16,384
	Graham Rd. to Brook Dr.	11,500	14,145
Warren Rd.	north of Rte. 13	11,600	NA

\*All counts are expressed as AADT – average annual daily trips

Source: AADT (Estimated from peak hour counts considered to be 10% of the total count). North Triphammer Road intersections' traffic projections to 2024 are based on an annual 1% increase. "Final Design Report," North Triphammer Road Corridor Reconstruction Project. Fisher Associates. November 2003.

Source: AADT Warren Road north of Rte. 13. "Traffic Impact Study, Lansing Trails II", Clough Harbour Associates. June 2004.

These traffic volumes are important factors in determining the level of service afforded motorists traveling this roadway. Level of Service is a grading system for roads and intersections based on traffic flow and delay times. Grades range from A (excellent) to F (failure), with F characterized by demand volumes that far exceed a road's capacity often resulting in gridlock. Along North Triphammer Road, Level of Service ratings vary according to intersections, peak hour traffic times and day of the week as shown in Table 5-2.

Table 5-2. Existing Peak Hour Levels of Service at Selected Intersections, 2003

Road Name	Midday	PM	Saturday
N. Triphammer Rd. Intersection with:			
Sevanna Park Road	A	B	A
Rte. 13 NB Ramps	B	B	B
Rte. 13 SB Ramps	A	A	A
Pyramid Dr.	D	C	E
Graham Rd.	C	B	B

Source: Level of Service, Tables 1-3, Pgs. 5-7, "Final Design Report," North Triphammer Road Corridor Reconstruction Project. Fisher Associates. November 2003.

### Traffic Accidents

As shown in Table 5-3 the highest number of traffic accidents on roadways during 2000 and 2001 were in areas of high traffic volume: North Triphammer Road, East Shore Drive and Warren Road. The number of accidents drops off significantly for other roads in the Village.

Table 5-3. Village of Lansing Traffic Accidents, 2000 and 2001

Roads	# of Accidents	
	2000	2001
N. Triphammer Rd.	39	29
Warren Road	6	11
E. Shore Drive	13	21
Uptown Road	4	4
Dart Drive	2	0
Graham Road	0	4
Cayuga Heights Rd.	1	1
Oakerest Road	3	2
Burdick Hill Rd.	1	0
Catherwood Rd.	0	2
Sheraton Dr.	0	0

Source: State of New York, Department of Transportation, Albany, NY

## Commuting Patterns

According to the 2000 Census, approximately 92 percent of the Village of Lansing's working population (16 years and older) was employed in Tompkins County. Approximately 7 percent worked outside the county and less than 1 percent worked out of state. The average travel time to work for commuters was 15 minutes. Over 22 percent of workers reported traveling less than 10 minutes to work, slightly over 4 percent reported a travel time 45 minutes or more. The average County commuting time was 16 minutes.

Table 5-4 shows that in 2000, the private automobile continued to be the dominant means of travel for the Village of Lansing's workers. Most commuters drive alone (64.3 percent). This is higher than the County, where 60 percent of workers drive alone.

Table 5-4. Transportation to Work, Percent, 2000

	Village of Lansing		Tompkins County	
	#	%	#	%
Car, Truck or Van				
Drove Alone	1,230	69	27,067	60
Carpooled	289	16	5,985	13
Public Transportation	85	5	1,374	3
Motorcycle	11	1	101	0*
Bicycle	0	0	335	1
Walked	63	4	8,093	18
Other Means	29	2	230	1
Worked at Home	65	4	1,990	4
<b>TOTAL</b>	<b>1,772</b>	<b>100</b>	<b>45,175</b>	<b>100</b>

\* rounded to nearest whole number

Source: U.S. Census Bureau, 2000

## Walking and Biking

Walking is often ignored as a means of transportation. Land use patterns that evolved prior to the advent of the automobile earlier this century were based on pedestrian circulation, tending to concentrate development within convenient walking distance of community centers. Although a large portion of the residential development within the Village is within walking or biking distance of the main commercial area of the Village around the Route 13/North Triphammer Road intersection, the close proximity to heavy traffic and the lack of adequate sidewalks and paths for pedestrians and bicyclists make walking and biking unattractive to many Village residents. *The Village of Lansing Greenway Plan* and the proposed North Triphammer Road Reconstruction Project, discussed in the next section, both address the issues with regard to making the Village a more inviting place to walk and bike.

*The Village of Lansing Greenway Plan* was adopted as the Village's official recreation plan in 1994. It is intended to be used as a guide for the establishment of bikeways, walkways and neighborhood parks. The Plan consists of proposals for a series of walking and biking paths that

interconnect and help to link residential neighborhoods, recreational uses and commercial and business areas within the Village.

### *Village of Lansing Land Use Impact Analysis*

In 1991 the Village of Lansing along with representatives from the Village of Cayuga Heights, towns of Lansing, Dryden and Ithaca, Cornell University and Tompkins County Board of Representatives, Planning Department, Planning Board and Department of Public Works completed the *Village of Lansing Land Use Impact Analysis*. The objective of this study was to examine the impact of regional development on the Village's transportation system and provide a series of goals and objectives for traffic improvements in and around the Village.

### *Northeast Sub-area Study*

The 1999 *Northeast Sub-area Study* was intended to provide a comprehensive transportation study for the Northeast Area of Tompkins County. This area includes all or portions of the Villages of Cayuga Heights and Lansing and the Towns of Dryden, Ithaca and Lansing. Although several local planning studies have been conducted, many have focused on a single arterial roadway solution. The goals of this study were to examine the problems and issues in this area, such as access to Cornell campus, reduced traffic safety, adverse neighborhood impacts, increases in travel time, negative environmental impacts, and to offer a range of alternative solutions.

### *North Triphammer Road Corridor Reconstruction Project*

In 1996, the Village of Lansing received approval of its application for Federal funding under the Intermodal Surface Transportation Efficiency Act (ISTEA) to improve a large portion of North Triphammer Road within the Village, between the Village's southerly boundary with the Village of Cayuga Heights and running north to the vicinity of the intersection with Brook Drive. This section of the road has multiple transportation related problems, the most serious of which are safety issues for pedestrians, cyclists and vehicles.

Project objectives (as listed in the "Final Design Report", Fisher Associates, November 2003) are to preserve the investment in the existing highway system by providing structurally adequate pavement; to improve highway traffic operations and safety where economically feasible; to improve the accommodation of pedestrians and bicyclists; to reduce future maintenance efforts; to provide structurally and hydraulically adequate drainage structures within the project limits; and to construct the project with minimum disruption to the Village residents, businesses and the traveling public.

The majority of the proposed improvements address a variety of safety concerns. Proposed improvements include a new signal light, new traffic signs and markings, eliminating and modifying curb cuts, constructing a left turn lane, improving lighting and intersections, and construction of bicycle lanes and sidewalks. Other improvements include repaving and improving the deficient storm drainage system, landscaping, and replacing existing sewer lines. The project, begun in 2004, is scheduled to be completed in 2005.

### **Summary and Implications for Planning**

As the Village of Lansing and Tompkins County continue to develop and change, the more highly traveled sections of roadway within the Village will be affected. NYS Route 13, and in particular its intersections with North Triphammer Road and Warren Road, will continue to be concerns of the Village. Increases in traffic as the result of commercial and residential development both inside and outside the Village borders will increase traffic volumes along these roads. Commercial and business growth along North Triphammer Road and the areas around the Business and Technology Park and Human Health Services District adjacent to Warren Road will also add traffic to already busy areas within the Village. As further development occurs, the Village will continue to maintain and improve its roadway system.

## CHAPTER 6 COMMUNITY FACILITIES

Community facilities are the services which contribute to a municipality's character. While some are basic necessities, such as fire protection, others fulfill social or educational needs. These help create a sense of community in the Village and contribute to its quality of life.

This chapter will examine the Village of Lansing's community facilities and services in relation to current needs and projected demands. Included in this chapter are discussion of water, sewer, schools, recreation, open space, police, fire protection, medical facilities, the post office, the Lab of Ornithology, the Village Office and Public Works Department, refuse and recycling.

### Water

A water distribution network consisting mostly of 8-inch water mains serves the entire population of the Village. Because of the topography of the Village, the network consists of four separate tank pressure zones (Village Circle, Airport Ground, Oakcrest, and Burdick Hill) in conjunction with several pressure reducing stations. The majority of the distribution network was constructed in the late 1960's. Along with new water mains constructed by developers, the Village, starting in the mid 1990's, has undertaken several water system improvement projects either to upgrade problematic areas of the 1960 system or to make improvements in the network hydraulics to better serve the residents.

Water for the Village's distribution network is provided by the Southern Cayuga Lake Intermunicipal Water Commission (SCLIWC) to all of the tank zones. The Villages of Lansing and Cayuga Heights, along with the Towns of Lansing, Ithaca, and Dryden jointly own SCLIWC. The SCLIWC draws its water from Cayuga Lake from a raw water intake located at Bolton Point and pumps water to a treatment plant located on East Shore Drive in the Village. Potable water from the treatment plant is transmitted to the Village and other municipalities through a series of tanks, transmission mains, and pump stations. The treatment plant is rated at 9.0 million gallons per day (MGD) and is currently operating substantially under its rated capacity. In recent years, production has averaged between 2.2 and 3.3 MGD. The average daily-metered use in the Village for 2002 and 2003 was .47 MGD (470,000 gallons per day).

### Sewer

(See maps at end of chapter, pages 52 & 53.)

The sanitary sewer system consisting of 6 to 15-inch gravity sewer mains and manholes only serves a portion of the Village. The majority of the system was constructed during three projects. The first project, built in 1964 consisting mostly of transite mains, serves the Village south of Route 13 and the Warren Road/Airport/Business & Technology Park along with one parcel on North Triphammer Road north of Route 13. The second project, constructed in the late 1960's and early 1970's, serves additional commercial areas north of Route 13. Both of these projects utilized the 1964 pump stations to transmit sewage across Route 13. The third project, in 1981,

constructed a 15-inch transmission main on the old railroad grade and allowed the Village to abandon the pump stations from the 1964 project along with other sewer mains serving additional areas (including single family residences) of the Village north of Route 13. The Village system also transmits the Town of Lansing Cherry Road Sewer District's flow through the Village. Sewage from both the Village and Town is treated at the Village of Cayuga Heights Wastewater Treatment Plant (VCHWWTP).

The current sewer service area in the Village is generally bounded on the south and east by the Village limits, on the west by the old railroad grade east of East Shore Drive, and on the north by the Village limits east of North Triphammer Road, Oakcrest Road east of the Fire Station, the Shannon Park Subdivision and Cedar Lane. Sewage from the Village flows by gravity to the VCHWWTP at three points. The area of the Village south of Route 13 discharges into the Town of Ithaca sewer system at the intersection of Burleigh Drive and Uptown Road and to the Village of Cayuga Heights system near 106 Berkshire Drive. The entire service area north of Route 13 along with the Town of Lansing Cherry Road Sewer District discharges directly to the VCHWWTP via a 15-inch transmission main along the old railroad grade.

The VCHWWTP, which serves part of the Towns of Ithaca, Dryden and Lansing along with the Villages of Lansing and Cayuga Heights, has in the recent past been operating at or near capacity. The Village of Cayuga Heights initiated a moratorium on new connections to the sanitary sewer systems connected to the VCHWWTP. The Village of Lansing has been able to obtain additional connects by correcting existing inflow and infiltration problems for credit towards new connections. In 2004, an agreement was completed to divert some of the Village of Cayuga Heights sewage to the Ithaca Area Wastewater Treatment Plant, resulting in additional sewer capacity for the Village of Lansing.

### Schools

Different portions of the Village are served by two adjacent school districts, the Ithaca City School District for the southern portion of the Village and the Lansing Central School District for the northern portion. Both systems provide K-12 facilities and are responsible for transporting students from the Village to and from their respective schools. Although there is open enrollment in the Ithaca City School District, the majority of Village residents attend Northeast and Cayuga Heights Elementary Schools, Dewitt and Boynton Middle Schools and Ithaca High School. Village residents who live in the Lansing School District attend the elementary, middle and high schools in Lansing.

The Ithaca Montessori School, a long-established private school for children ages 18 months to 6 years, moved to a newly-built facility in the Village on Ascot Place in November 1996.

### Recreation and Open Space

At present, the Village has one park of about 5 acres, consisting of playground equipment, playing fields, a picnic pavilion and a basketball hoop. A smaller Village park is located in the Shannon Park neighborhood. The park consists of a playing field and sledding hill. In addition, several

neighborhoods have recreation land deeded to and maintained by the Village. Cornell's Business and Technology Park has built walking paths. Many of the Village's high density apartment complexes that were built before the Village was incorporated, lacked adequate recreation facilities or sufficient open space for residents.

An additional open space is located between Churchill Drive and Janivar Drive. This area consists of approximately 16 acres and was a donation from William and Audrey Edelman. The Greenway Trail, going from Northwood Apartments along Wood Thrush Hollow Road to Wakefield Drive, runs through this open space.

Although there are nearby recreational facilities located outside the Village, these cannot safely be reached on foot or by bicycle. Many destinations within the Village are similarly inaccessible except by car.

The Village of Lansing has adopted the Greenway Plan as the official recreation plan of the Village. It lays out a system of proposed and existing bicycle and pedestrian pathways, proposed and existing neighborhood parks, unique natural areas, and other recreational properties. It serves as the basis for the planning and development of green space and biking and pedestrian links in the Village. Future implementation of the plan will occur by a combination of Village construction projects and future subdivision developments.

The Village also has adopted an Open Space Protection Plan to serve as a guide for open space protection and preservation in the Village of Lansing. The Open Space Protection Plan examines the community's needs and goals, identifies protected and unprotected open space, and lays out a set of priorities and strategies for preservation. This plan can be used as a tool to assist in land-use planning and policy decisions made by elected and appointed officials of the Village of Lansing, as well as its citizens. The plan identifies open space resources so that Village members can make more informed decisions that will help to preserve the natural and scenic resources that contribute to the quality of life in the Village of Lansing.

Village residents, as residents of the Town of Lansing, also have the opportunity to participate in the Town of Lansing recreation programs and use of the Town Parks. Recreation services for residents (primarily young people) of the Village of Lansing are provided by Tompkins County Youth Bureau as a direct result of the Village being a partner municipality in the Intermunicipal Recreation Partnership. Included in this package are sports leagues, lessons and tournaments; summer day camps and playground programs; Cass Park ice rink and swimming pool; expressive arts and drama, and any new programs that might be developed. All participants in this partnership are charged the same rates. The Community Recreation Center, a not-for-profit in the Town of Lansing, and the YMCA in the Village, are also well utilized by Village residents.

### Police

Police protection is presently provided by the Tompkins County Sheriff and New York State Police, backed up, when needed, by the Village of Cayuga Heights Police. Emergency 911 service is available throughout Tompkins County.

The Sheriff and State Police have a large area to serve and the Village must rely on their reciprocal agreement with Cayuga Heights to take care of many calls. The police respond to calls by residents, but the majority of calls are from the commercial areas where accidents, alarms and traffic light malfunctions or traffic jams are frequent.

The Neighborhood Watch Program, sponsored by the State of New York 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 this program.

### Fire Protection

The Town of Lansing Fire District serves both the Town and Village of Lansing. The Fire District is supported by a countywide mutual aid coordinating group. Equipment is paid for through taxes. The Lansing Board of Fire Commissioners is the elected governing body of the Fire District and sets the fire tax rate.

Fire Station #5 is in the Village. It is one of four stations in the District, and the Village is entirely within the coverage area of Station #5. The station presently has one engine. It was built to allow expansion in the back and a second story as needed.

The Lansing Fire District is manned entirely by volunteers. Several years ago, voters adopted a pension plan which is unique in Tompkins County for active members of the Fire Department. All fire alarms in the area are relayed by radio to fire departments and to fire fighters who have receivers in their homes or on their person. The Lansing Fire District has also assigned an EMT or CFR with a vehicle to be on call 24 hours per day to respond as needed.

Bangs Ambulance Service provides additional service to the Village of Lansing and has an ambulance scheduled to be in the Village from 8:00 A.M. to 4:30 P.M. Monday through Friday. This ambulance may be pulled to Cayuga Heights, Cornell University, Ithaca or the central fire station in the Town of Lansing as needed.

### Medical Facilities

The Village has no direct responsibilities for medical services. Primary care of Village residents is provided by local physicians, dentists, ophthalmologists and therapists. Student residents are also served by Cornell University and Ithaca College facilities. Special services such as mental health, drug and suicide counseling and home care are provided by county-wide agencies.

A Human Health Services District has been established on Warren Road, south of Route 13. Services currently available within the District include a Convenient Care Center, a surgical center (both associated with the Cayuga Medical Center at Ithaca), general surgery offices, a plastic surgeon, dentists, ophthalmologists, pediatricians and obstetrics and gynecological services. Future plans for the Human Health Services District include continued expansion of private medical practices.

Cayuga Medical Center in the Town of Ithaca on the west side of Cayuga Lake provides the range of care associated with a major hospital of its size. The Convenient Care Center provides episodic care and urgent care. Ambulance service is provided by private carriers.

#### Lansing Community Library Center (LCLC)

A reading room of the Tompkins County Public Library located in the old Lansing Town hall at 27 Auburn Road opened in 2001. This reading room, consisting of a few rooms and called the Lansing Community Library Center, is staffed entirely by volunteers. Available for circulation are over 8,700 items owned by the Library including books, videos, DVDs and tapes. Another 500 items are on loan, on a rotational basis, from the Finger Lakes Library System and the Tompkins County Public Library. Special e-mail interlibrary loan requests can also be made from the LCLC to the Tompkins County Public Library. Loans are delivered to the the LCLC and can be returned there.

Story hour and other special youth and adult programs occur throughout the year and road runner internet access is available via two public access computer stations.

#### Post Office

The U.S. Post Office on Warren Road is a full service facility providing delivery, mail processing, retail services and Post Office boxes. The building is approximately 43,500 square feet. Currently, 170 employees work at the facility. There are no current plans for alterations to the facility or a change in the services provided there.

#### Cornell Lab of Ornithology

Located in the Sapsucker Woods Sanctuary, on Sapsucker Woods Road off Route 13, the Lab of Ornithology, in the Johnson Center for Birds and Biodiversity, is a non-profit membership insititution whose mission is to interpret and conserve the earth's biological diversity through research, education and citizen science focused on birds. Programs at the Lab span the spectrum from cutting-edge research and conservation work to the development of dynamic educational and multimedia resources for the study and appreciation of birds.

#### Village Office

The Village of Lansing Office is located at 2405 North Triphammer Road across from the intersection with Oakcrest Road. The building currently contains approximately 1,100 square feet of space including the recently added 700 square feet of additional space. The Village Office contains space for the Village's administrative staff, meetings and record storage.

## Public Works

The Public Works garage located behind the Village Office at 2405 North Triphammer Road houses the Public Works staff and equipment. Public Works is responsible for maintaining the infrastructure of the Village including streets and their rights of way, the sewer collection system, sidewalks and walkways, and other Village-owned properties. Street maintenance includes road surfaces, shoulders, drainage, traffic and street signs, and traffic signals. Sewer maintenance involves inspecting and testing new mains and laterals, preventive and remedial work on the entire system and emergency response to broken or clogged lines. Sidewalks and walkways require cleaning and repair, some mowing, and snow removal in the winter. The Village is responsible for mowing the lawn on all Village property, including the two Village parks. Most major construction is performed by independent contractors.

## Recycling and Refuse Pick-up

Tompkins County has an official curbside recycling program. Refuse is picked up by private refuse companies and paid for by landowners. The Town of Lansing picks up brush in the spring and the Village picks up brush in the fall and also provides Christmas tree removal.

## **Summary and Implications for Planning**

The Village continues to work hard to provide adequate services to Village residents.

The possible increase in sewer capacity could have a significant impact on the location, amount and intensity of future development within the Village.

Changes in other aspects of the Village that may have impact on community facilities include a significant growth in the school age population. While population projections presented in Chapter 1 actually show a decrease in school age population, the increasing attractiveness of the Village to young families may alter that trend.

Perhaps the most significant impact on community facilities may come from the increasing number of older residents projected to reside both within the Village and in communities adjacent to the Village. In addition to medical facilities, the Village is aware of increased demand for public transportation, sidewalks and recreation facilities.

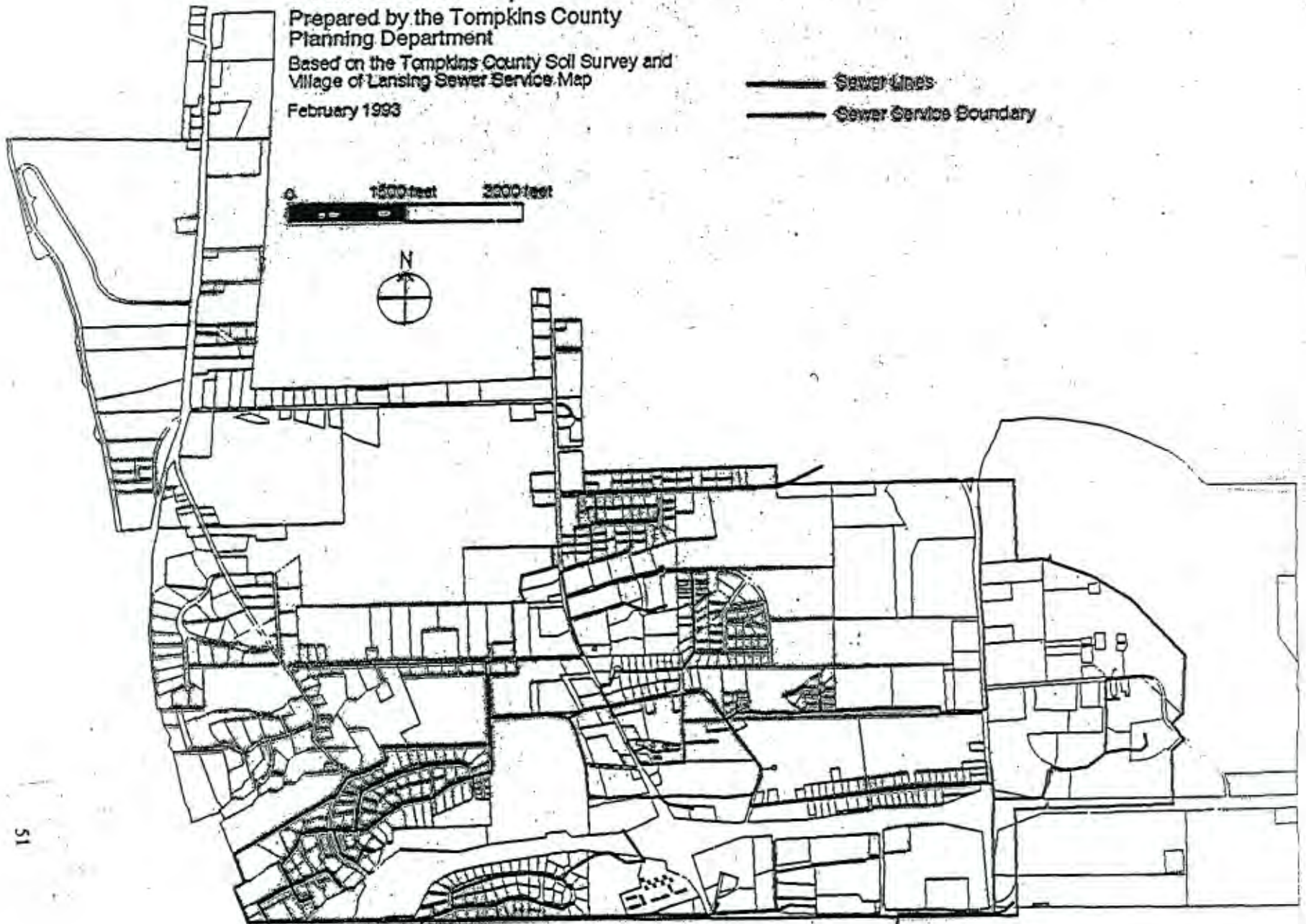
# Sewer Service Map

Prepared by the Tompkins County  
Planning Department

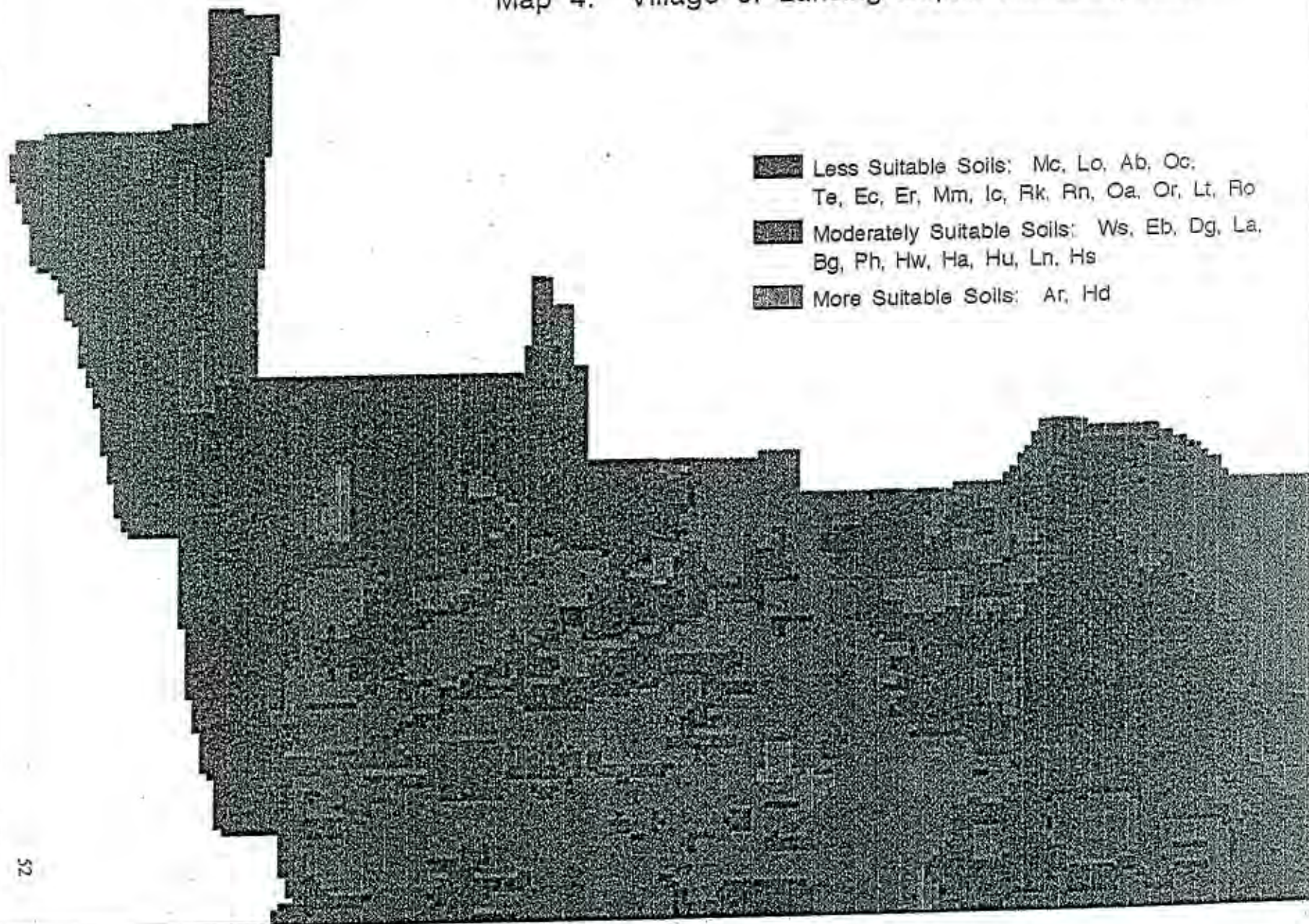
Based on the Tompkins County Soil Survey and  
Village of Lansing Sewer Service Map

February 1993

- Sewer Lines
- Sewer Service Boundary



Map 4: Village of Lansing Septic Suitability Map



## **CHAPTER 7 GOALS AND RECOMMENDATIONS**

### **Population and Economic Profile**

**GOAL:** Preserve the unique character of the Village and meet the needs of its residents.

1. Within the Zoning Law, the Village should examine all housing options and community facilities relative to the projected population growth and the most recent U.S. Census figures where available. This is necessary to effectively accommodate change while striving to maintain a mix of ages, income groups and family types.
2. The Village should plan for the needs of any growing segment of the population with special needs such as the elderly and children in its recreational activities, emergency services, housing, public transportation options, and site plan designs.

**GOAL:** Continue to enhance an information system that will allow the Village to keep current, anticipate, and adjust to social and economic changes in the community and the larger geographical area.

1. The Village should encourage participation of residents and other interested individuals in the planning process;
2. The Village should encourage the development of a variety of communication links with the residents of the Village to promote improved understanding of the local government;
3. The Village should encourage the provision of resources and training to enable the Planning Board to evaluate the impact of social, economic and environmental changes.

### **Natural Resources**

**GOAL:** Encourage plans and programs to protect and enhance the natural environment of the area.

1. The Village should ensure that the quality and quantity of potable water shall not diminish including protection of well water.
2. The Village should encourage soil conservation and erosion control.
3. The Village should promote proper drainage to prevent flooding.
4. The Village should encourage the preservation of Unique Natural Areas as well as other areas that enhance the quality of life in the Village.

## **Land Use**

**GOAL:** Maintain the current separation between residential areas on the one hand and commercial or industrial areas on the other, with consideration of the development plans of neighboring municipalities, in order to produce a satisfying living and working environment, while preserving and enhancing the natural beauty of the area.

1. The Village should promote the improvement and maintenance of existing facilities.
2. The Village should encourage planned development of a variety of housing for a variety of income levels and households.
3. The Village should insure that commercial enterprises are appropriate to the needs of the Village and coordinated with the needs and services of the area.
4. The Village should encourage planned development of research and light industry in the zoning districts in which they are allowed.
5. The Village should promote the planning and development of adequate parks and open space consistent with area facilities for recreation and in accordance with *The Village of Lansing Greenway Plan*;
6. The Village should promote visual and physical buffers to enhance existing and future development in order to provide a harmonious blending of different land uses.
7. The Village should promote the identification and preservation of those areas or structures that may be of natural beauty, historical significance or have features unique to the region.
8. The Village should encourage land use which preserves open space on its remaining large parcels.

## **Housing**

**GOAL:** To provide a broad range of housing options for all present and future Village residents, including young people, families with children, the elderly, and households which earn less than the median income.

1. The Village should ensure all housing meets public health, safety and zoning codes, and that sufficient funds are provided for such enforcement efforts.
2. The Village should support local zoning strategies, private initiatives, and government programs that promote the development of housing appropriate in size, location, accessibility and cost for many different types of households.

3. The Village should support efforts by Tompkins County and not-for-profit housing organizations to help implement a variety of affordable housing options, such as assistance for first time home buyers and providing appropriate housing opportunities for senior citizens.

### **Commercial and Business Development**

**GOAL:** To maintain the Village's position as a regional retail and office center, while preserving the Village as a pleasant, convenient and affordable place in which to reside.

1. The Village should continue to work with commercial property owners to ensure that the development of commercial and business properties will be mutually beneficial.
2. The Village should continue to review the non-residential uses allowed in the various zoning districts in order to provide Village residents and office workers with a variety of convenient services.
3. The Village should continue to work with commercial property owners to design structures, signs and landscaping that add to the quality of the site and the character of the Village.
4. The Village should encourage the resolution of disputes between occupants of commercial districts and residents of adjacent residential districts in order to foster understanding and harmony between both parties.

### **Transportation**

**GOAL:** To develop and maintain a safe and efficient multi-modal transportation system that will facilitate the movement of pedestrians, cyclists and motor vehicles within as well as through the Village.

1. The Village should encourage new road design that is consistent with both actual and anticipated land use of the area to be served by a particular road.
2. The Village should enforce existing regulations concerning parking and traffic control in order to ensure that vehicular traffic is not unnecessarily impeded on Village thoroughfares.
3. The Village should promote the development of bicycle paths and walkways throughout the Village in a way consistent with the Village of Lansing Greenway Plan.
4. The Village should ensure that mass transit vehicles have access to both commercial and residential areas.

5. The Village should seek ways to encourage the use of mass transit from the Village to Cornell University, Ithaca College and downtown Ithaca.
6. The Village should utilize both New York State Police and Tompkins County Sheriff's Department to enforce speed limits, investigate accidents and enforce parking and traffic control, including handicapped parking regulations. The Village should encourage shopping center owners to request such enforcement in shopping center parking areas.
7. The Village should ensure that all existing and future residential developments have adequate access to public roads.

### **Community Facilities**

**GOAL:** To provide adequate municipal facilities and services at reasonable costs that will meet the basic needs of Village residents.

1. The Village should work to plan and to maintain the most efficient and safe street and road system that is within the financial means of the Village.
2. The Village should encourage the development of public transportation in cooperation with the neighboring municipalities.
3. The Village should permit the extension of public sewers, where economically feasible, to areas of demonstrated need and allow private sewer facilities, which meet State and County standards, where costs of public sewer construction would be prohibitively high.
4. The Village should vigorously 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 Village's existing sewer district.
5. The Village should promote adequate fire protection and public safety in cooperation with neighboring municipalities, including the Tompkins County Sheriff Department.
6. The Village should encourage the provision of improved human services which enhance the quality of life.

## CHAPTER 8 VILLAGE PLAN

Based on the information presented in the background chapters and the preceding goals and recommendations, the Village Plan chapter will describe recommended future changes to the Village. The majority of recommendations presented in this chapter have been taken from previous studies completed by the Village.

In the past, a number of studies and reports have been written about the Village of Lansing. Many of these documents have focused on a specific land use or area of the Village. (A list of all the documents and surveys is listed in Appendix C.) The goals and recommendations presented in these various documents serve as a guide for the future development of the Village. When reviewed in relation to the information prepared for the background chapters of this Comprehensive Plan, many of the recommendations presented in previous documents still remain valid options for the Village's future.

### **Growth Policy (Source: *Village of Lansing General Plan - 1995*)**

In the 1995 *Village of Lansing General Plan*, the Village set forth a growth policy to guide future development within the Village. Prior to 1975, virtually no public control was exerted on development in the Village of Lansing. Proximity to Ithaca and Cayuga Heights encouraged development, and construction adjacent to the then newly opened Route 13 greatly accelerated the rate of development in this area. The resulting rapid growth resulted in high density residential housing and intensive commercial development around the North Triphammer/Route 13 intersection. That concentration of commercial and high density development is in contrast to much of the remainder of the Village which strives to maintain a more suburban atmosphere.

In the General Plan the Village outlined a framework that should be utilized as guidelines for future development within the Village of Lansing. It is believed that by following these ideas future growth can occur in the context of the preservation of open space, the protection of environmental resources and the maintenance of the existing community character.

1. Sufficient water, sewer/septic and transportation infrastructure must exist for development to occur.
2. In residential areas where environmental conditions make both the cost and feasibility of public sewers questionable, only low-density residential development, with appropriate sewer disposal systems, will be permitted.
3. Whenever it is practical to do so, developers will be encouraged to preserve open space through the process of clustering in accordance with existing Village regulations.
4. The impact of new residential development on the recreational needs of the Village must be evaluated in conjunction with the Village's Greenway Plan.

5. The effectiveness of Warren Road, North Triphammer Road and NYS Route 34, the Village's primary roads, as north-south through traffic carriers must not be impeded by new development.
6. New residential road networks, especially east-west connectors, shall maximize the ease and safety of pedestrians and vehicular traffic, impose the least impact possible on the adjacent residents, provide safe access to the Village's three primary roads, and have the minimum impact possible on the natural environment.

### Undeveloped Land

There remains a considerable amount of undeveloped land in the Village, most of it in the Low Density Residential District. It is imperative that the application of the land use controls already in place be maintained in order that the quality and intensity of development that occurs will be consistent with the goal of preserving the Village's environmental and cultural characteristics.

### Residential Land

When the General Plan was updated in 1995, nearly 25 percent of the Village's residential land remained undeveloped and, under the current Zoning Law, could result in the building of 1,100 to 1,200 new housing units.

Several of the largest areas of undeveloped land within the Village and their suitability for development were discussed in the 1991 *Village of Lansing Land Use Impact Analysis*. The areas that are zoned for residential uses include; the area west of Route 34 and north of the Bolton Point water treatment plant (approximately 128 acres), east of Route 34 between Burdick Hill and Water Wagon Roads, the Murray Estates land (342 acres), backland south of Oakcrest Road (approximately 45 acres), land south of Bush Lane (over 100 acres) and land north of Dart Drive (approximately 60 acres). In addition to these larger areas there are a number of smaller parcels located throughout the Village. As stated in the 1991 Impact Analysis, because many of these parcels are relatively small, and some irregularly shaped, it is unlikely that they would or could be considered for anything other than housing.

### Non-Residential Land

Although Village law establishes nearly one third of the total land area of the Village for non-residential use (934 acres), in 1994 there remained 196 acres that was undeveloped. The majority of non-residential development since 1994 has been in the Business and Technology and Human Health Services districts.

As development occurs in non-residential areas, the impact of additional traffic generated by this development on the existing road networks and adjacent residential neighborhoods must be closely evaluated.

## **Future Land Development (Source: *Village of Lansing Land Use Impact Analysis - 1991*)**

Despite the rapid and extensive land use changes that have occurred in the Village since the building of NYS Route 13, a considerable amount of land remains undeveloped. Due to topographical features such as steep slope, wetlands and soil types, a portion of these lands should remain undeveloped. There are also acres that have been set aside as open space or preserved by the Twin Glens Homeowners Association. The remaining lands, suitable for development in accordance with the existing Village land use regulations, will most likely be developed within the next two to three decades. The purpose of this section is to evaluate the potential of these as-yet undeveloped areas in terms of what is the most likely, and what would be the most suitable, future land use.

### Vacant Lands

(See map page 60)

Most of the undeveloped land lies in the Low and Medium Density Residential (LDR and MDR) zoning districts. Some vacant land in the High Density Residential (HDR) and the Commercial High Traffic Districts (CHT) does exist, however, the acreage is very limited. There are still some undeveloped parcels in the Commercial Low Traffic District (CLT) near Oakcrest Road, North Triphammer Road and in Guild Park on Craft Road and Ascot Place. The Business and Technology District (also Commercial Low Traffic) has vacant parcels along Warren Road and Bomax Drive. Although Cornell's Business and Technology Park, off of Warren Road and adjacent to the Tompkins County Airport, has developed rapidly in the past ten years, it still contains several vacant parcels.

Land that the Village has zoned for non-residential uses is well located adjacent to major transportation facilities and those undeveloped parcels should develop in the future for the purposes current zoning allows. If, however, economic conditions change dramatically, or development shifts to other communities in Tompkins County, the uses permitted in those districts may need to be reviewed in order to encourage other types of non-residential development.

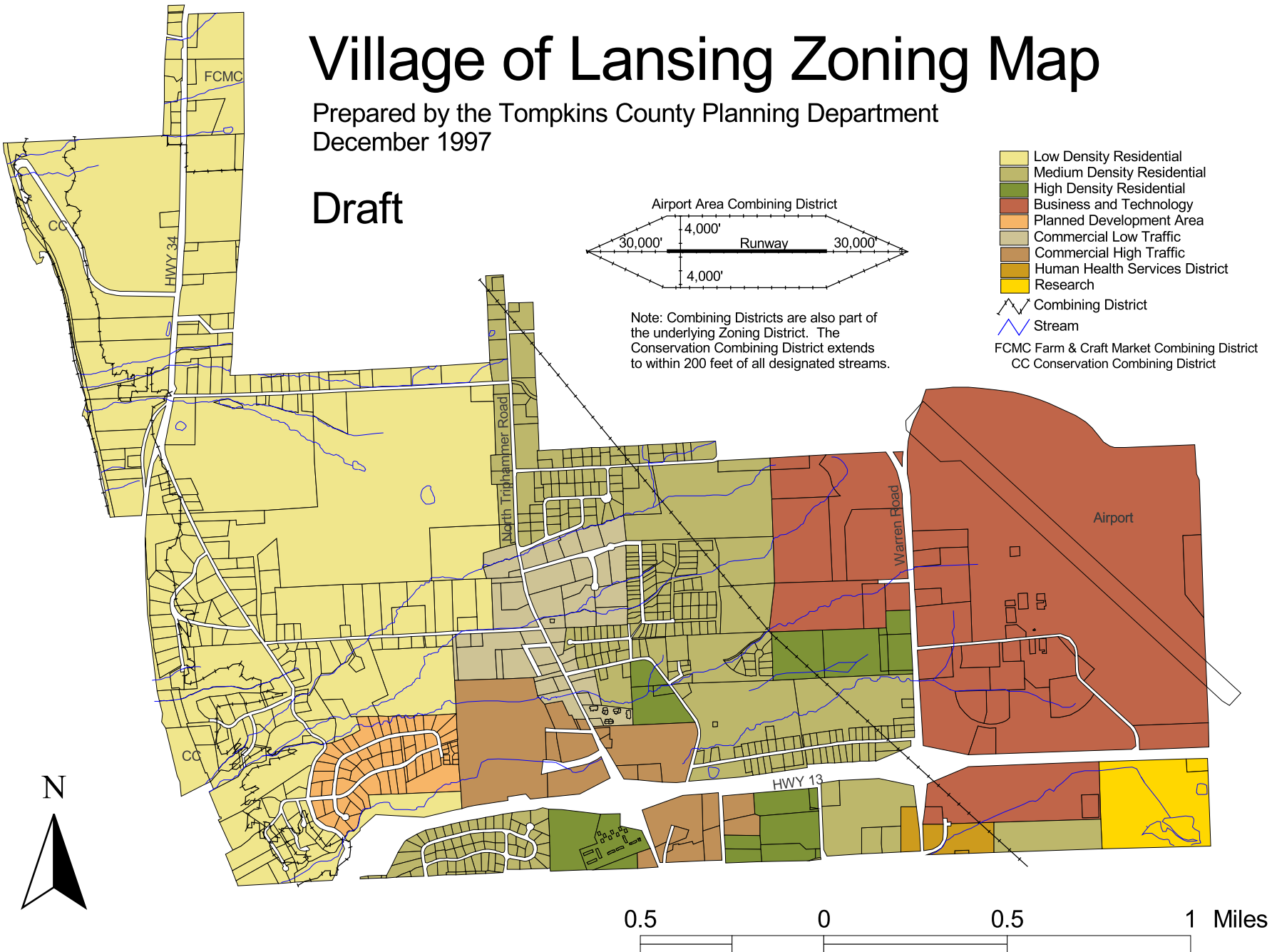
One of the assumptions made is that basic zoning districts in the Village would not be changed in the foreseeable future. From this perspective, it is clear that the most likely future uses of undeveloped land will be those that are permitted by current zoning.

Low Density Residential (LDR) and Medium Density Residential (MDR) Districts are virtually the same in terms of permitted land uses. There are two differences with respect to permitted uses -- mobile homes are permitted in LDR and not MDR while hospital/clinic uses are permitted in MDR and not LDR. Sixteen different uses are permitted in both LDR and MDR Districts; 10 of the 16 require special permit approval by the Planning Board. One and two unit residences are permitted by right in each district with density (lot area and frontage) being the principal difference between the two. A lot with 20,000 square feet of area and 100 feet of road frontage is the smallest lot permitted in the MDR District where public sewers are available.

# Village of Lansing Zoning Map

Prepared by the Tompkins County Planning Department  
December 1997

Draft



In the Village of Lansing there are eight geographic areas that need to be examined in terms of land use suitability. The location of these areas is shown in the accompanying map. The source for much of the following information is the *Village of Lansing Land Use Impact Analysis* completed in 1991.

**Area A: West of Route 34 and north of the Bolton Point water treatment plant.**

(See map on page 63.)

Three parcels in this area have a total of almost 160 acres; the largest is 128 acres in area. This land slopes moderately downward toward the steep escarpment that begins at approximately 600 feet of elevation. Ovid and Lordstown soils predominate in this area and both present some limitations.

Ovid soils have seasonal wetness that is not usually a major obstacle to development; shale or sandstone bedrock two to three feet below the surface of Lordstown soils can cause problems for construction of utilities and basements.

Slopes range from 8 percent to 35 percent, depth to bedrock in most areas is less than four feet and soil types are least suitable for septic systems. Because of these conditions and the Tompkins County Environmental Management Council's designation of the western portions of this area as a Unique Natural Area, this area is in the Village's Conservation Combining District. This requires that any development be regulated by a special permit process.

This land is very attractive for homesites, especially closer to the lake. Substantial development has occurred on similarly situated lakeside land located just north in the Town of Lansing. For the most part, large expensive homes are being built on big lots overlooking the lake.

The 128 acre parcel has high potential for being attractively subdivided into large residential lots (60,000 Square Feet). The smaller parcels, unless they can be combined, are limited by being narrow and deep. Even so, they will most likely become single family homesites in the future. Somewhat larger minimum lot requirements could be justified on the steeper slopes. The effect of this would be higher development costs. Clustering would be appropriate, particularly in view of potential bedrock problems. It will be important to establish a workable interior road system interconnecting these three parcels.

Residential development facing Route 34 will be less desirable than the backland lots would be. Because the amount of frontage along Route 34 is considerable, it should be possible to reduce strip subdivision. It would also be desirable to increase setback distances from the highway and encourage landscaping along the road and limit the number of new curb cuts along Route 34.

In 1996, the Greenway Committee commissioned a study of the potential for recreation areas in this area, including a small recreation area on the shore of Cayuga Lake and a trail system. The *Bolton Point Study* is discussed later in this chapter.

**Area B: East of Route 34 between Burdick Hill and Water Wagon Roads.**

Portions of several large farms are located in the Village with their backlands being located in the Town. These parcels slope gently and uniformly upward from the highway. Rhinebeck and Hudson soils predominate. Neither is ideal for nonfarm uses because of slow permeability and seasonal wetness. These limitations can be overcome with public sewers and adequate drainage, however, and the land could be subdivided into attractive homesites.

There are several smaller parcels in the 5 to 10 acres range in this area. They may be further subdivided, but design options are limited unless parcels are combined. Some system of roads interconnecting these smaller areas might be possible and it is particularly important that the larger farms, if they are subdivided, provide adequate access to backlands.

Land along Route 34, located within the Village, is not as attractive for homesites as backland located in the Town of Lansing would be. Because some of the parcels in this area have limited depth there is less opportunity to control strip development. It would be desirable to increase front yard setbacks along the highway and to encourage landscaping along the road and to work to limit the number of curb cuts along Route 34. Any development in this area should involve close cooperation between the Village and Town of Lansing.

**Area C: The Murray Estates Property - North Triphammer Road to Cayuga Heights Road between Burdick Hill and Oakcrest Roads.**

The natural beauty of this area has long been a treasured vista for Village residents as well as for motorists along North Triphammer Road. Any development that is proposed for this area must take into consideration this reality and incorporate a design that includes not only a variety of housing types but also considerable open space and recreation areas.

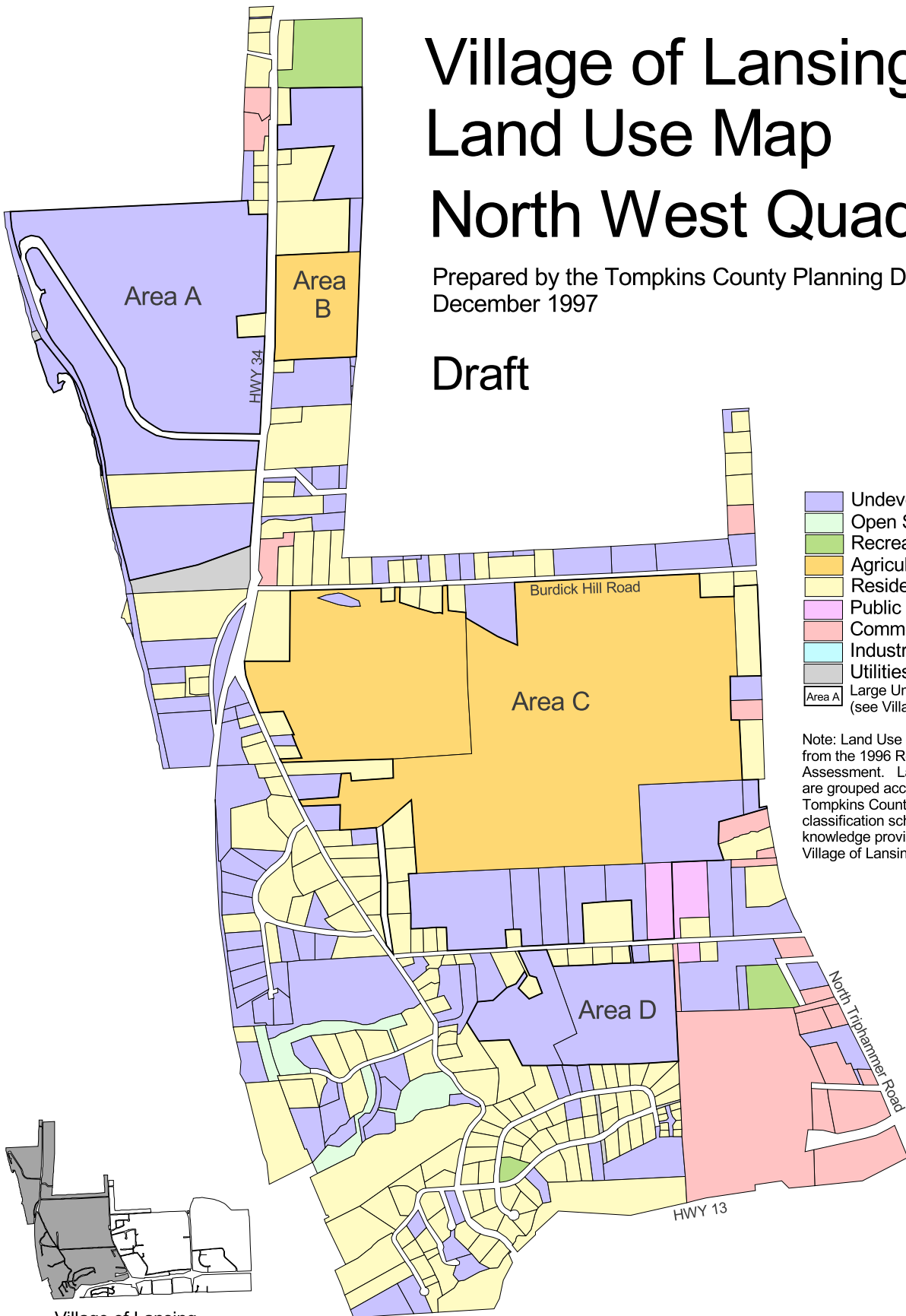
There are a variety of soil types on the property. Rhinebeck predominates, occupying about one-third of the site. There are also extensive areas of Ovid and Lordstown soils on the steeper western portions of the site. Seasonal wetness in many areas and shallowness to bedrock in Lordstown soils are development limitations. Portions of this property are wooded. There is also a large pond, two streams and a moderately sized gorge located on the property.

The bulk of this area is zoned for Low Density Residential development, however, there is a 2000 foot strip, 200 feet deep along North Triphammer Road that is zoned Medium Density Residential. When fully developed either as a sewerred or non-sewerred subdivision, its density will be sizable and could have a detrimental impact on existing traffic patterns on North Triphammer Road and Cayuga Heights Road. There must be an internal network of roads that will route traffic onto the adjacent secondary roads. Direct access to the property from North Triphammer Road should not be permitted unless it can be shown that the peak hour traffic flow on North Triphammer Road will not be impeded. Large lots and/or clustering would be an effective residential use in this area.

# Village of Lansing Land Use Map North West Quadrant

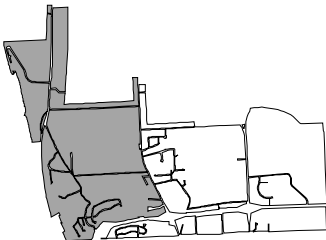
Prepared by the Tompkins County Planning Department  
December 1997

Draft



- Undeveloped
  - Open Space
  - Recreation
  - Agricultural
  - Residential
  - Public Buildings
  - Commercial
  - Industrial
  - Utilities
  - Area A
- Large Undeveloped Areas  
(see Village Plan, Chapter 9)

Note: Land Use values are derived from the 1996 Real Property Assessment. Land Use values are grouped according to the Tompkins County land use classification scheme and current knowledge provided by the Village of Lansing (see Appendix A)



Village of Lansing  
North West Quadrant



Developers should be encouraged to protect the natural beauty of this area and limit any development's impact on the existing adjacent infrastructure through the use of creative planning and design techniques, giving particular consideration to cluster development options. Currently the land is being farmed which may be a desirable use to be retained in future development plans.

**Area D: Backland south of Oakcrest Road.**

Two large parcels totaling about 45 acres are located behind the residential strip on the south side of Oakcrest Road. Shannon Park is adjacent to the south boundary of these parcels.

Hudson soils predominate in this area. Topography is very uneven and erosion patterns have produced the upper part of the drainageways known as Twin Glens. Access to these parcels is limited to Oakcrest Road and the unopened back road to Pyramid Mall. This area is zoned LDR (Low Density Residential). If subdivided, it could provide a number of attractive homesites similar to Shannon Park and would be well suited for that purpose. Because of topographical variations in this area, owner occupied townhouses would also be an appropriate land use. Again, clustering might be an effective technique to preserve some of the natural amenities that this area possesses and, possibly, to create a small neighborhood park. Any development proposal should include only limited access to Oakcrest Road.

**Area E: South of Bush Lane.**

(See map on page 65.)

There is an undeveloped area of over 100 acres south of Bush Lane. This is made up of four parcels, the northernmost of which contains 57 acres. Soils in this area consist primarily of Erie and Ilion, both of which have severe limitations due to prolonged wetness. The seasonally high water table is at, or very near, the surface for extended periods of time in Ilion soils. Parts of this area, particularly near its center, might qualify for a wetland designation.

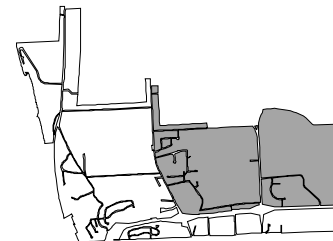
The entire area slopes moderately downward toward North Triphammer Road. There is a mixture of existing land uses adjacent to these parcels. Industrial development on Warren Road lies to the east; high density apartments are on the southeast; the west flank consists of the Brook Road residential neighborhood, the Craft Road light industrial/office complex. A new residential subdivision consisting of 112 building lots has been approved for most of the vacant land in this area. The first phase of this subdivision is nearing completion. Strip residential along Bush Lane and the new Horizon housing development are to the north. Access to the area is from Craft Road and Bush Lane.

This area is not as attractive for housing sites as land west of North Triphammer Road. The higher density MDR zoning classification compensates to an extent for the lack of natural amenity. The need for effective wetness control will add to infrastructure costs and the subsequent cost of house construction. Clustering could be a useful tool to avoid those areas of Ilion soils that are particularly wet and to provide some open space and recreation facilities for this part of the Village.

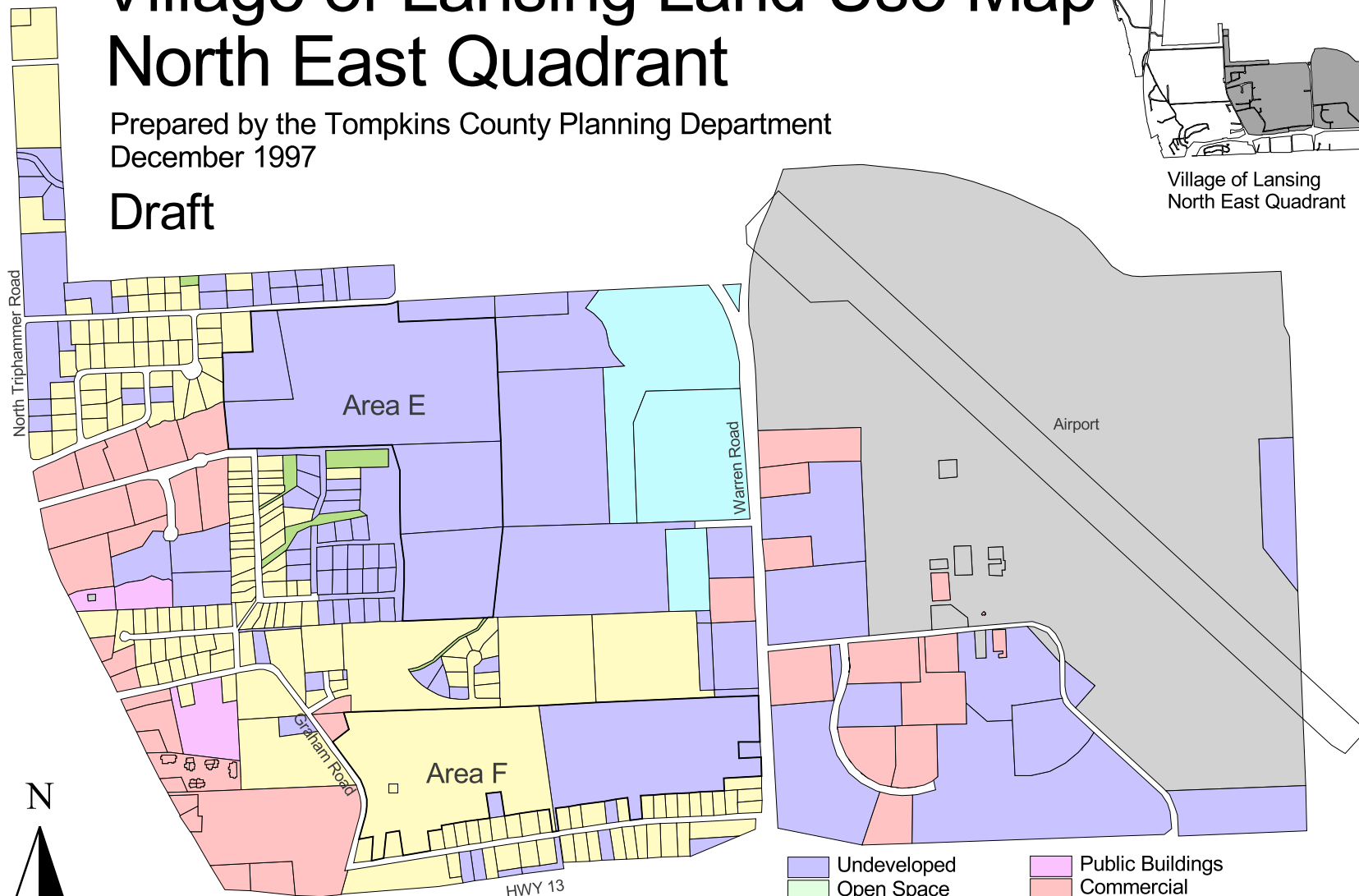
# Village of Lansing Land Use Map North East Quadrant

Prepared by the Tompkins County Planning Department  
December 1997

**Draft**



Village of Lansing  
North East Quadrant



- |              |  |
|--------------|--|
| Undeveloped  | Public Buildings   |
| Open Space   | Commercial   |
| Recreation   | Industrial   |
| Agricultural | Utilities  |
| Residential  | Large Undeveloped Areas<br>(see Village Plan, Chapter 9) |

Note: Land Use values are derived from the 1996 Real Property Assessment. Land Use values are grouped according to the Tompkins County land use classification scheme and current knowledge provided by the Village of Lansing (see Appendix A)

### **Area F: North of Dart Drive**

A long rectangular parcel of about 60 acres is located north of Dart Drive and stretches between Graham and Warren Roads. Soils in this area are very complex with six different types being present. Arkport and Bath soils predominate, running through the center of the site. Both are excellent soils for development with few or no limitations. The area slopes moderately downward toward Graham Road and there is a small surface water drainageway running diagonally down the site.

Access to this area could be obtained from several directions. Adjacent land uses consist of single family housing on Dart Drive, high density residential to the north, apartments and a shopping center to the west and the Cornell Business and Technology Park on the east. The opportunity to walk from this location to a variety of employment and shopping opportunities will make this a desirable place to live when pedestrian walkways to adjacent locations are installed by the developers. As subdivision and development of this area begin to occur, efforts should be made to achieve a road system that will provide connections to subdivisions to the north and to Graham Road to the west.

If there is a future re-configuration of the Warren Road/Route 13 intersection by New York State Department of Transportation which requires the taking of additional land along Warren Road and expansion of the intersection to the north, Dart Drive may have to be closed at its entrance to Warren Road. Therefore, it may be provident, when subdivision occurs, to reserve land for an access road into Area F from Warren Road as well as requiring a connection to Dart Drive. In order not to increase the curb cuts on Warren Road, the private access to Northwood Apartments may have to be closed. Access would be provided from the new entrance to Area F. A realistic alternative would be for the Village to take over Northwood's private entrance, perform the reconstruction necessary to make it a public road and provide access to area F.

### **Area G: South of Route 13 and West of Warren Road**

(See map on page 67.)

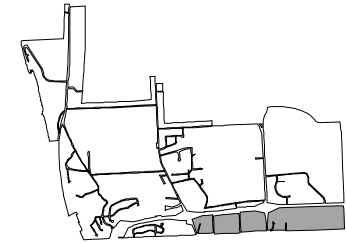
This 279 acre area is located on the southwest corner of Route 13 and Warren Road, across Warren Road from the Human Health Services District and adjacent to the Village park. It is currently zoned as Medium Density Residential development. Generalized soil information in this area shows that the main soil types are Ellery-Erie-Alden and Erie-Langford. These soils pose few limitations to development. While this area would be appropriate for public sewer, it is not currently serviced.

Access to this area would be best from Uptown Village Road. Adjacent land uses consist of residential townhouse and apartment development and medical offices. There is currently a proposal for 62 townhouses in this area. This type of residential development appears to complement the surrounding land uses. The close proximity to the Village park, employment, shopping and school on Warren Road make this area appropriate for this type of residential development.

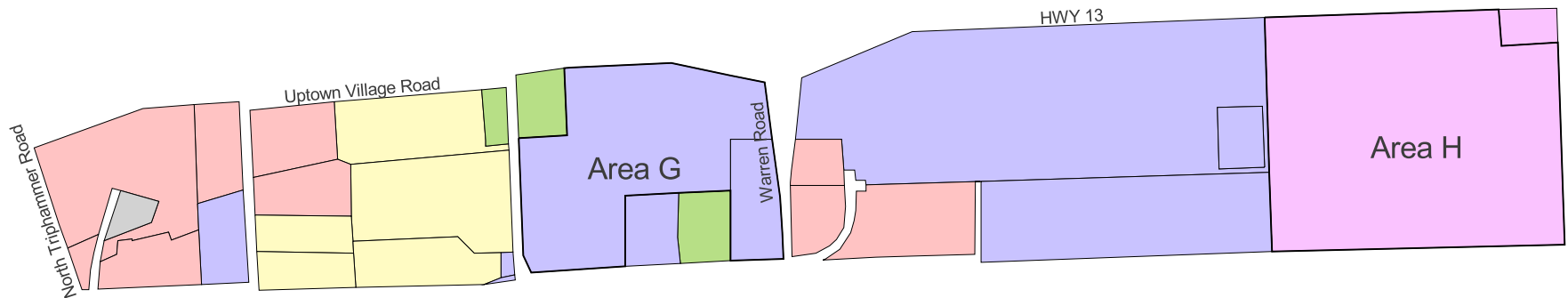
# Village of Lansing Land Use Map South East Quadrant

Prepared by the Tompkins County Planning Department  
December 1997

Draft



Village of Lansing  
South East Quadrant



- |              |  |
|--------------|--|
| Undeveloped  | Public Buildings   |
| Open Space   | Commercial   |
| Recreation   | Industrial   |
| Agricultural | Utilities  |
| Residential  | Large Undeveloped Areas<br>(see Village Plan, Chapter 9) |

Note: Land Use values are derived from the 1996 Real Property Assessment. Land Use values are grouped according to the Tompkins County land use classification scheme and current knowledge provided by the Village of Lansing (see Appendix A)

## **Area II: South of Route 13 and East of Warren Road and the Human Health Services District**

This area is approximately 53 acres and is located southeast of the Route 13 and Warren Road intersection, east of the Human Health Services District and is adjacent to Sapsucker Woods and the Cornell University Ornithology Lab. The area is currently zoned Medium Density Residential. Applying the appropriate zoning regulations to this area, approximately 40 buildings containing 80 units could be constructed. Using a cluster design, the density could increase to 50 buildings containing 100 units.

Generalized soil information in this area shows that the main soil types are Ellery-Erie-Alden and Erie-Langford. These soils pose few limitations to development. While this area would be appropriate for public sewer, it is not currently serviced.

Access to this area would be from Arrowwood Drive. The close proximity to the Village park, employment, shopping and school on Warren Road make this area appropriate for the type of residential development that is allowed under present zoning.

### **Other development parcels.**

In addition to the large blocks of land described on the preceding pages, there are a number of smaller vacant parcels in various locations in the Village. Virtually all such parcels are zoned for one or two family homes and, in LDR zones, for mobile homes. Because these parcels are relatively small, and some irregularly shaped, it is unlikely that they would or could be considered for anything other than housing. Land costs will tend to exclude the installation of mobile homes on those parcels where this is a permitted use.

Several large, irregular parcels on the lake side of Cayuga Heights Road remain vacant. For the most part these parcels are very desirable as home sites but development would be difficult and expensive because of steep slopes and poor soils. Access opportunities are also very limited. These environmentally sensitive but highly desirable parcels should be subject to the special permit process. This would enable the Village to work with land owners to develop plans specifically tailored to the site. Lot size is one of the requirements that could be negotiated with the owner.

**Northeast Neighborhood Study Area** (Source: *The Village of Lansing: Planning for the Future in the Northeast Neighborhood Study Area* - 1993)

The report, *Planning for the Future in the Northeast Study Area* was completed in 1993 as a means to provide the Village Planning Board with some guidelines for approving future development within the study area.

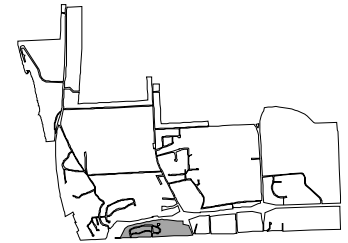
The Northeast Neighborhood Study Area is defined by those lands bordered on the north by Bush Lane, on the east by Warren Road, on the south by Route 13, and on the west by North Triphammer Road. The predominate land use in this area is medium density residential housing,

# Village of Lansing Land Use Map

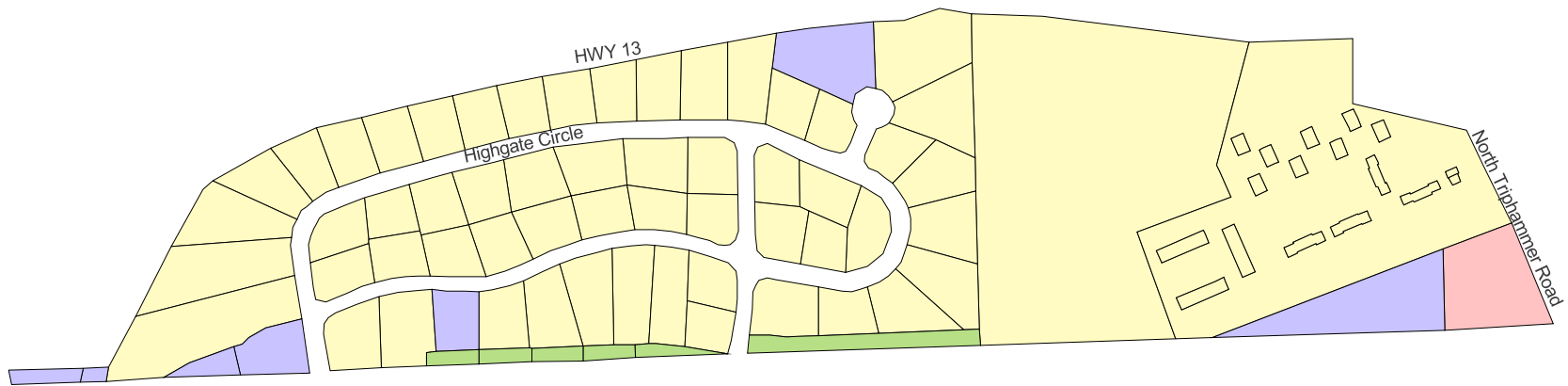
## South West Quadrant











Prepared by the Tompkins County Planning Department  
December 1997

Draft



Village of Lansing  
South West Quadrant



- |   |              |   |  |
|---|--------------|---|--|
|  | Undeveloped  |  | Public Buildings   |
|  | Open Space   |  | Commercial   |
|  | Recreation   |  | Industrial   |
|  | Agricultural |  | Utilities  |
|  | Residential  |  | Large Undeveloped Areas<br>(see Village Plan, Chapter 9) |

Note: Land Use values are derived from the 1996 Real Property Assessment. Land Use values are grouped according to the Tompkins County land use classification scheme and current knowledge provided by the Village of Lansing (see Appendix A)

however, there are two enclaves of high density residential housing, one along Graham Road and another off of Warren Road. Other land uses in the area include both commercial high and low traffic (Cayuga Mall and Guild Park on Craft Road) and a strip of the Business and Technology District along the west side of Warren Road.

Although there is considerable existing residential development within this area, at the time of the Study, approximately 190 acres of residential land in the segment of the Village remain undeveloped. These lands are within the Village's sewer district thus making them prime development lands once an unlimited number of sewer units becomes available. The objectives outlined in the study have been modified or updated as follows:

#### Existing Residential Development

1. Establish a new east-west road network serving the areas between Warren Road and North Triphammer Road.
2. Make the Kensington Subdivision accessible to Warren Road and North Triphammer Road via a connection to Janivar Drive.

#### New Residential Development

1. Develop a system of minor residential streets. Street system will maximize the ease and safety of movement of pedestrian and vehicular traffic. Street system will minimize undesirable effects on the environment.
2. Establish a pattern of residential roads that will facilitate access to mass transportation.
3. Ensure that developers install street lights to make sure that roads are properly illuminated.
4. Create walkways and bicycle paths in accordance with the 1993 *Village of Lansing Greenway Plan*.
5. Ensure that the developer includes planting of appropriate street trees in the development plan.
6. Create neighborhood parks in accordance with the 1993 *Village of Lansing Greenway Plan*.
7. Require that areas in new development that are identified in the 1993 *Village of Lansing Greenway Plan* as parks, walkways or bikeways be deeded to the Village in accordance with the 6 percent set aside required in Sections 406.01 and 406.02 of the Subdivision Regulations.

8. Where designated recreation land is not available (as described in 7 above), require developers to make cash payments to the Village of Lansing's Parks and Recreation Fund in the amount calculated in accordance with Section 406.04 of the Subdivision Regulations.
9. Ensure that sidewalks are included in new developments in accordance with the 1993 *Village of Lansing Greenway Plan* and the Village walkway policy.

#### New Commercial Development

1. Establish buffer zones in Business and Technology and Commercial Low Traffic Districts that abut residential zones.

#### Open Space

1. Encourage residential design that will result in the preservation of as much open space as possible.
2. Ensure that open space designated on Final Plat as private property is controlled by restrictive covenants and is never developed.

#### **Transportation (Source: *Village of Lansing Land Use Impact Analysis* - 1991)**

In order to ensure that the vacant lands that are developed in the future have adequate access to the primary north-south roads of the Village, and to simultaneously insure that traffic flow on these roads is not impeded by the addition of intersection with new access roads, the Village has adopted a Concentrated Traffic System.

New roads and utilities will have to be provided to support future development in most areas that are presently agricultural or vacant. Public water and sewer service, if available, can have a great impact on residential development, primarily in terms of removing technical constraints on density and in terms of per unit development costs. With or without utilities, however, it is the road pattern that ultimately determines physical layout and connects new neighborhoods to the existing community.

#### Concentrated Traffic System

(See map on page 73.)

The objective of this concept is to promote maximum future use of the three primary roads in the Village -- a continuation and intensification of existing traffic pattern. The secondary road system consisting of Cayuga Heights, Oakcrest, Burdick Hill, Cherry, Graham/Dart and Craft Roads would be added to as needed in order to provide east-west connections to one of the primary roads for any new subdivisions.

An extensive pattern of local service and access roads would be the end product of this scenario, as illustrated on the map. Local roads would be used exclusively in the future subdivision of the

large open parcels that exist in the Village of Lansing. Each such subdivision would be a more-or-less independent neighborhood but these would be designed in a way that would intentionally discourage heavy use. The desired pattern of traffic movement would involve use of primary roads to get from one part of the Village to another or to adjacent communities.

Because increased use of primary roads would be the objective, increasing the ability of these roads to carry traffic would be a paramount concern as development occurred. Shoulder widening, the addition of lane capacity, intersection improvement and reducing traffic interruptions will be critical to the success of this concepts. One beneficial result would be that the new residential neighborhoods would be afforded maximum protection from traffic intrusions.

#### **Proposed Village Center (Source: *The Village of Lansing Greenway Plan* - 1993)**

A Village Center has often been called for in previous planning studies done in the Village. This center would provide a public meeting place that could foster Village identity, and serve as both an advertisement to those passing through and as a space of local pride. In looking at the Village as a whole, the Greenway Committee considered sites that were central to a variety of Village activities.

The actual creation of a Village Center, and what it would contain, is a separate process from that of planning a greenway system, and it will take a specialized effort on the part of the community. In developing a general land use plan for the Village, certain areas would be particularly well-suited to a community gathering place. Even though the Village has recently expanded its office which makes the possibility of a Village Center quite remote, the concept should not be abandoned. If a desirable parcel of vacant land becomes available, the Village should consider acquiring it for future use for municipal purposes.

Across North Triphammer Road from the Village office the currently vacant Parcel 43.1-1-47 will yield a substantial accessway ( 30 to 50 feet) for public use when developed. This, in turn, could provide a connection to Parcel 47.1-1-17.2 across Oakcrest Road, which could be the anchor of a Village of Lansing Center. By utilizing the accessway of Parcels 47.1-1-17.10, this now vacant area would connect to both Pyramid Mall and the Y.M.C.A. The Village Center would, as a whole, connect both sides of North Triphammer Road, forming a central pedestrian link in the heart of the Village, and act as a recognizable public open space with access to pedestrian paths on both its eastern and western edges.

#### **Village of Lansing Greenway Plan (1993)**

(See map on page 76.)

#### **Short-Range Plan**

The purpose of the short-range plan is to indicate which connections should be a priority for Greenway development. The plan is based upon existing sidewalks and easements, bikeways and trails proposed by other organizations, destination points, and recommendations from the Green Space Advisory Committee. Each of these elements is described below and shown on the short-

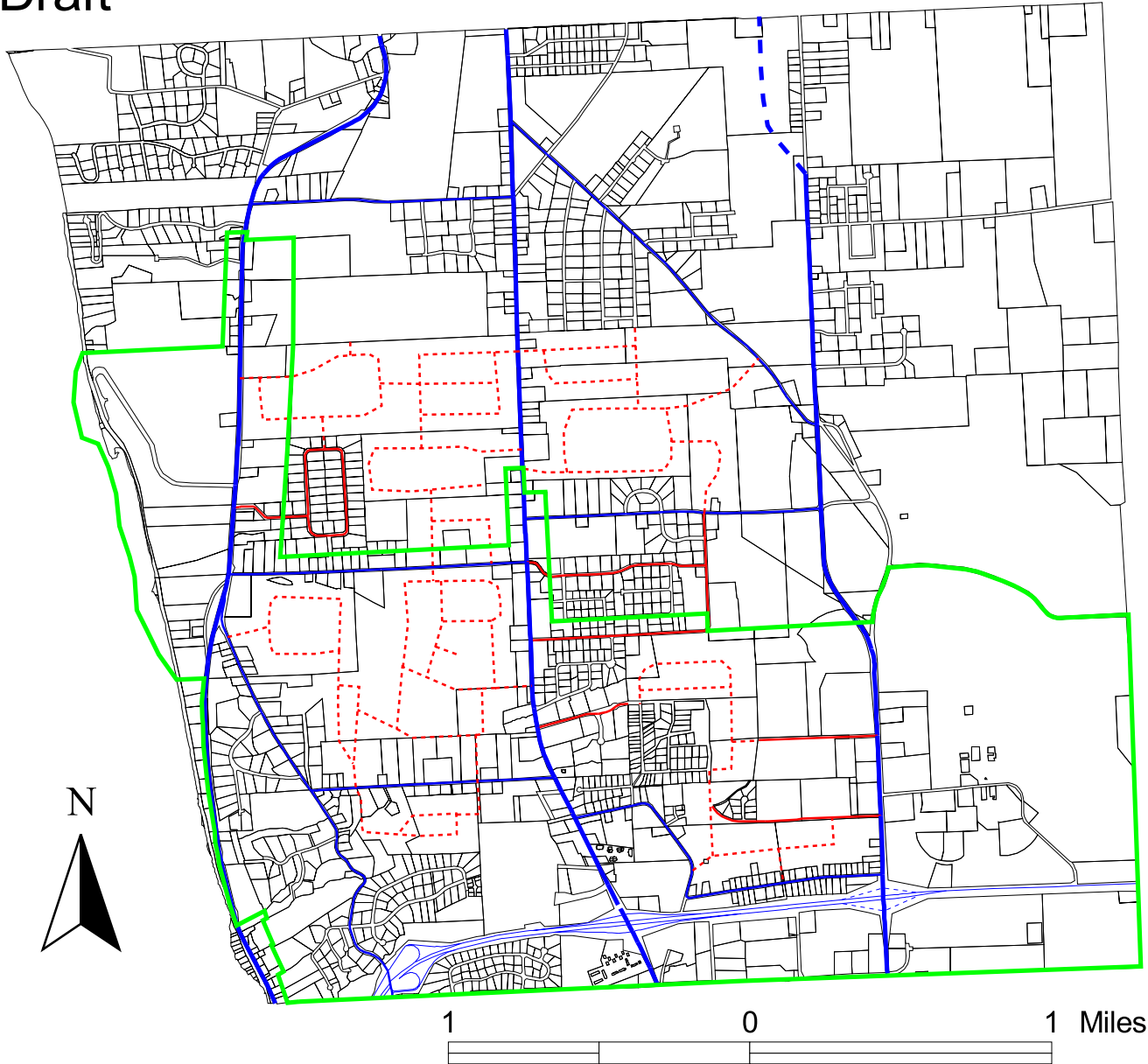
# Village of Lansing Land Use Impact Analysis

## Concentrated Traffic System

### Illustrates a Concept Not a Proposed Road Layout

Prepared by the Tompkins County Planning Department  
December 1997

Draft



Lansing Village Boundary



1 Regional Arterial

Existing



Future



2 Primary Roads



3 Secondary Roads



NONE

4 Local Service and Access



The Principle (Ideally):  
 Driveways connect to 4  
 4 connects to other 4 or to 3  
 3 connects to other 3 or to 2

Key element (no new secondary roads to be built)  
 2 connects to other 2 or to 1

range plan map. The essence of the short-range plan is to connect important destinations within the Village using current facilities. In cases where paths and sidewalks were not available or planned, the Green Space Advisory Committee has recommended linkages. The existing and proposed linkages which form the basis of the short-range plan are discussed in *The Village of Lansing Greenway Plan*, and include the following (identified by number on the short-range plan map):

1. Highgate Circle to Triphammer and Small Mall Area
2. Small Mall to Village Park and Warren Road
3. Warren Road to Sapsucker Woods
4. Business and Technology Park from Route 13 to Brown Road
5. Business and Technology Park to Post Office
6. Post Office West along Bomax Drive
7. Public Land Proposal #3 to Commercial Node
8. Public Land Proposal #3 to Bush Lane
9. Burdick Hill Road to Mall Area
10. YMCA to Pyramid Mall
11. Trail Along Cayuga Lake

The short-range plan should be considered a starting point for developing the Greenway system.

#### Existing Village Sidewalks and Paths

Several sidewalks have been constructed or are scheduled for construction in the Village. One starts at Cinema Drive at the Small Mall and extends east through Gaslight Village and University Park Apartments to Uptown Village Apartments. Sidewalks also run along both sides of Triphammer Road from the southern border of the Village to Pyramid Drive. A sidewalk connects Triphammer to Dart Drive along Graham Road. Another sidewalk, which is adjacent to the Ramada, connects Triphammer to Pyramid Mall along Pyramid Drive. Finally, a sidewalk also connects Cinema Drive to Chateau Claire Apartments.

In addition to sidewalks there are several existing pathways. An improved trail exists from Highgate Place east to Lansing West Apartments. There is an improved path from Graham Road to the east end of Cayuga Mall. Two other short paths connect Lansing Trails to Votapka Road and Pyramid Mall to Shannon Park.

The Village owns a few parcels which could be incorporated into the Greenway. The Village Park is located on Uptown Road. Another parcel is within Shannon Park. There are two small parcels and a strip of land for a pathway along the western edge of the Cayuga Hills subdivision which will be dedicated to the Village upon completion of the subdivision. Finally, a walkway is located within the Kensington Subdivision.

## Proposed Pedestrian and Bicycle Paths

Cornell University and the Tompkins Coalition for Bicycle Transportation have conceptual plans for trails and bicycle paths within the Village of Lansing. These trails have been incorporated into the short-range plan. Cornell University has proposals for three parcels: a trail along the stream on the parcel south of Route 13 and east of Warren Road, within Sapsucker Woods, and within the Business and Technology Park. The Tompkins Coalition for Bicycle Transportation has recommended to the County that Class II bikeways be constructed along Route 34, North Triphammer and Warren Roads.

## Destination Points

There are certain stores, businesses, and facilities within the Village that residents bike or walk to frequently, such as Cayuga Mall. These locations serve as destination points within the Greenway Plan. The destination points chosen for the short-range Greenway plan include the commercial node at North Triphammer and Route 13, the Village Office, the Village Park, Sapsucker Woods, the Business and Technology Park, and the Post Office as well as proposed recreational and scenic areas. The destination points are briefly described below.

The commercial node at North Triphammer Road and Route 13 includes Pyramid Mall, Cayuga Mall, and Triphammer Mall. Also, because of its proximity, the Village Office has been incorporated into this destination point. The commercial area is not only local, but regional in scope. As a result, it is one of the busiest and most dangerous sections of the Village for pedestrians and bicyclists. Off-road paths have been proposed to provide routes which are safer for non-motorized travel.

The Village Park is an obvious element of the Greenway Plan. Currently, it is the only site within the Village dedicated solely to public recreational use. Within the proposed Greenway system, however, it becomes one component of a larger system.





As a destination point, Sapsucker Woods adds an ecological as well as recreational element to the Greenway. Sapsucker Woods has been identified by the Tompkins County Environmental Management Council as a Unique Natural Area. The site is nationally famous for birds and locally appreciated for its botanical quality and examples of forest. It is also classified a wetland by the New York State Department of Environmental Conservation. College classes and professional ecologists frequently explore Sapsucker Woods. By incorporating this site into the Greenway system, the Village would acknowledge its value to the community and provide additional means of access for recreational users.

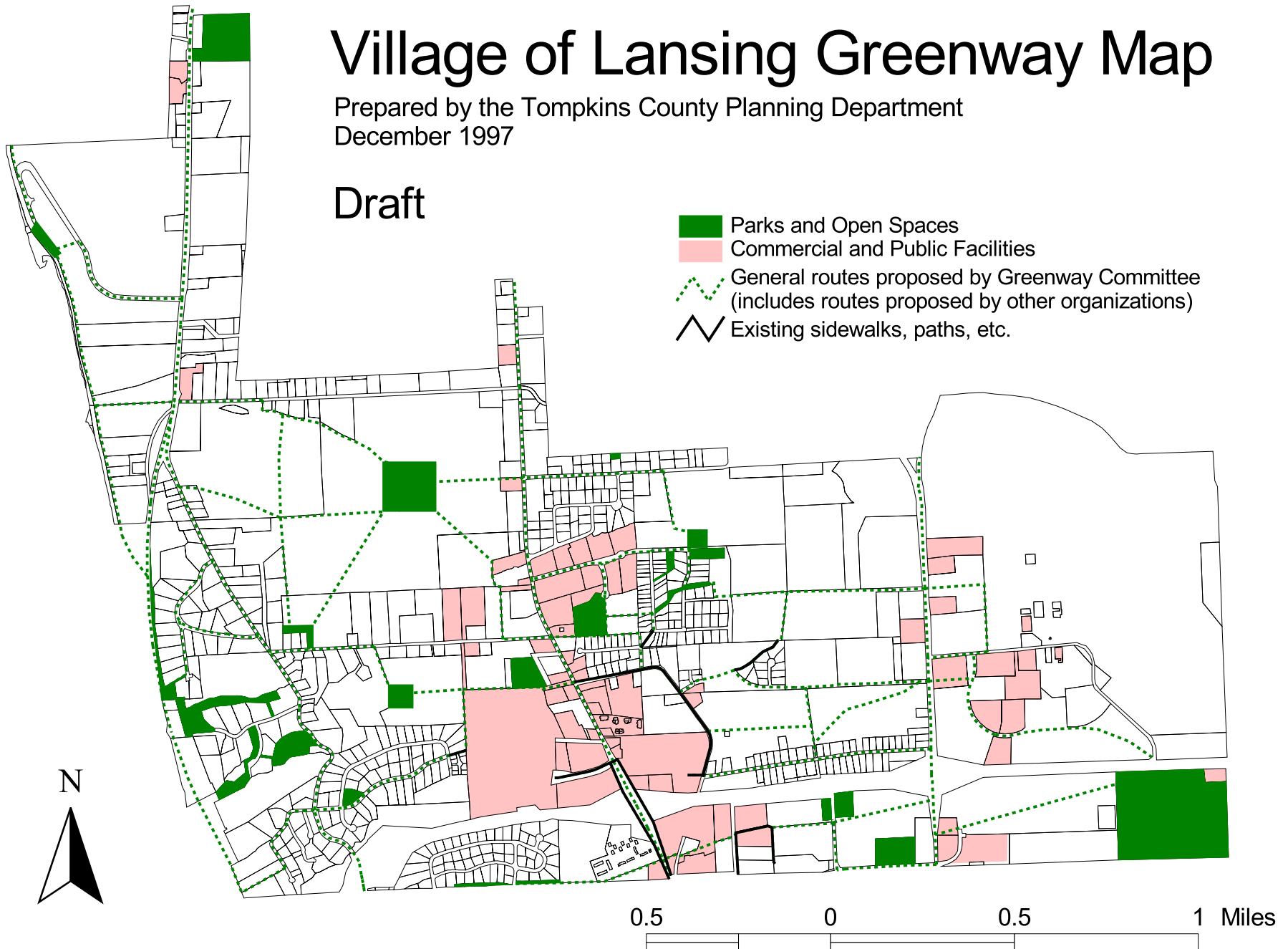
The Business and Technology Park is an employment center both for Village residents and residents of the surrounding area. As commuting becomes more time consuming and the interest in bicycling and walking to work increases, more people may leave their cars at home. By incorporating the Business and Technology Park into the Greenway system, riding or walking to work will become a viable alternative to using the automobile.

# Village of Lansing Greenway Map

Prepared by the Tompkins County Planning Department  
December 1997

Draft

-  Parks and Open Spaces
-  Commercial and Public Facilities
-  General routes proposed by Greenway Committee (includes routes proposed by other organizations)
-  Existing sidewalks, paths, etc.



The Post Office is included in the Greenway because it is a community facility. The location of the Post Office, however, makes it available only to those using automobiles and pedestrians and bicyclists willing to use Warren Road. Including this facility in the Greenway offers a safer and more relaxing route for pedestrians and bicyclists.

### Long Range Plan

The Village of Lansing Greenway Plan contains a detailed list of recommendations based on how subdividable parcels within the Village relate to a potential Village-wide Greenway system. The parcels are listed by tax parcel number in the Greenway Plan. Each tax parcel also lists a desired action for that parcel. The suggested actions are meant as guidelines only. The actual form the Greenway may take within each parcel depends entirely upon negotiations between the Village and the parcel developer. A map of the long-range plan is included.

### Recreation Areas

The Village of Lansing General Plan identifies the need for balanced residential, commercial, industrial, and recreational development. To ensure adequate distribution of recreational facilities, the Greenway Committee proposes four new recreation areas. The land would be obtained through the subdivision approval process. The proposed recreation areas are in the following areas of the Village:

- Northwest Lakeshore
- Lansing Trails in the northeast area
- Murray Estates
- Southwest corner of Warren Road and Route 13 (for future expansion of the existing Village Park)

These recommendations are based on identified needs. As indicated by previous studies, a community park was recommended along the Lake to preserve as much of the Village lakeshore as possible in its natural state with trails leading down the lakeshore and to Bolton Point. The property for a neighborhood park recommended in the Lansing Trails Subdivision has already been acquired by the Village. The area proposed at Murray Estates is very important for the Greenway system. More than eleven acres will become available for public open space if this parcel is subdivided. In addition, this site is one of the finest scenic resources in the Village. Finally, this site serves as an important connection between the northwest portion of the Village and the commercial center. The Cornell property has been included as a fourth area proposed for public land because of the past consideration given to locating a regional recreation facility at this site.

### Bolton Point Study (1997)

(See map on page 79.)

In addition to the four recreation areas recommended in the *Village of Lansing Greenway Plan*, the Greenway Committee has also commissioned a study of the potential for recreation areas on

the Bolton Estate lands. Bolton Estate (Tax Parcel Number 42.1-1-37.2) is approximately 128 acres and is located along the east shore of Cayuga Lake north of Bolton Point water treatment plant. The study focuses on identifying possible recreation areas on the site that could serve as a guide when identifying areas that should be part of the 6 percent public open space set aside for the parcel. The proposed park development plan consists of four components;

Upper Park - An area of about 1.5 acres located near Route 34.

Upper Trail - A trail of about 3,800 feet starting in the northwest corner of the property going down to join Bolton Road.

Lower Trail - A trail within the woods on the steep slopes between Cayuga Lake and Bolton Road. This area is part of the proposed Village of Lansing Greenway.

Lakefront Natural Area - This area would provide access to the Lake. A picnic area would also be an appropriate use.

### **Provision of Sewer**

The Village sewer system flows to and is treated at the Cayuga Heights Wastewater Treatment Plant. In addition to the Village of Lansing, the Treatment Plant serves the Village of Cayuga Heights and portions of the Towns of Lansing, Ithaca and Dryden. The Treatment Plant currently has a capacity to treat 2 million gallons of wastewater per day (gpd). In 1988, the Village of Cayuga Heights determined that the Treatment Plant was close to reaching its capacity and imposed a moratorium on sewer connections. In 1993 and 1994, Cayuga Heights released a limited number of additional units to the municipalities it serves. The Village of Lansing received an additional 50 units and Cornell Business and Technology Park directly received an additional 20 units. (A unit is equal to 339 gpd or approximately the amount used by a single-family home.)

In the short term, the Village has a limited number of options available in order to obtain additional units. Since the Village of Cayuga Heights believes that their Treatment Plant is operating very close to capacity, the Village of Lansing may be able to negotiate with the City of Ithaca to obtain units. The City's plant has a great deal of excess capacity, but it is impossible to predict the nature or terms of an agreement between the Village and the City. If a larger number of units is not obtained, growth within the Village will continue to be largely determined by the availability of sewer units.

An alternative solution would be if the existing Cayuga Heights Wastewater Treatment Plant were able to increase its overall capacity and in turn increase the number of sewer units allocated to the Village. If the capacity allocated to the Village could be increased by 1/4 million gpd, the Village would have approximately 737 additional units. While this amount would not be able to support a complete build out of the Village, these additional units should meet the needs of the Village for the next 10 to 20 years.

According to the residential build-out completed for the 1991 Village of Lansing Land Use Impact Analysis, there exists approximately 736 acres of vacant land in the Low Density and Medium Density Residential districts. This vacant land includes the six larger undeveloped areas discussed at the beginning of the Village Plan chapter. According to the Village of Lansing

# Bolton Point Study

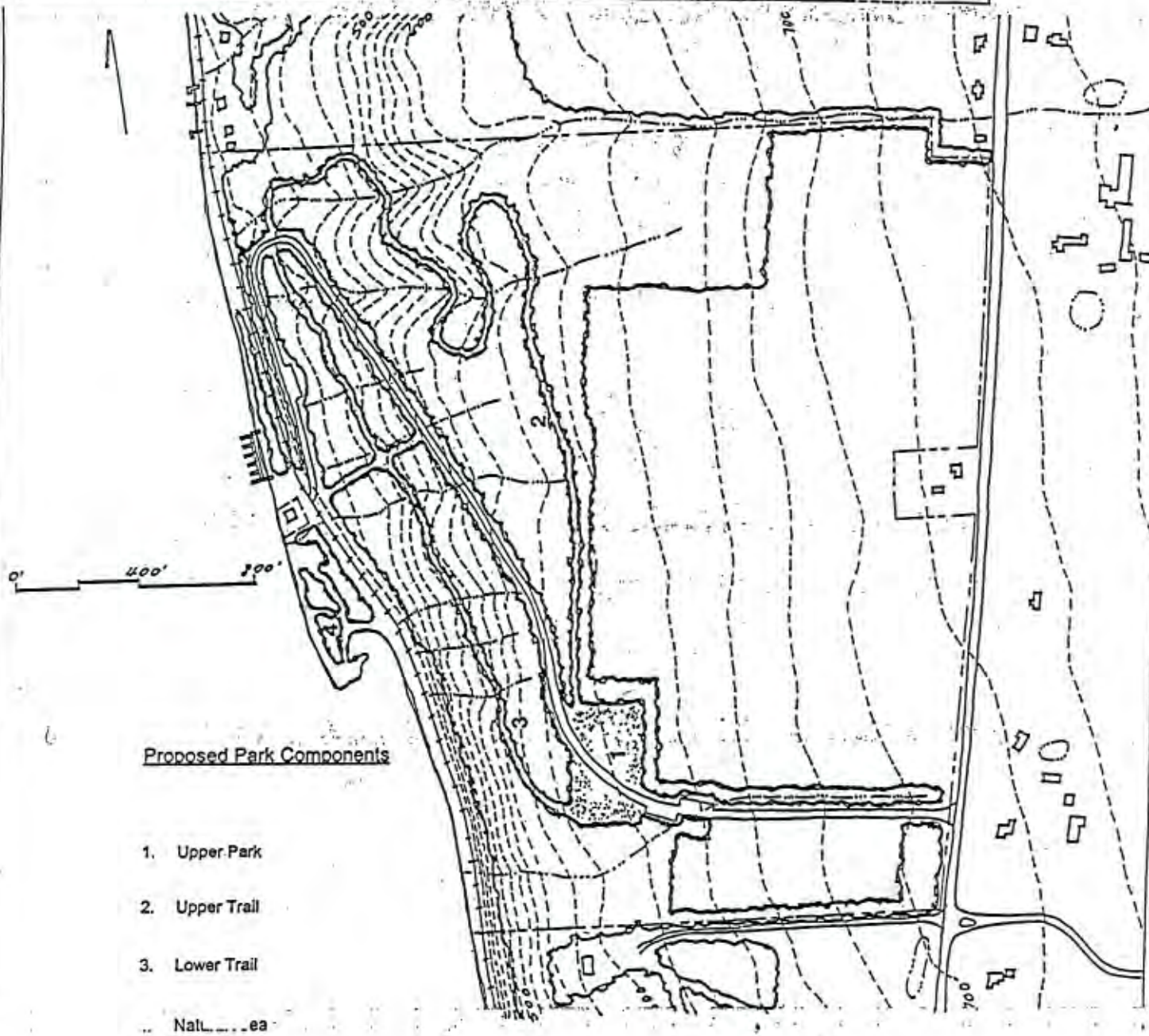
Village of Lansing, NY

Proposed Open Space

Ariston  
PO Box 4565  
Ithaca, NY 14852-4565  
tel. 607-275-0815

scale: 1" = 400'

March 1997



Zoning Regulations, between 1,009 and 1,081 additional units of housing in both the Low Density and Medium Density Residential districts could be constructed. According to information provided by the Cornell Business and Technology Park, they would need an additional 350 units (including the proposed hotel site) if they were completely built out. If the Village were able to get a significant number of additional units it can be assumed that development pressure, especially on the larger currently undeveloped parcels, would increase.

The extension of sewer and water lines in the Conservation Combining District must be avoided when possible. The construction activities associated with the installation of these lines can do irreparable damage to the fragile environment of the lands in this district. Great care should be taken if it becomes necessary to install sewer and water lines.

### **Capital Plan**

The Village of Lansing is typical of villages in New York State. The major capital projects involve improvements to transportation infrastructure. The main north south routes through the Village are North Triphammer Road serving the commercial area and Warren Road serving both our high density residential area and our business and technology park combined with our medical services area. In addition, Warren Road serves Ithaca Tompkins Regional Airport and our industrial manufacturing area. New York State Route 13 is the main east west thoroughfare through the Village.

During the next five years, the Village plans to carry out a major rebuild of North Triphammer Road which will involve increasing the width of the road to three lanes to facilitate turning movements and installing sidewalks and bicycle lanes on both sides of the road. This project will receive 80 percent support through the federal highways program. At the same time as the road is being reconstructed, both the water main and sewer main will be replaced.

Water projects will include completion of the main improvements at the Tompkins County Airport so that the 100,000 gallon elevated tank can be removed. As part of the road maintenance program, water main replacement/repair will be carried out where appropriate during the road reconstruction.

The Village is participating in the effort to provide a regional solution to waste water treatment which has recently received an initial grant from the DEC as part of the Clean Air and Water Bond Act. The Village would benefit by having increased capacity available at the Cayuga Heights Water Treatment facility after the waste water from parts of Village of Cayuga Heights, the Village of Lansing and the Town of Ithaca are diverted to the Ithaca Area Waste Water Treatment Plant. Negotiations are currently underway with the present owners of the Ithaca Area Plant to permit this diversion. It should be possible to finance the Village's share of the costs of this plan through connection fees for new users. It is expected that the annual sewer rents would be unchanged in this new mode of operation.

## CONCLUSION

The Comprehensive Plan represents the Village of Lansing's goals for the future.

The Comprehensive Plan works with other Village regulations such as the Zoning Law, Sign Law and Subdivision Regulations. Together, the implementation of these regulations help to ensure that development within the Village will be most beneficial to Village residents and visitors, while having the least amount of negative impact on the character and natural resources of the Village. In this capacity, the Comprehensive Plan should be used by the Village Board of Trustees, Planning Board and Zoning Board of Appeals when making decisions.

The Comprehensive Plan is a working document that should reflect the changing vision and needs of the Village of Lansing and should be reviewed at least every ten years.

The goals of this plan can only be realized through the concerted efforts of the Village's elected officials, appointed officials and residents. Only through their efforts can the future of the Village, envisioned by this document be achieved.

## APPENDIX A

### Tompkins County Land Use Classification Scheme (Land use values derived from 1996 Real Property Assessment)

Agricultural Land Use except	8, 2 = Agricultural Property Class (100) 190 – Fish, Game and Wildlife Preserves (Open Space)
Residential Land Use and	2, 23 = Residential Property Class (200) 411, 412 and 413 – Apartments 416 – Mobile Home Parks 417 – Camps, Cottages, Bungalows
Undeveloped Land Use	1, 0 = Vacant Land Property Class (300)
Commercial Land Use except	4, 23 = Commercial Property Class (400) 411, 412 and 413 – Apartments (Residential Land Use) 416 – Mobile Home Parks (Residential Land Use) 417 – Camps, Cottages, Bungalows (Residential Land Use) 440 – Storage, Warehouse and Distribution Facilities (Industrial Land Use)
and	510 – Entertainment Assembly 534 – Social Organizations 540 – Indoor Sports Facilities 653 – Parking Lots [Government] 681 – Cultural Facilities 691 – Professional Associations 694 – Animal Welfare Shelters
Recreation Land Use except	6, 22 = Recreation and Entertainment Property Class (500) 510 – Entertainment Assembly (Commercial Land Use) 534 – Social Organizations (Commercial Land Use) 540 – Indoor Sports Facilities (Commercial Land Use)
and	682 – Recreational Facilities 920 – Private Hunting and Fishing Clubs 960 – Public Parks
Public Buildings/Community except	Land Use 5, 23 = Community Services Property Class (600) 653 Parking Lots [Government] (Commercial Land Use) 681 – Cultural Facilities (Commercial Land Use) 682 – Recreational Facilities (Recreation Land Use) 691 – Professional Associations (Commercial Land Use) 692 – Roads, Streets, Highways and Parkways, Express or Otherwise; Including Adjoining Land (Utility Land Use) 693 – Indian reservations (not categorized) 694 – Animal Welfare Shelters

Industrial Land Use  
and

3, 23 = Industrial Property Class (700)  
440 – Storage, Warehouse and Distribution Facilities

Utilities Land Use  
and

1, 23 = Public Services Property Class (800)  
692 – Roads, Streets, Highways and Parkways, Express or  
Otherwise; Including Adjoining Land

Open Space Land Use  
except  
and

6, 38 = Wild, Forested, Conservation Lands and Public Parks  
Property Class (900)  
920 – Private Hunting and Fishing Clubs (Recreation Land Use)  
960 – Public Parks (Recreation Land Use)  
190 – Fish, Game and Wildlife Preserves

4

**APPENDIX B**  
**ADMINISTRATIVE AND REGULATORY MEASURES**

Zoning Law; 1976 and amendments

Subdivision Regulations; 1975 and amendments

Sign Law; 1976 and amendments

Uniform Fire Prevention and Building Code Administration and Enforcement Law;  
1984 and amendments

Conservation Advisory Council Law; 1990 and amendments

**APPENDIX C**  
**LIST OF SUPPORTING DOCUMENTS**  
**FOR COMPREHENSIVE PLAN**

Documents:

(located in Supporting Documents notebook in Planning Board library)

1. Land Use Impact Analysis; 1991, TCPD\*
2. Land Use Impact Analysis, "Natural Resources and Environmental Features"; 1993, TCPD\*
3. Land Use Impact Analysis, "Preserving the Effectiveness of Route 34 and North Triphammer Road"; 1992, TCPD\*
4. Unique Natural Areas of Tompkins County, "Village of Lansing"; 2000, TC-EMC\*\*
5. The Greenway Plan; 1994, Village of Lansing (includes Walkway Policy, 1995 and Walkway Implementation Plan, 2000)
6. Planning for the Future in the Northeast Study Area; 1993, Village of Lansing
7. Historic Homes in the Village of Lansing; 1976
8. Housing Inventory, 1980, 1984
9. Planning Board Advisory Reports; Nos. 1-7, 1975-76, Cornell University Planning Consultants
10. A Case Study of the Land Development Process, Route 13 and North Triphammer Road; 1975, John Kirkpatrick
11. General Plan; 1979
12. General Plan Update; 1995
13. Bolton Point Study, Village of Lansing, NY; 1997, Aristos
14. Open Space Plan; Trowbridge & Wolf, 2004
15. Commercial Low Traffic Design Guidelines; Trowbridge & Wolf, 2001
16. Commercial High Traffic Design Guidelines; Planning Board, 2004
17. Lighting Plan; Planning Board, 1999
18. Cayuga Lake Watershed Restoration and Protection Plan, July 2001
19. Village of Lansing Tree Inventory, Village of Lansing, May 2002

Surveys:

(located in Supporting Documents notebook in Planning Board library)

1. Citizen Survey; Village of Lansing, 1975
2. Resident Survey; Village of Lansing, 1989
3. Commercial Survey; Village of Lansing, 1989
4. Dart Drive Residential Survey; Village of Lansing, 1991
5. Police Protection Survey; Village of Lansing, 1992
6. Residential Housing Survey; Village of Lansing, 1984

Archives:

Additional miscellaneous references relating to the development of the 1975 Subdivision Regulations, the 1976 Zoning Law, and the 1979 General Plan are contained in the Planning Board files in the Village's archives.

\* Tompkins County Planning Department

\*\* Tompkins County Environmental Management Council