

Town of Lansing Comprehensive Plan 2006



Ludlowville @ 1900
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Town of Lansing

COMPREHENSIVE PLAN

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Town of Lansing Comprehensive Plan

Adopted November 15, 2006 by the
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THE COMPREHENSIVE PLAN

SECTION I. INTRODUCTION

This Comprehensive Plan for Lansing represents a desire to anticipate and assess the potential impact of future change; to influence such change in ways that will preserve and enhance the qualities that distinguish this part of Tompkins County. There is little doubt that this Town with its 13 miles of Cayuga Lake shoreline, its exceptional views and varied land forms will continue to be a popular place for people to live, work, and establish businesses. It is inevitable that changes in land use patterns and visual character are going to occur in the years to come. The Town of Lansing Comprehensive Plan is designed to serve all of its citizens and support goals and interests of the Town of Lansing as it maintains its municipal sovereignty.

Recognition of the implications and dangers of unchanneled growth caused the Town Board and Planning Board to undertake a comprehensive planning program in 1971. This early effort was designed to provide the Town with a plan to guide future development and the tools for implementing that plan.

The process employed in preparing the previous plan involved several specific steps: making a thorough review of existing conditions; identifying problems related to the physical environment; evaluating possible future changes and development alternatives; formulating meaningful development policy and planning goals and making recommendations aimed at implementing policy and moving the Town toward its planning goals. This same basic process has been used in the preparation of this Comprehensive Plan update.

Many changes have occurred in Lansing and Tompkins County in the since the initial plan was completed. Most dramatic and far reaching was the creation of the Village of Lansing in 1973. This placed the entire southern portion of the Town—almost 3,000 acres—into

an independent municipal jurisdiction with its own governing body, planning agency and land use regulations.

A public water supply is available for some parts of Lansing and parts of surrounding municipalities, as well as the addition and expansion of public sewers. The Bolton Point Water System began operation in 1976. Through an Agreement of Municipal Cooperation the Bolton Point system supplies high quality water to municipalities in Tompkins County. The availability of reliable public water has been a major stimulus to residential growth and has produced a dramatic change in the rural character of the affected areas.

Development of Cornell's Business and Technology Park, coupled with the improvement and expansion of the County Airport, produced jobs and created more traffic. Although the Business and Technology Park is located in the Village of Lansing, its impact on the Town is significant. Development in the Town during the 1990's, included the Warren Road Business Park and the Lansing Business and Technology Park.

Population growth and continued pressure for residential and economic development have led to a change of attitude as well as land use patterns in many parts of the Town of Lansing. More people are concerned about the potentially negative impact of growth on the environment and, consequently, on the quality of their community and their lives. In 1993 a large citizen advisory committee, known as the Lansing 2010 Planning Committee, was formed to advise the Planning Board on the Comprehensive Plan. Ten subcommittees were established to address specific planning concerns and report to the Planning Board. The work of these committees was marked by high interest, commitment and excellence. Most of these committees completed their assignments and recommendations, many of which are incorporated in this Comprehensive Plan.

The Comprehensive Plan, as set forth on the following pages, is the fundamental component of the planning program for the Town of Lansing. The plan consists of a group of broad policy statements to be used to guide the continued social, economic and physical development of the area. Maps and drawings, which are an important part of the planning

document, are based on expressed planning policy and depict a comprehensive but generalized representation of proposals for land use and traffic movement. The plan and its graphics provide justification and support for land use and development regulations, for infrastructure improvements and for other public and private investment decisions.

An observation in the foreword of the 1971 and 1995 plan remains pertinent today and is included in this introduction to the 2006 Comprehensive Plan:

“If full benefit is to be realized from this document and the countless hours that have been required to complete it, the plan must be actively used by the Planning Board and the Town Board and treated as an important element in the decision making process which will determine Lansing’s future.”

SECTION II BACKGROUND DATA

POPULATION

Table 1: Numerical and Percentage Population Changes by Decade from 1950 to 1990 for Tompkins County, Towns of Dryden, Ithaca and Lansing and the Village of Lansing.*

	1940	1950	CHANGE		1960	CHANGE		1970	CHANGE	
			#	%		#	%		#	%
TOMPKINS COUNTY	42340	59122	1678	39.0	6616	7042	11.9	76879	10715	16.2
			2		4					
TOWN OF DRYDEN	3947	5006	1059	26.8	7353	2347	46.9	9770	2417	32.9
TOWN OF ITHACA	3821	7282	3461	90.6	9072	1790	24.6	15620	6548	72.2
TOWN OF LANSING	2786	3195	409	14.7	4221	1026	32.1	5972	1751	41.5
VILL. OF LANSING	--	--	--	--	--	--	--	--	--	--
TOWN W/O VILLAGE	--	--	--	--	--	--	--	--	--	--

Table 1: (Continued)

	1980	CHANGE		1990	CHANGE		2000	#	%
		#	%		#	%			
TOMPKINS COUNTY	87085	1020	13.3	94097	7010	8	96,501	2,404	2.6
		6							
TOWN OF DRYDEN	12156	2386	24.4	13251	1095	9	13,532	281	2.1
TOWN OF ITHACA	16022	402	2.6	17797	1775	11.1	18,918	1,121	6.3
TOWN OF LANSING	8317	2345	39.3	9296	979	11.8	10,521	1,225	13.2
VILL. OF LANSING	3039	--	--	3281	242	8	3,417	136	4.1
TOWN W/O VILLAGE	5278	--	--	6015	737	14	7104	1089	18.1

*Note: Population figures for towns include villages in those towns.

Source: U.S. Census of Population, Census 2000 Summary File 1 (SF 1) 100% Data

Table 2: POPULATION OF TOWNS OF DRYDEN, ITHACA AND LANSING AS A PERCENTAGE OF TOMPKINS COUNTY TOTAL POPULATION, 1940 – 1990. POPULATION OF VILLAGE OF LANSING AS A PERCENTAGE OF TOWN OF LANSING 1980 – 2000.

YEAR	TOMPKINS COUNTY	TOWN DRYDEN	% TC*	TOWN ITHACA	% TC	TOWN LANSING	% TC	VILL. LANSING	% TC	% TL**
1940	42,340	3,947	9.3	3,8321	9.0	2,786	6.6	--	--	--
1950	59,122	5,006	8.5	7,282	12.3	3,195	5.4	--	--	--
1960	66,164	7,353	11.1	9,072	13.7	4,221	6.4	--	--	--
1970	76,879	9,770	12.7	15,620	20.3	5,972	7.8	--	--	--
1980	87,085,	12,156	14.0	16,022	18.4	8,317	9.6	3,039	3.5	36.5
1990	94,097	13,251	14.1	17,797	18.9	9,296	9.9	3,281	3.5	35.2
2000	96,501	13,532	14.1	18,918	19.6	10,521	10.9	3,417	3.5	32.5

*TC = Tompkins County **TL = Town of Lansing

Source: Census 2000 Summary File 1 (SF1) 100-Percent Data

Table 3: DISTRIBUTION OF POPULATION BY AGE GROUP AS A PERCENTAGE OF TOTAL POPULATION -- 2000

Age Group	New York State 2000	Tompkins County 2000	Town Lansing 2000	Village Lansing 2000	Town Dryden 2000	Town Ithaca 2000
Less than 5	6.5%	4.5%	5.5%	6.2%	6.3%	3.7%
5-14	14.1%	10.8%	13.1%	9.4%	14.3%	8.3%
15-24	13.3%	29.8%	14.0%	14.6%	14.8%	31.5%
25-34	14.5%	13.4%	16.5%	26.4%	14.3%	13.5%
35-44	16.2%	12.8%	16.2%	14.7%	16.4%	10.3%
45-54	13.5%	12.5%	15.2%	12.4%	16.0%	10.4%
55-64	8.9%	6.9%	8.3%	6.9%	8.6%	6.0%
65-74	6.7%	4.8%	6.0%	4.9%	5.3%	5.1%
75 and over	6.2%	4.8%	4.1%	4.4%	3.9%	7.3%
TOTAL POP.	18,976,457	96,501	10,521	3,417	13,532	18,918

Source: Census 2000 Summary File 1 (SF 1)
100-Percent Data Counts may not equal 100% due to rounding

Table 4: FAMILIES AND HOUSEHOLDS –2000

	Tompkins Co. 2000	Town Lansing 2000	Village Lansing 2000	Town Dryden 2000	Town Ithaca 2000
Number of Families	19,259	2,598	809	3,405	3,397
Number of Households	36,420	4,374	1,620	5,455	6,427
One-person Households	11,826	1,340	629	1,498	2,098
% Total Households occupied by one-person	32.5%	30.6%	38.8%	27.5%	32.6%

Source : 2000 Census of Population and Housing – Summary Tape File 1

DEMOGRAPHICS AND LABOR FORCE

Table 5: HOUSING STATISTICS – 2000

	Tompkins Co.	Town Lansing	Village Lansing	Town Dryden
Total Housing Units	38,625	4,647	1,666	5,807
Year Residence Built				
Built 1999 to March 2000	605 (1.6%)	73 (1.6%)	3 (.2%)	44 (.7%)
Built 1995 to 1998	1,926 (5%)	235 (5%)	44 (.9%)	231 (4%)
Built 1990 to 1994	2,682 (7%)	404 (9%)	91 (5 %)	537 (9%)
1980 to 1990	5,944 (15%)	884 (19%)	345 (20%)	1,167 (20%)
1940 to 1979	15,221 (39%)	2,566 (55.2%)	1,245 (72%)	2,842 (49%)
Before 1940	14,173 (37%)	685 (15%)	49 (1%)	1,309 (23%)
Owner-occupied Res.	19,583	2,467	434	3,714
Renter-occupied Res.	16,837	1,896	1,135	1,778

*Note: Population figures for towns include villages in those towns

Source: 1990 and 2000 Census of Population and Housing – Summary Tape File 3

Table 6: LABOR FORCE AND INCOME – 1990 and 2000

	Tompkins Co. 1990	Tompkins Co. 2000	Town Lansing 1990	Town Lansing 2000	Village Lansing 1990	Village Lansing 2000	Town Dryden 1990	Town Dryden 2000
Labor Force –	25,221	26,332	2,789	2,896	959	912	3,939	
Male								3,972
Employed	23,891 (95%)	24,556 (93%)	2,675 (96%)	2,828 (98%)	933 (97%)	873 (96%)	3,717 (94%)	3,775 (95%)
Labor Force –	22,981	24,855	2,525	2,689	879	751	3,500	
Female								3,653
Employed	22,165 (96%)	23,636 (95%)	2,472 (98%)	2,605 (97%)	874 (99%)	708 (94%)	3,336 (95%)	3,523 (96%)
Total Labor	48,202	51,187	5,314	5,585	1,838	1,663	7,439	7,625
Force								
Total Employed	46,056 (96%)	48,192 (94%)	5,147 (97%)	5,433 (97%)	1,807 (98%)	1,581 (95%)	7,053 (95%)	7,298 (96%)
Household								
Income								
Median	\$27,742	37,272	\$32,470	48,250	\$29,655	38,185	\$32,850	42,559
Mean	\$35,906	19,659	\$40,325	25,634	\$40,005	29,047	\$38,357	22,415

Source: 1990 Census of Population and Housing – Summary Tape File 3 and 2000 Census of Population and Housing – Summary Tape File 3

Table 7: EMPLOYMENT, NUMBER AND PERCENT OF TOTAL EMPLOYED – 1990

Type of Industry	Tompkins Co. 1990	Tompkins Co. 2000	Town Lansing 1990	Town Lansing 2000	Village Lansing 1990	Village Lansing 2000	Town Dryden 1990	Town Dryden 2000
Total	45,543	51,842	5,147	5,433	1,807	1,581	7,053	7,298
Manufacturing	4,290 9%	3,375 6.5%	544 10%	539 10%	109 6%	106 6.7%	788 11%	658 9%
Retail Trade	6,560 14%	3,960 7.6%	732 14%	467 8.6%	291 16%	75 4.7%	987 14%	716 9.9%
Prof. & Related Svcs.	23,438 51%	4,056 7.8%	2,434 46%	471 8.7%	1,106 60%	183 12%	3,190 45%	734 10%
Other Services	2,676 6%	1,680 3.2%	274 5%	160 3%	61 3%	35 2.2%	523 7%	300 4.1%
Construction	1,992 4%	1,545 3%	172 3%	131 2.4%	33 2%	12 .8%	393 6%	310 4.2%
All Other	6,587 14%	37,226 72%	991 19%	3,665 6.7%	207 11%	1,170 74%	1,172 17%	4,580 63%

Source: 1990 and 2000 Census of Population and Housing – Summary Tape File 3

**Method of data collection for Professional and Related Services for 2000 data and 1990 data was distinct. These percentages cannot be compared between 1990 and 2000. 'All Other' incorporated much of Professional and Related Services for 1990 Census; thus, 1990 and 2000 data cannot be compared for 'All Other' data either.

Table 8: WORKPLACE AND MEANS OF TRANSPORTATION TO WORK – 1990 and 2000

	Tompkins Co. 1990	Tompkins Co. 2000	Town Lansing 1990	Town Lansing 2000	Village Lansing 1990	Village Lansing 2000	Town Dryden 1990	Town Dryden 2000
Employed in Tomp. Co.	41,434	43,319	4,670	4,940	1,629	1,505	6,153	6,314
Emp. Out of Tomp. Co.	3,741	3,800	347	400	130	65	819	850
Worked at Home	1,990	12,977	182	293	65	293	359	197
Transportation to Work								
Private, Drove Alone	27,067	28,339	3,751	4,033	1,230	1,009	5,131	5,451
Private, Car Pool	5,985	5,779	875	749	289	278	1,053	1,005
Public	1,374	2,286	85	251	85	195	147	141
Other	8,759	10,990	156	328	103	88	282	608

Source: 1990 and 2000 Census of Population and Housing – Summary Tape File 3

Table 9: Place of Work for Workers 16 Years and Over – State, County and Place Level

	Tompkins County, New York	Dryden town, Tompkins County, New York	Ithaca town, Tompkins County, New York	Lansing town, Tompkins County, New York	Lansing village, New York
Total:	47,394	7,205	8,768	5,361	1,570
Worked in state of residence:	47,119	7,164	8,681	5,340	1,570
Worked in county of residence	43,319	6,314	8,261	4,940	1,505
Worked outside county of residence	3,800	850	420	400	65
Worked outside state of residence	275	41	87	21	0
Living in a place:	26,072	1,209	7,615	1,570	1,570
Worked in place of residence	12,977	197	2,035	293	293
Worked outside place of residence	13,095	1,012	5,580	1,277	1,277
Not living in a place	21,322	5,996	1,153	3,791	0

Source: Census 2000 Summary File 3

Table 10: Means of Transportation to Work for Workers 16 Years of Age and Older

	Tompkins County, New York	Dryden town, Tompkins County, New York	Ithaca town, Tompkins County, New York	Lansing town, Tompkins County, New York	Lansing village, New York
Total:	47,394	7,205	8,768	5,361	1,570
Car, truck, or van:	34,118	6,456	5,741	4,782	1,287
Drove alone	28,339	5,451	4,757	4,033	1,009
Carpooled	5,779	1,005	984	749	278
Public transportation:	2,286	141	532	251	195
Bus or trolley bus	2,245	141	512	243	195
Taxicab	25	0	4	8	0
Other	16	0	16	0	0
Motorcycle	80	7	4	9	0
Bicycle	407	23	116	0	0
Walked	7,951	204	1,892	66	7
Other means	127	19	56	0	0
Worked at home	2,425	355	427	253	81

Source: Census 2000, Summary File 3

Table 11: Travel Time to Work for Workers 16 Years and Over

	Tompkins County, New York	Dryden town, Tompkins County, New York	Ithaca town, Tompkins County, New York	Lansing town, Tompkins County, New York	Lansing village, New York
Total:	47,394	7,205	8,768	5,361	1,570
Did not work at home:	44,969	6,850	8,341	5,108	1,489
Less than 5 minutes	2,084	364	494	157	76
5 to 9 minutes	7,349	767	2,346	625	211
10 to 14 minutes	9,717	1,399	2,115	1,209	481
15 to 19 minutes	9,395	1,524	1,516	1,158	320
20 to 24 minutes	7,531	1,346	802	918	196
25 to 29 minutes	2,160	395	180	304	70
30 to 34 minutes	3,268	413	356	379	60
35 to 39 minutes	373	44	44	23	9
40 to 44 minutes	657	97	88	67	22
45 to 59 minutes	1,092	229	157	134	17
60 to 89 minutes	935	226	170	108	12
90 or more minutes	408	46	73	26	15
Worked at home	2,425	355	427	253	81

Source: Summary File 3, Census 2000

Table 12: Sex by Industry for the Employed Civilian Population 16 Years and Over for 1999

	Tompkins County, New York	Lansing town, Tompkins County, New York	Lansing village, New York	Dryden town, Tompkins County, New York
Total:	48,192	5,433	1,581	7,298
Male:	24,556	2,828	873	3,775
Agriculture, forestry, fishing and hunting, and mining:	725	142	12	99
Agriculture, forestry, fishing and hunting	602	90	12	90
Mining	123	52	0	9
Construction	1,433	115	12	276
Manufacturing	2,421	405	85	500
Wholesale trade	442	53	6	95
Retail trade	1,943	221	37	370
Transportation and warehousing, and utilities:	835	141	0	208
Transportation and warehousing	552	68	0	131
Utilities	283	73	0	77
Information	740	60	25	59
Finance, insurance, real estate and rental and leasing:	558	103	27	103
Finance and insurance	279	77	27	38
Real estate and rental and leasing	279	26	0	65
Professional, scientific, management, administrative, and waste management services:	2,296	258	149	422
Professional, scientific, and technical services	1,769	191	138	285
Management of companies and enterprises	5	0	0	0
Administrative and support and waste management services	522	67	11	137
Educational, health and social services:	9,790	1,076	452	1,109
Educational services	8,726	874	397	998
Health care and social assistance	1,064	202	55	111
Arts, entertainment, recreation, accommodation and food services:	2,011	135	39	276
Arts, entertainment, and recreation	418	28	20	68

Accommodation and food services	1,593	107	19	208
Other services (except public administration)	740	65	0	145
Public administration	622	54	29	113
Female:	23,636	2,605	708	3,523
Agriculture, forestry, fishing and hunting, and mining:	204	8	0	46
Agriculture, forestry, fishing and hunting	200	8	0	46
Mining	4	0	0	0
Construction	112	16	0	34
Manufacturing	954	134	21	158
Wholesale trade	76	10	0	13
Retail trade	2,017	246	38	346
Transportation and warehousing, and utilities:	334	56	13	90
Transportation and warehousing	184	23	0	46
Utilities	150	33	13	44
Information	767	28	18	51
Finance, insurance, real estate and rental and leasing:	957	127	40	224
Finance and insurance	668	73	15	184
Real estate and rental and leasing	289	54	25	40
Professional, scientific, management, administrative, and waste management services:	1,760	213	34	312
Professional, scientific, and technical services	1,448	190	34	265
Management of companies and enterprises	10	0	0	0
Administrative and support and waste management services	302	23	0	47
Educational, health and social services:	12,891	1,463	458	1,748
Educational services	9,566	1,181	389	1,203
Health care and social assistance	3,325	282	69	545
Arts, entertainment, recreation, accommodation and food services:	1,982	107	44	250
Arts, entertainment, and recreation	484	28	7	37
Accommodation	1,498	79	37	213

and food services				
Other services (except public administration)	940	95	35	155
Public administration	642	102	7	96

Source: 2000 Census, Summary File 3

Note: This data was not collected by gender until Census 2000

Table 13: Household Income in 1989

	New York	Tompkins County, New York	Dryden town, Tompkins County, New York	Lansing town, Tompkins County, New York	Lansing village, New York
Less than \$5,000	402744	2161	151	166	116
\$5,000 to \$9,999	629440	3469	440	275	145
\$10,000 to \$12,499	271735	2018	207	178	80
\$12,500 to \$14,999	222366	1491	173	182	35
\$15,000 to \$17,499	256098	1690	209	200	93
\$17,500 to \$19,999	237341	1403	215	143	43
\$20,000 to \$22,499	280874	1694	292	204	92
\$22,500 to \$24,999	224870	1250	235	111	56
\$25,000 to \$27,499	268006	1371	175	153	45
\$27,500 to \$29,999	212401	1276	194	176	58
\$30,000 to \$32,499	275007	1303	195	126	64
\$32,500 to \$34,999	195281	1080	175	176	56
\$35,000 to \$37,499	236067	943	132	70	29
\$37,500 to \$39,999	182177	980	217	100	37
\$40,000 to \$42,499	230686	1191	262	143	63
\$42,500 to \$44,999	161849	848	156	75	26
\$45,000 to \$47,499	185458	893	153	128	38
\$47,500 to \$49,999	149010	735	142	119	28
\$50,000 to \$54,999	310607	1198	219	148	51
\$55,000 to \$59,999	244328	1187	231	169	68
\$60,000 to \$74,999	553986	2095	384	345	75
\$75,000 to \$99,999	454648	1533	318	225	81
\$100,000 to \$124,999	199529	821	62	119	78
\$125,000 to \$149,999	85609	250	44	32	25
\$150,000 or more	164317	461	40	62	28

Source: 1990 Census, Summary File 3

Note: Tables for 1990 and 2000 Census are kept separate due to distinct income intervals

Table 14: Household Income 1999

	New York 1999	Tompkins County, New York 1999	Lansing town, Tompkins County, New York 1999	Lansing village, New York 1999	Town Dryden 1999
Total:	7,060,595	36,464	4,295	1,508	5,504
Less than \$10,000	809,507	4,534	228	102	443
\$10,000 to \$14,999	453,320	2,921	219	69	348
\$15,000 to \$19,999	408,841	2,551	202	113	341
\$20,000 to \$24,999	413,770	2,756	383	173	431
\$25,000 to \$29,999	407,864	2,184	257	86	430
\$30,000 to \$34,999	399,179	2,239	290	137	271

\$35,000 to \$39,999	374,292	2,016	215	119	338
\$40,000 to \$44,999	357,153	2,046	209	80	316
\$45,000 to \$49,999	315,556	1,627	239	52	244
\$50,000 to \$59,999	591,627	3,208	454	142	523
\$60,000 to \$74,999	706,085	3,554	506	128	686
\$75,000 to \$99,999	746,384	2,908	463	77	534
\$100,000 to \$124,999	420,885	1,671	221	71	241
\$125,000 to \$149,999	218,640	888	129	60	142
\$150,000 to \$199,999	202,640	609	126	31	101
\$200,000 or more	234,852	752	154	68	115

Source: 2000 Census, Summary File 3

Table 15: Median Household Income and Per Capita Income in 1989 and 1999

	New York State 1989	New York State 1999	Tompkins County, New York 1989	Tompkins County, New York 1999	Lansing town, Tompkins County, New York 1989	Lansing town, Tompkins County, New York 1999
Median household income	32965	43,393	27742	37,272	32470	48,250
Per capita income	16501	23,389	7081	19,659	14416	25,634

(continued)

Lansing village, New York 1989	Lansing village, New York 1999	Town Dryden 1989	Town Dryden 1999
29655	38,185	32850	42,559
14627	29,047	8326	22,415

Source: 1990 and 2000 Census Summary File 3

Table 16: Poverty Status in 1989 by Age (for those of whom poverty status is determined)

	Tompkins County, New York 1989	Dryden town, Tompkins County, New York 1989	Lansing town, Tompkins County, New York 1989	Lansing village, New York 1989
Income above poverty level:				
Under 5 years	4357	922	553	145
5 years	904	183	71	12
6 to 11 years	5268	1050	700	195
12 to 17 years	4558	961	579	187
18 to 24 years	6499	973	746	248
25 to 34 years	13436	2198	1785	780
35 to 44 years	12177	2293	1460	445
45 to 54 years	7353	1370	1059	322
55 to 59 years	2727	495	340	67
60 to 64 years	2664	390	319	97
65 to 74 years	4307	643	448	143
75 years and over	2895	328	275	107
Income below poverty level:				
Under 5 years	835	108	115	91
5 years	263	59	21	14
6 to 11 years	891	178	82	13
12 to 17 years	527	76	57	11
18 to 24 years	8900	310	157	117
25 to 34 years	2195	292	212	145
35 to 44 years	822	77	87	56
45 to 54 years	269	85	20	12
55 to 59 years	157	25	27	0
60 to 64 years	178	12	14	6
65 to 74 years	270	37	24	0
75 years and over	381	61	30	7

Source: 1990 Census, Summary File 3

Table 17: Poverty Status in 1999 by Age (for those of whom poverty status is determined)

	Tompkins County, New York	Dryden town, Tompkins County, New York	Lansing town, Tompkins County, New York	Lansing village, New York
Total:	84,541	13,380	9,950	2,914
Income in 1999 below poverty level:	14,905	1,600	666	359
Under 5 years	702	148	71	66
5 years	142	36	7	0
6 to 11 years	602	156	16	0
12 to 17 years	597	167	41	34
18 to 64 years	12,384	1,016	499	254
65 to 74 years	257	45	32	5
75 years and over	221	32	0	0
Income in 1999 at or above poverty level:	69,636	11,780	9,284	2,555
Under 5 years	3,462	718	506	117
5 years	863	206	152	40
6 to 11 years	5,541	1,023	724	85
12 to 17 years	5,783	795	875	138
18 to 64 years	45,693	7,840	6,028	1,866
65 to 74 years	4,298	672	588	136
75 years and over	3,996	526	411	173

Source: Census 2000, Summary File 3

Note: These were kept as two separate tables due to different age groups for both 1990 and 2000 Census, Summary File 3

SECTION III. POLICY – GOALS AND OBJECTIVES

As part of this 2006 Comprehensive Plan Update, a number of important issues of interest and concern related to future land use and development have been identified and discussed by the Town and Planning Boards. From these discussions, and incorporating comments from other public officials and Town residents, the Planning Board has formulated a series of policy statements as the basis for Town of Lansing Comprehensive Plan. These statements are intended to set forth the Town's current position on critical issues of land use, traffic, roads, and community character for the Town of Lansing.

Planning policies are also intended to reflect basic community values. They express the community's attitude about its future: its concern about such things as the natural environment, housing, employment, traffic, health and emergency services, commerce, recreation and, in general, the nature and extent of anticipated growth and the use of land. As change occurs over time, policies provide a consistent rationale for the day-to-day deliberations and actions of the Town Board, Planning Board, Zoning Board of Appeals and other governmental agencies seeking to achieve long-range planning goals.

There are, of course, alternative ways that growth and change can occur in the Town of Lansing. The physical shape and developmental character that actually materializes in this community will depend on the degree to which economic, political and social forces are focused on long-range goals established as part of the planning process.

1. Growth and Development

The Town of Lansing acknowledges its position as one of the fastest growing communities in Tompkins County. Lansing is amenable to the idea of an expanded tax base. It is the Town's policy to accept the challenge associated with growth and change, and to provide an environment that will be attractive to residential, commercial and industrial development. New development should be encouraged to occur in areas where a larger population concentration will make the provision of public utilities practical and feasible.

Within this overall growth orientation, the Town also intends to support viable agricultural activity, and to create an awareness of identified natural features as stated in the Unique Natural Areas (U.N.A.) Document. Further the Town intends to achieve a high level of land use efficiency, to develop and maintain a quality environment and to retain those important physical characteristics that are prized by Lansing residents. The Town recognizes the importance of monitoring

development while encouraging new and innovative approaches to old problems. The Town intends to take actions that will help channel growth to areas-where sustained and concentrated growth seems most likely and desirable.

GOAL: A reasonable approach to growth that responds positively to opportunities for development but also recognizes that the distinctive character of different parts of the Town should be conserved.

OBJECTIVES:

- a. To strike a balance between expanding the tax base through new growth and the need to conserve the environmental qualities of the Lansing community.
- b. That new development be consistent with existing and future uses.
- c. To support more intensive development and mixed land uses in those areas where water and sewer services may be provided.
- d. To establish reasonable limits to nonfarm use of the steeper upland slopes of Cayuga Lake.
- e. To modify current regulations concerning land use (zoning, subdivision approval, erosion control, etc.) when this is necessary to achieve the goals of the Comprehensive Plan.
- f. To review this Comprehensive Plan at least every several years so that it will be an effective guide for public and private decisions on the future use and development of land in the Town of Lansing.

2. Agriculture

The Town intends to foster a climate of cooperation between farm and nonfarm residents to conserve the natural resources of the Town, while supporting responsible growth. Right-to-Farm ordinances and similar measures are useful tools to encourage normal farming practices and to protect operating farms from undue harassment and lawsuits from nonfarm neighbors (See Lansing’s Agricultural Districts, Map 1).

GOAL: To encourage practices designed by individual farm owners to benefit farm operations, to conserve farmland and to conserve natural resources.

GOAL: To support economically diverse rural areas that include a variety of agribusiness activities and a range of nonfarm occupations.

OBJECTIVES:

- a. To enact and enforce Right-to-Farm regulations and similar measures that can be useful in protecting operating farms from undue harassment and lawsuits.
- b. To celebrate the Town's commitment to agriculture by establishing signage stating that Lansing is a Right-to-Farm community.
- c. To establish and maintain a dialogue between the farm community and local government to address concerns, including but not limited to inequitable tax assessments and other items over which they have some control.
- d. To develop land use regulations for rural areas that will support a variety of compatible agricultural and nonagricultural businesses.
- e. To protect the Town's agricultural land resources through the use of Transfer of Development Rights (TDR) and Purchase/Lease of Development Rights (PDR/LDR).

3. Traffic and Transportation

Effective traffic routes connecting Lansing to surrounding communities in the region are essential to the economic vitality of the Town and the Ithaca Urban Area. Local land use regulations should recognize the traffic-carrying function of major roads and should help to preserve this function in every practical way. If an efficient, safe and workable road system is to be achieved as development occurs, the Town will have to influence the location and design of new local roads. It intends to do this by all means available, including the subdivision review process where Planning Board decisions will be based largely on the overall objectives of the Comprehensive Plan.

Effective operation of the airport is an important transportation concern of Tompkins County and the surrounding region. The Town shares this concern and will carefully evaluate local actions that could preserve or jeopardize the future of this important transportation resource.

GOAL: A highway system in and through the Town that will facilitate traffic movement and minimize points of conflict and delay.

GOAL: A local road network that provides efficient access to backland and promotes convenient vehicular movement from one part of the Town to another.

GOAL: A transportation system that will facilitate movement by a variety of modes in addition to motorized vehicles.

GOAL: Future development activity in and adjacent to the runway protection zone that will not reduce the efficient operation, safety or future expansion potential of the Ithaca-Tompkins Regional Airport.

GOAL: A public mass transit system to serve the Town to provide convenient and efficient means of travel to places of work, commerce, and public services.

OBJECTIVES:

- a. To consider the highway functional classification system as developed by the Ithaca-Tompkins County Transportation Council for roads in the Town.
- b. To achieve and preserve the most appropriate functional classification for North Triphammer Road, Warren Road, and NYS Routes 34 and 34B.
- c. To develop incentives and equitable control mechanisms to minimize the number of driveway cuts and other potential obstructions on those roads in the Town identified as Urban Minor Arterial and Urban Collector.
- d. To identify appropriate land uses in the vicinity of the airport such as light manufacturing, research and development, warehousing and outdoor recreation that will help preserve the future effectiveness and safety of airport operation.
- e. To prepare and review a long-range plan for the establishment of a logical system of pedestrian and bike ways in some parts of the Town.
- f. To provide for the future extension and interconnection of local roads through the subdivision approval process.
- g. To support, and participate in, discussion of the desirability, function and location of a possible new north-south traffic route through or around the Ithaca Urban Area.

- h. To support, through the design and approval of new local roads, enhancement of public transit services.
- i. To identify appropriate roads in the Town to be included in a designated regional truck route system.
- j. To incorporate, through the site plan review process, those physical elements of vehicular and pedestrian facilities necessary to create the B1 identity.

4. Sewer and Water Systems

Water and sewer facilities are essential for sustained, concentrated development in the Town of Lansing. These vital services will have to be planned for, and eventually provided in all areas where major growth activity is expected and desired or where improved sewage disposal facilities are already needed. Overall plans will be designed for the largest practical utility districts. The creation of smaller subdistricts or service areas, and the actual timing of construction of water and sewerage lines will be related to current need, financial capability, and the Town's long-range plans for use of land.

The success of the Southern Cayuga Lake Intermunicipal Water System illustrates the value of intermunicipal cooperation. The Town believes that there are additional opportunities for mutually beneficial cooperation between the Town and nearby municipalities. It will continue to work closely with officials of these municipalities and the County, in the establishment of coordinated policies and the provision of essential services (See Proposed South Lansing Sewer District, Map 2).

GOAL: Public water and sewer services available where possible in those areas of the Town where the Comprehensive Plan indicates major development and growth, or where there currently exists a serious need to safeguard the environment.

GOAL: Public utility systems that achieve maximum efficiency and cost savings through the collaborative effort of adjacent communities with common problems and needs and where economically and physically desirable.

GOAL: Use existing sewer and water infrastructure as references when considering potential zoning changes.

OBJECTIVES:

- a. To encourage and support public sewage disposal facilities in all areas in the southern part of Town that currently have a public water supply where physically reasonable.
- b. To relate land use and development density regulations to the critical need for adequate sewage disposal facilities as well as to the availability of a public water supply.
- c. To continue to participate to the fullest extent in the establishment of intermunicipal sewer systems where feasible.

5. Industrial Development

Additional light industrial and research opportunities in the proper locations will be beneficial to the Town in terms of an expanded tax base and new job opportunities. Suitable sites will be those that have good access to regional transportation systems, can be supplied with public, or comparable private, utilities and would be largely complimentary to adjacent land uses. Potential sites will be examined and identified in the Comprehensive Plan.

GOAL: Increased employment opportunities that will broaden and strengthen the Town's tax base.

GOAL: Local conditions (physical, social, governmental) that are conducive to retaining existing businesses and attracting new ones.

OBJECTIVES:

- a. To establish land use and performance standards that will define the type of economic development suitable in the Town, minimize negative environmental

impacts of such development and protect the character and integrity of future industrial areas.

- b. To adopt land use regulations that recognize and support the increasing importance of in-home business opportunities.
- c. To build on existing assets and opportunities as part of the strategy to expand the local economy.

6. Commercial Development

It is a necessity that the Town's local tax base grows. Measured expansion of commercial development within the Town can help achieve that end. The Town recognizes that this type of development should follow infrastructure development. In order to broaden the tax base and provide for greater public convenience, future commercial development in the Commercial Mixed Use area will be encouraged. New commercial uses should locate close to similar existing development so that the property values and residential character of established neighborhoods development can be preserved.

GOAL: Clearly defined commercial focal points located in the Town Center and other specific areas to concentrate commercial development, and to minimize strip development.

GOAL: Expansion of commercial land uses that are related to convenience and personal service needs of Lansing residents rather than to general shopping activities of a broader regional market.

OBJECTIVES:

- a. To identify suitable commercial nodes as part of the Comprehensive Plan.
- b. To provide adequate opportunity for the development of small convenience and personal service businesses throughout the Town.
- c. To reduce, to the maximum practical extent, the number of commercial entrances and exits on major traffic routes in the Town.
- d. To establish regulations that will help to achieve a high standard for siting, lighting, signs, landscaping, and general appearance of commercial land uses.

7. Town Center–B1

Previous plans recommended the creation of a physical and visual community center that would be important to the future identity and character of the Lansing community. Since the plan was last revised, the Town built a new Town Hall, renovated the old Town Hall to house a Library, and built an Historical Center. Future development will result in the integrated uses of public and private land in ways that are appropriate for mixed use.

GOAL: An integrated land use plan that will incorporate the B1 District into a broader setting of mixed land uses and increased density.

GOAL: Development of the mixed use area a way that will maximize access for pedestrian traffic, enabling users to park once and access a variety of goods and services.

OBJECTIVES:

- a. To adopt innovative regulations for the Town Center area that include incentives for prospective developers as well as specific provisions to insure consistency, quality and a broad mix of land use activities.
- b. To provide public sewage disposal facilities that are necessary to sustain a Town Center and the development of a mixed-use urban core.
- c. To incorporate the sewage disposal needs of existing residences, businesses and institutions in the South Lansing area into the design capacity of treatment system for this area.

8. Housing

Lansing has many features that make it a desirable place to live and raise a family. The Town recognizes the importance of a balanced community that offers attractive, well located residential areas and adequate living facilities. As development proceeds, the Town will work to encourage a variety of housing accommodations for residents of all age groups and income levels. Continuous strips of housing along major roads and land subdivision that creates inefficient or

inaccessible back parcels will be discouraged through effective land management regulations.

GOAL: A full range of dwelling types and living arrangements to satisfy the housing requirements of existing and future Lansing residents.

GOAL: Maximum efficiency in the use of land as the transition from rural openness to residential development occurs.

GOAL: Diversified housing development--such as affordable, energy efficient and ecologically-friendly housing--to address varied needs of the Town's growing population.

GOAL: Housing development patterns that minimize the disruption of viable agricultural activity and natural features.

GOAL: Housing development patterns that help retain open space and preserve the traffic-carrying function of major roads.

OBJECTIVES:

- a. To support a full range of housing opportunities for different age groups, family sizes and income levels.
- b. To support higher density residential development in those areas where adequate water and sewer services, and effective stormwater drainage systems, are available or can be provided.
- c. To encourage alternatives to traditional residential development through measures such as clustering and planned development that will conserve land resources.
- d. To protect environmentally sensitive areas such as steep slopes, N.Y. State designated wetlands, stream banks, etc., from the negative impacts of extensive development.
- e. To develop and enact regulations aimed at reducing the number of residential driveways constructed on major roads.

9. Natural, Historic and Cultural Resources

Lansing contains a lakeshore, a major creek valley, gorges, water falls, wetlands, historic buildings, cemeteries and farmsteads, and other important natural, scenic and historic resources. The Town will continue to preserve and recognize the value

of these features and their contribution to the cultural fabric and quality of life that residents prize (See Wetlands, Flood Zones, and Critical Environmental Areas, Map 3).

GOAL: Surveys and programs that will identify, evaluate, and document historical resources and integrate preservation values into the overall process of change and development.

GOAL: Public policies and actions that demonstrate awareness of the local and regional value of important natural resources and contribute to the preservation of environmentally sensitive areas.

GOAL: Broad community awareness of historic, environmental, social and economic interdependency.

OBJECTIVES:

- a. To evaluate the Town's historic resources, both with regard to their potential for historic site designation and the feasibility of property restoration and adaptive reuse.
- b. To more carefully identify and define exceptional natural features and identify Critical Environmental Areas under State Environmental Quality Review regulations.
- c. To reduce negative impacts on Cayuga Lake and its major tributaries from erosion, sedimentation and drainage.
- d. To support agricultural and other private sector efforts to minimize negative impacts on sensitive environmental areas.
- e. To maintain the maximum amount of natural, non-invasive vegetation in development projects and encourage and coordinate the planting of appropriate tree species along roads and in parking areas.
- f. To establish a system of historical markers throughout the Town affirming Lansing's unique history.

10. Parks and Recreation

A variety of recreation opportunities is important to the quality of life of all age groups in the Town of Lansing. The Town is grateful for the remarkable efforts in the town, especially those in concert with the Parks and Recreation Department. As new development occurs, the Town will use appropriate regulatory techniques to enlarge, improve or increase recreation facilities. To assure use of all recreation resources to their fullest, the Town intends to pursue cooperative agreements with other public and private agencies that play a role in providing recreational opportunities.

GOAL: An integrated open space and recreation system that builds on excellent existing facilities and programs and incorporates unique natural assets with recreation and open space potential.

GOAL: A wide variety of active and passive recreational opportunities for all age groups.

OBJECTIVES:

- a. To meet the needs of the existing and expected resident population for community and neighborhood parks and recreation facilities.
- b. To consider setting aside suitable land, or funds in-lieu of land for recreation purposes where higher density residential subdivision activity occurs.
- c. To increase public access to Cayuga Lake and Salmon Creek for picnicking, fishing, hunting, swimming and boating when opportunities arise.
- d. To consider a capital improvements budget for park and recreation facilities and to consider State, federal and private funding sources.

11. Community Life

Although the Town of Lansing has experienced substantial population growth and changed land use patterns over the past two decades, it remains, in essence, a rural community endowed with myriad religious, civic and social groups and many values based on voluntary participation and service to the community. The Town recognizes the social and economic importance of active public involvement in

issues such as health, safety, planning, recreation and activities for its residents.
Programs related to such community interests will be encouraged and supported.

GOAL: A broad range of programs and activities that encourage and make full use of individual and collective voluntary efforts.

GOAL: Effective integration of plans and programs of voluntary groups into the goals and objectives of the Comprehensive Plan.

OBJECTIVES:

- a. To promote the active involvement of town residents in a variety of programs that depend largely on voluntary efforts.
- b. To provide a reasonable level of in-kind governmental support to volunteer groups that have demonstrated community value.
- c. To support, and, when possible, assist in the preparation of grant applications for funds that can be used by voluntary groups to further their efforts.

12. Alternative Energy

All communities have a responsibility to seek alternative energy sources be it solar, wind, water, or other yet to be developed technology. A responsible community acknowledges and fosters alternative energy uses that might make Lansing a better place to live in now and in the future. Alternative energy installations however usually involve land use that collides with historic use of existing controlled zones. Examples of problem areas could include noise levels and vision intrusion, and probably issues yet not considered. Having an open mind on new energy issues will be important for all small towns as part of the global community.

GOAL: To help our community work towards more "Green" and renewable energy sources to assure a cleaner safer future for our entire global community.

GOAL: To foster new energy sources to financially benefit our citizens by providing cheaper energy at a predictable cost.

OBJECTIVES:

- a. To maintain our existing rural atmosphere and open scenic value by assessing individually, all new proposals to assure that they will fit into the Town of Lansing’s created zones of development.
- b. To be open and receptive to all new energy proposals while always weighing heavily on the public opinion as to the impact on the applicable neighborhoods.

13. Implementation of Comprehensive Plan

The Comprehensive Plan is a guide for ongoing public and private action in the Town of Lansing; its broad concepts will be used as a resource in public decision-making. The Town is committed to achieving the plan’s major goals and objectives in the most reasonable and equitable way possible. It will support public information and participation measures and will use available land development regulations, environmental review requirements, capital improvement programming and potential funding programs as ways to implement the plan.

GOAL: A Comprehensive Plan that is imaginative but reasonable and can be implemented through normal and on going activities of local government.

GOAL: Preparation of the regulations, local laws and funding grants in accordance with proposals of the Comprehensive Plan.

GOAL: Cooperative efforts with adjacent communities when this is the most effective and economical way to solve utility, transportation and land use problems as expressed in the plan.

OBJECTIVES:

- a. To revise as necessary current zoning and subdivision regulations to more nearly reflect current conditions and the concepts of the Comprehensive Plan.

- b. To continue efforts to work with other communities in the county on acceptable cooperative solutions to multijurisdictional problems.
- c. To create a specific action agenda based on plan proposals.

SECTION IV: FUTURE LAND USE

Although significant change in future land use patterns in Lansing seems inevitable, the Town still retains the ability to impart some amount of shape and direction to this change. In community development there is always an element of choice that can be exercised by the Town; always an opportunity to establish the guidelines and provide the impetus that will be required if growth over the next ten to twenty years is not to be largely haphazard and subject only to the commercial forces of the market.

There are a number of ways that change in Lansing can occur. There are a variety of deliberate choices that can be made in any attempt to plan for, and give direction to, new growth. Consideration of these alternatives, and decisions about which of them seem most appropriate at any given time constitute the Town's "development policy." The previous section of this report contains current policy positions recommended as part of the Comprehensive Plan. They are based on hopes for the future of the Town tempered by current conditions.

Even though the Comprehensive Plan is extremely broad and general in nature, it must have an underlying structure. Proposals for future land use must be based on a solid awareness of what is already present. The existing fabric of the community has to be incorporated into any designs for the future. In assessing possible development patterns for the Town of Lansing constraints must be considered as seriously as opportunities. When there are unknowns, assumptions must be made to give validity to some land use proposals.

ASSUMPTIONS OF THE PLAN

Since there is no reliable way to predict the future, the best we can do in planning is consider a range of plausible alternatives and decide which alternative best satisfies current needs and protects current values. The assumptions listed below have been established in an attempt to reduce the number of variables that have an impact on the way land in Lansing will be used in the future.

For purposes of this Comprehensive Plan, it is assumed that:

1. In the foreseeable future, the northeastern part of the Ithaca Urban Area will continue to have strong growth potential. Proposed subdivisions that have already been submitted to the Planning Board, but remain undeveloped, will eventually be built.
2. General growth trends for the next twenty years in the Town of Lansing (1995 to 2025) will resemble those of the 1990 to 2005 period; i.e. about 12 percent per decade. Most of this population increase may occur in the Town outside of the Village.
3. Land use in the southern part of the Town will continue to change from rural/agriculture to suburban residential development.
4. Water and sewer facilities will eventually be available throughout the area south of an imaginary line between Lansing Heights, Ludlowville and the State schools.
5. The County Airport will continue operation at its present location indefinitely and may need to extend the runway again at some time in the future.
6. Cornell's Business/Technology Park will be completed but the demand for additional land for research/manufacturing development in this general area will continue to develop.
7. Existing mining operations along the lake will continue in the foreseeable future and rail-delivered coal will remain the primary fuel for NYSEG.
8. A north-south road connecting Routes 34B, 34, 13, and 366 will, if constructed, offer a viable alternative for some of the traffic that would otherwise use North Triphammer and Warren Roads.

9. Implementation of the N.Y.S. Canal Master Plan will create additional opportunities and pressure for lake front access and recreational development in the Lansing area.
10. Pressures on agricultural businesses and demand for development land will continue but will be more effectively controlled by a combination of State and local efforts.

DEVELOPMENT INTENSITY

In light of existing conditions and current attitudes, and incorporating growth potential and expected change over the next 20 or more years, a land use pattern emerges for Lansing that includes three basic levels of development intensity. Areas of the Town assigned to these three levels have been determined by five criteria related to the existing or expected use of land:

1. The density of development in terms of families per gross acre.
2. The complexity of land use types and traffic movement.
3. Existing topographic and soil conditions.
4. The relative value of land and development in terms of public and private investment.
5. The availability or desirability of public water and sewage disposal facilities.

LAND USE DESIGNATIONS

When applied to a twenty year plan for Lansing (2005 to 2025), these criteria suggest eight development intensity areas as stated in Schedule 1, Section 400 in the Town of Lansing Land Use Ordinance and are described as follows:

- RA - Rural Agriculture
- L1 - Lakeshore
- R1 - Residential Low Density
- R2 - Residential Moderate Density
- R3 - Residential, Mixed-Use
- B1 - Commercial, Mixed-Use
- B2 - General Commercial
- IR - Industrial/Research

Rural Agriculture (RA) District. The intent of the RA District is to designate areas where farming and farm-related businesses are the predominant and desired land

use activities. Some nonagricultural development, largely low density housing, has occurred, is anticipated in the future, and is appropriate. Measures to preserve the viability of farming activities are appropriate.

Lakeshore (L1) District. The intent of the L1 District is to designate areas that are adjacent or have access to the shoreline of Cayuga Lake and are environmentally sensitive. Continued residential and limited nonresidential developments are appropriate uses for such areas. Regulations and development standards are aimed at minimizing environmental damage to natural resources, preventing erosion and responding to potential problems related to steep slopes and inadequate water and sewer services.

Residential Low Density (R1) District. The intent of the R1 District is to designate areas where agriculture has been the historic use of land, and which are now primarily residential. Such areas often face environmental limitations and potential water supply and sewage disposal problems that restrict the extent of development. Regulations and standards in the R1 District are intended to limit density and, based on soil conditions and land accessibility, reduce the number of uses that are considered suitable.

Residential Moderate Density (R2) District. The intent of the R2 District is to designate areas where the expected and desired use of land is a mixture of varied types of residential development at a somewhat higher development density. Typically, such areas will have public water service available but may encounter sewage disposal problems. Regulations and standards relate to the efficient subdivision of land in anticipation of future public sewage disposal service and the creation of an efficient pattern of roadways in accordance with the objectives of the Comprehensive Plan.

Residential Mixed Use Transitional (R3) District

The intent of the R3 District is to designate areas where the use of the land will change from the most traditional uses of the community to a more dense residential development depending on introduction of water and sewerage. Regulations and standards in the R3 District are intended to guide density and establish the criteria and conditions for development of the land driven by the reality of land values.

Commercial Mixed Use (B1) District. The intent of the B1 District is to designate areas where development will be encouraged to occur in ways that can lead to an identifiable focal point for the Town, a center of commerce and community activity and an efficient area for public utility and transportation services. Relatively dense development and a mixture of land uses, including residential, small scale retail commercial and office, specialty shops, personal services, light industry, recreation and public space, are appropriate and desirable development characteristics of the B1 District. To achieve the harmonious and compatible use and development of land, it is appropriate to consider each development proposal as it relates to the

overall development plan of the entire district, and particularly as it affects adjacent land uses and the safe movement of traffic. Site planning concerns relate to the size and location of buildings, yards, the placement and design of roads, the size and location of parking, landscaping, buffers, control of traffic access to primary roads and such other elements as may be reasonably related to the health, safety and general welfare of the Town.

Commercial General Business (B2) District. The intent of the B2 District is to designate areas where a range of retail, service and repair businesses, commercial and storage activities, light industry and similar land use activities that may not be compatible with objectives of the B1 Business District are permitted and would be appropriate. The location of B2 Districts, generally at key intersections or in limited areas along major highways, can affect important visual impressions of Town character. Regulations and development standards are aimed at accommodating a variety and mixture of commercial/industrial activities while improving land use efficiency, traffic safety and environmental quality, particularly adjacent to existing residential areas.

Industrial-Research (IR) District. The intent of the IR District is to designate areas where some form of light manufacturing, fabrication, assembly or research, mining and power generation/utilities are appropriate and desired land uses. These areas will become small employment centers that could contain a variety of land use activities. To achieve the type of development that will be compatible with the surroundings, it is appropriate to consider each proposal individually. Site planning concerns relate to accessibility, impact on nearby neighborhoods, parking and safe traffic movement, landscaping, buffers, environmental factors, lighting, size, location and such other elements as may be reasonably related to health, safety, property value and the general welfare of the Town.

The Comprehensive Plan may take into future consideration:

- Recreation Districts
- Conservation Districts
- Hamlets

SECTION V. TRAFFIC AND CIRCULATION

As pointed out in the preceding Section of this report, the existing road system, and traffic patterns produced by this system, can have a major impact on the development of land in many parts of the Town of Lansing. In fact, this impact is circular: the road system strongly influences the way land is developed; as development intensity increases,

however, there is a direct and cumulative impact on the operation and effectiveness of the road system.

At least three issues related to the road network must be considered in the Comprehensive Plan: regional-type traffic that must pass through Lansing to get to its destination; “home-to-work” traffic generated by Lansing residents, and others, moving to or coming from locations outside the Town; and, internal movement from one part of Town to another. As traffic volume from these three sources increases, it is important to assess the direct and indirect impacts that might occur and to consider alternatives to, or, improvements, modifications and extensions of the road network that might become necessary. The planning process considers these issues, and others, as they relate to the long-range development and use of land.

In developing the plan and its implementing tools for the Town, the following elements of a traffic and circulation system are considered to be paramount at this time:

1. A road classification system based on function. That is, the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
2. General design principles related to the location and design of future roads and intersection improvements.
3. Alternative strategies for mitigating the impacts of traffic build-up such as expanded public transit and a system of bicycle/pedestrian ways.
4. Analysis of impacts to the environment, existing neighborhoods and future land use associated with the designation of regional truck routes.
5. General design guidelines for roadway geometries, pedestrian amenities and parking to support the identity of a Town Center.

CLASSIFICATION OF HIGHWAYS, ROADS AND STREETS

Consistent with the Tompkins County Highway Functional Classification System there are three general classifications of roads illustrated on Map 4. This classification system can be used by highway officials and transportation planners to establish priorities and standards for construction, maintenance and repair of Federal Aid Eligible Roads. At the Town planning level a road's designated function can also become justification for such considerations as set-back requirements and the location and number of access driveways.

A. Urban Systems: These systems are characterized as providing a land access function, a high level of mobility for through movement, or a compromise between both functions within an area defined by the Bureau of the Census as "urbanized". In the context of highway classification urban systems exist in areas with a population of 5,000 or more.

1. Urban Minor Arterial – NYS Route 34 from Town of Ithaca to Bower Road and North Triphammer Road. Warren Road would also function as an urban minor arterial if an improved link to Peruville Road could be established. Traffic movement on these roads has already been compromised in parts of the Town. In areas such as South Lansing narrow lots, commercial land uses and multiple driveway cuts are the cause of traffic congestion and delay. Continuing development along North Triphammer Road will continue to reduce traffic mobility. As future growth occurs, the Town should consider measures that will help to maintain the effectiveness of these routes.
2. Urban Collector – NYS Route 34B from Portland Point Road to East Shore Drive, Peruville Road from VanOstrand Road to Auburn Road, Asbury Road from North Triphammer Road to Warren Road, Warren Road and Farrell Road

B. Rural Systems: Rural roads consist of those facilities that are outside of the urbanized area in places with a population of less than 5,000.

1. Rural Minor Arterial – NYS Route 34 from Bower Road to Cayuga County line.

2. Rural Major Collector – NYS Route 34B from Portland Point Road to Cayuga County line, Ludlowville Road, Brickyard Hill Road, Portland Point Road, Benson Road, Peruville Road from VanOstrand Road to the Town of Dryden line and Locke Road.
3. Rural Minor Collector – Lansingville Road, Myers Road and North Lansing School Road.

C. Local Road System

The primary function of these roads is to provide access to adjacent property most of which will be residential. Driveway cuts for most lots are to be expected. “Short cut” and fast traffic should be discouraged. If traffic interruptions such as stop signs are needed to discourage through traffic and reduce speed, such management techniques are appropriate and should be considered. Building set-back distances adjacent to local roads can be less than for other road classifications. All streets in subdivisions, access roads to and along the lake, and many other existing roads in the Town are classified as Local Roads.

Increased traffic on perceived short cuts or direct connections can alter the function of a road that is often not physically suited for that purpose. Hillcrest Road is an example of a Local Road that is becoming a very important traffic carrier between two Urban systems. The Town should either recognize and facilitate this movement on Hillcrest or consider introducing traffic interruptions such as stop signs and enforced speed reductions in an attempt to change driver habits.

FUTURE ROAD AND INTERSECTION IMPROVEMENTS

It seems certain that continued development will occur in the Town over the next 10 years. There is no sure way to predict where this development will take place but past experience indicates that it will be principally in the south half of the Town and will depend largely on the availability of a public sewer system. Further, the Tompkins County Comprehensive Plan (2004) identified the South Lansing Hamlet and southern end of the Town as general land areas appropriate to support continued development. New roads will eventually be

needed to gain access to these areas that are now agricultural or vacant. It is this emerging road pattern that will require organized planning by the Town to connect new developments to the existing road network while protecting the physical character of the surrounding community.

Upgrading of Existing Roads

Several recommendations have been made regarding upgrades to existing roads. Perhaps the most significant recommendation involves the upgrading of Warren Road with an improved connection to Peruville Road via Benson Road. It is expected that this north-south link could be upgraded to an Urban Minor Arterial. Previous plans have suggested that a further westward alignment of Warren Road at the west end of the airport runway would be necessary. Based on the development plan for the Ithaca Tompkins Regional Airport and discussions with the Airport Manager there is presently no proposal to undertake a runway extension project through 2015.

As traffic from Auburn and the Locke/Moravia area increases, additional pressure is expected on VanOstrand Road. VanOstrand also intercepts traffic from Groton via Munson, East Lansing and Buck Roads. The plan suggests that VanOstrand Road could be upgraded to a Rural Major Collector if Warren Road is extended to Peruville Road.

Future Road Connections

Recommendations for future road connections in some areas are indicated on Map 5. The development of this Local Road system incorporates earlier networks proposed within the Village of Lansing. It should be noted that these are diagrammatic illustrations of a preferred design objective. Because there are many variables in the development process, these proposed roads must not be considered to be rigid dictates of the Comprehensive Plan. There are many ways that an internal road network can be designed and constructed. However the Town should influence the design of the more critical new roads and unless this happens the precise location of these local roads cannot be determined in advance of land subdivision activity.

The principle followed is that the subdivision of larger parcels should, over time, result in an interconnected road network appropriately tied into, and extending, the existing system. The resulting circulation pattern is recommended as preferable to one that would come from the independent subdivision of these larger parcels with no internal interconnecting road system to unify them and tie them together.

The skeleton of a possible internal road system is illustrated for two specific areas: the superblock bounded by Asbury, Warren, Cherry, Burdick Hill and Route 34; and, the South Lansing area, including the designated B1 area.

A large loop of Local Roads is shown, centered roughly on Bean Hill. These loops would be appropriately tied to the Urban Minor Arterials or Collectors but it would be possible to drive from one part of the superblock to another without using one of the principal State or County roads. The loops would provide access to a network of subdivision streets that could be designed in a variety of ways, depending on the preference of the Town and development objectives of each developer.

The South Lansing road system shows three Local Roads providing internal access to the area centered on Woodsedge Apartments, the parcel of Town-owned land north of Route 34, and the internal block formed by Drake Road and Route 34. The intent of this simple layout is to provide interconnected access to interior land defined by the existing road network. The use of adjacent land would vary and could include a mix of housing, public buildings, business, recreation and light manufacturing or research activities—all the components of a dynamic Town Center.

Two additional road connections are indicated on Map 5. While these are more specific in nature, they should also be considered as guidelines, intended to illustrate objectives of the traffic and circulation plan.

1. Smuggler's Path Extension. Completing the north-south extension of Smuggler's Path between the Lakewatch subdivision and Sun Path Road will be an important Local

Road asset delivering immediate benefits for pedestrian connectivity, multimodal transportation and intersection safety.

Connecting the individual subdivision roads would enhance pedestrian and bicycle opportunities on a low volume road and improve the chances for bringing transit service to the neighborhood from the adjacent TCAT route. The Lakewatch and Cayuga Highlands subdivisions, together with additional residential developments proposed along Teeter Road, rely upon the East Shore Circle intersections at NYS Route 34. Both intersections are located on curved sections of highway with limited sight distance in several directions. The completion of Smuggler's Path will afford drivers the added option of using East Lake Road and Sun Path Road to access NYS Route 34.

2. Hillcrest Road Extension. Hillcrest Road has become an important connection for traffic movement between northern commuters and employment centers near the airport and on the Cornell campus. The traffic and circulation plan acknowledges this fact and proposes the extension of Hillcrest from North Triphammer Road to Route 34. Recent improvement of the Hillcrest/North Triphammer Road intersection was an important first step in completing this link.

Intersection Improvements

1. Route 34/Route 34B/Conlon Road. Delays at these intersections during peak traffic periods have been greatly increased as a result of the all-way stop light in South Lansing. Limited traffic on Conlon Road suggests that resolution of this problem will be long term and could come about as a result of other road proposals in this area. In the meantime, it is likely that drivers will find alternative routes to avoid this intersection.

2. Lake Road/Route 34B. An acute intersection that also has sight distance problems makes this a potentially dangerous intersection. Traffic volumes are high on Lake Road, however, and a realignment of this intersection is not expected in the near future.

OFF STREET PARKING

At present, the lack of off-street parking can be a serious consideration in the Town. Brief mention is made in this Traffic and Transportation section of the Comprehensive Plan, however, so that adequate, well designed and attractive parking spaces can be provided as development occurs. This is particularly pertinent in the proposed Town Center area. Parking areas should provide convenient access to the facilities they serve. They should also be located and landscaped in ways that will enhance the surrounding area as well as the building they serve. When possible, parking areas that can be combined to serve several land uses and reduce the number of access/egress drives should be encouraged. These considerations should be part of the review process for nonresidential development.

PUBLIC TRANSIT, BICYCLE AND FOOT PATHS

Dependence on automobiles as the sole mode of transportation can be somewhat reduced if effective alternatives are available. This component of the traffic and transportation plan becomes increasingly important as growth occurs and traffic volumes increase.

Public Transit in Lansing is provided by TCAT, which presently operates Routes 36 and 37 between Lansing, Pyramid Mall, Cornell University and the Ithaca Commons. Service is provided primarily during morning and evening rush hour periods during the weekdays with limited weekend service. There are two Park-and-Ride parking lots on Route 36, one at the Town Hall and the second at Lansingville Fire Station No. 3. An informal park-and-ride site is also located at the North Lansing Fire Station No. 4 on Route 37.

Public transit coverage appears to be adequate in the Town at present. If extensive population will be concentrated in the area of the State school and Kingdom Farm lands, as

projected, another Park-and-Ride location or enclosed bus stop should be considered for this area. An enclosed bus stop will also be needed as part of the Town Center development. The circulation system in the Town Center area and other major developments should be designed with public transit access in mind. TCAT is considering a 'Flexible Route Community Service' that will work best if the Town can promote access to "stops" or "nodes" in new and existing developments. Pedestrian and bicycle connectivity to these nodes will be critical for this transit service to work successfully.

Opportunities for interconnecting bicycle routes and pedestrian ways should be considered by the Town. In particular, the opportunity to extend bicycle/pedestrian paths east to Terpening Corners and west to Meyers from the Town Center area should be examined. The opportunity to establish trail extensions should be a consideration of land subdivision and development reviews in this area.

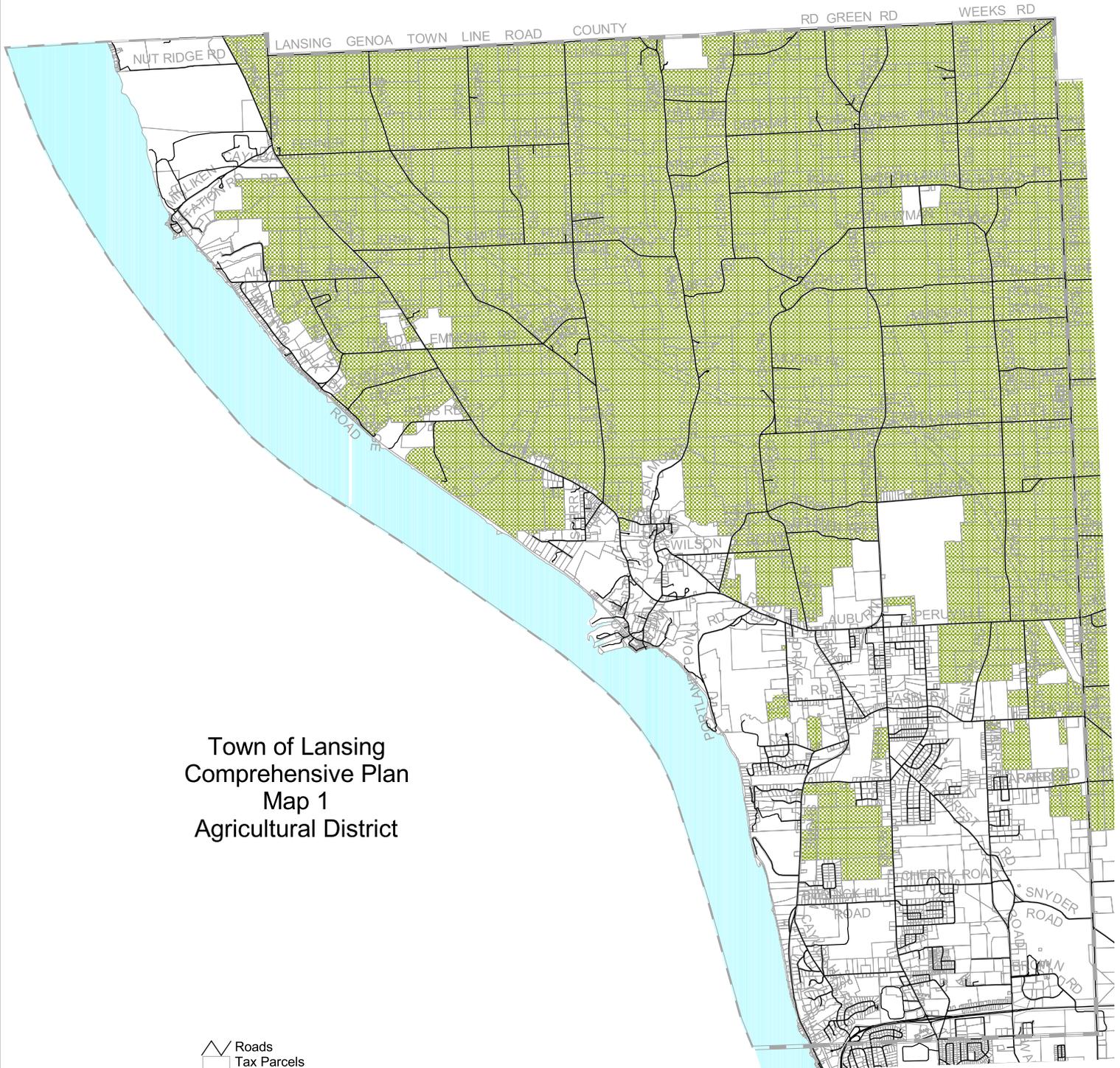
At the Town's southern boundary, the Village of Lansing has adopted a Greenway Plan which includes a Village-wide system of trails. As development north of the Village occurs in the future, subdivision and development reviews in the Town should consider the feasibility of establishing trails that could interconnect with the Village system. The Town may consider any reasonable opportunity to develop trails for recreation or assisting transportation purposes.

TREE PLANTING PROGRAM

The objective of the tree planting program is to enhance the visual quality of Lansing for those traveling major highways or using the Town Center, the school campus or other public or private focal points. A subcommittee of the Lansing 2010 Project prepared initial recommendations for a tree planting program that are incorporated in the Comprehensive Plan. This involves the establishment of a public/private partnership, the purpose of which would be to coordinate and cooperate on a long-range tree planting program.

Incentives to accomplish this long-range goal will be necessary. As a starting point, the Town would formally announce its intention to establish the program. Pre-selected species would be planted on both public and private land. Financial and technical assistance would be provided to those property owners willing to participate in the program. The Town would establish a street tree reserve account for purchase, planting and early maintenance. Landscaping requirements of the subdivision review and development process would be coordinated with the objectives and plans of the street tree program.

The initial enhancement area recommended by the 2010 subcommittee is South Lansing, the location of the proposed Town Center. Roads converging at this point would be landscaped to help define and beautify this area. Further landscaping enhancement would occur as various components of the Town Center were developed in the future. To establish an effective major entry way to the Town Center, street tree landscaping should occur along the highways between Salmon Creek bridge on the west, Gulf Creek bridge on the south and the State School/Kingdom Farm area on the east/north. A project of this size will require some time to complete and phasing priorities should be established. Since all of these roads are State highways, a dialogue between the Town and NYSDOT will be necessary to identify restrictions and establish design guidelines before the program can move forward.

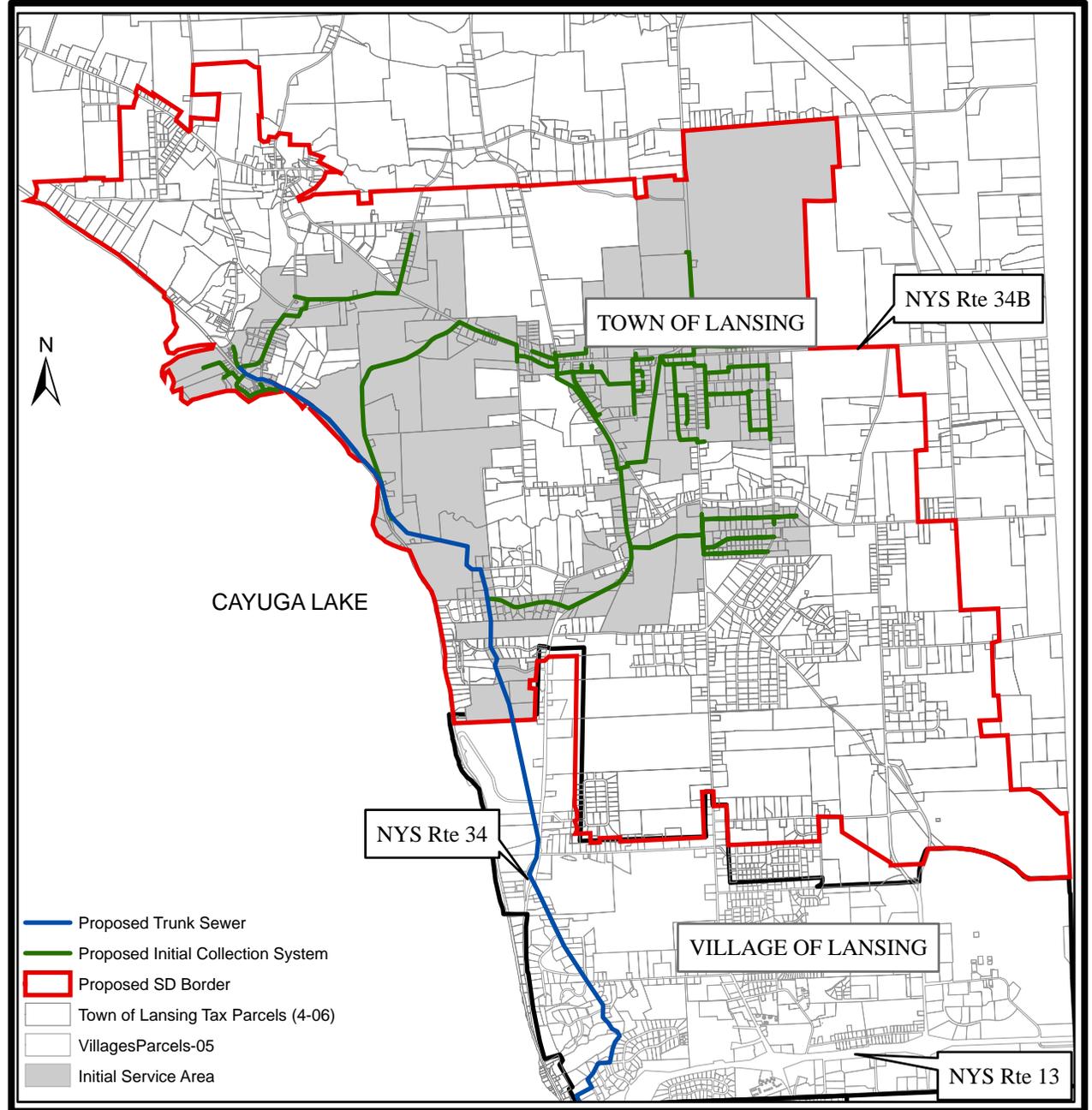


Town of Lansing
 Comprehensive Plan
 Map 1
 Agricultural District

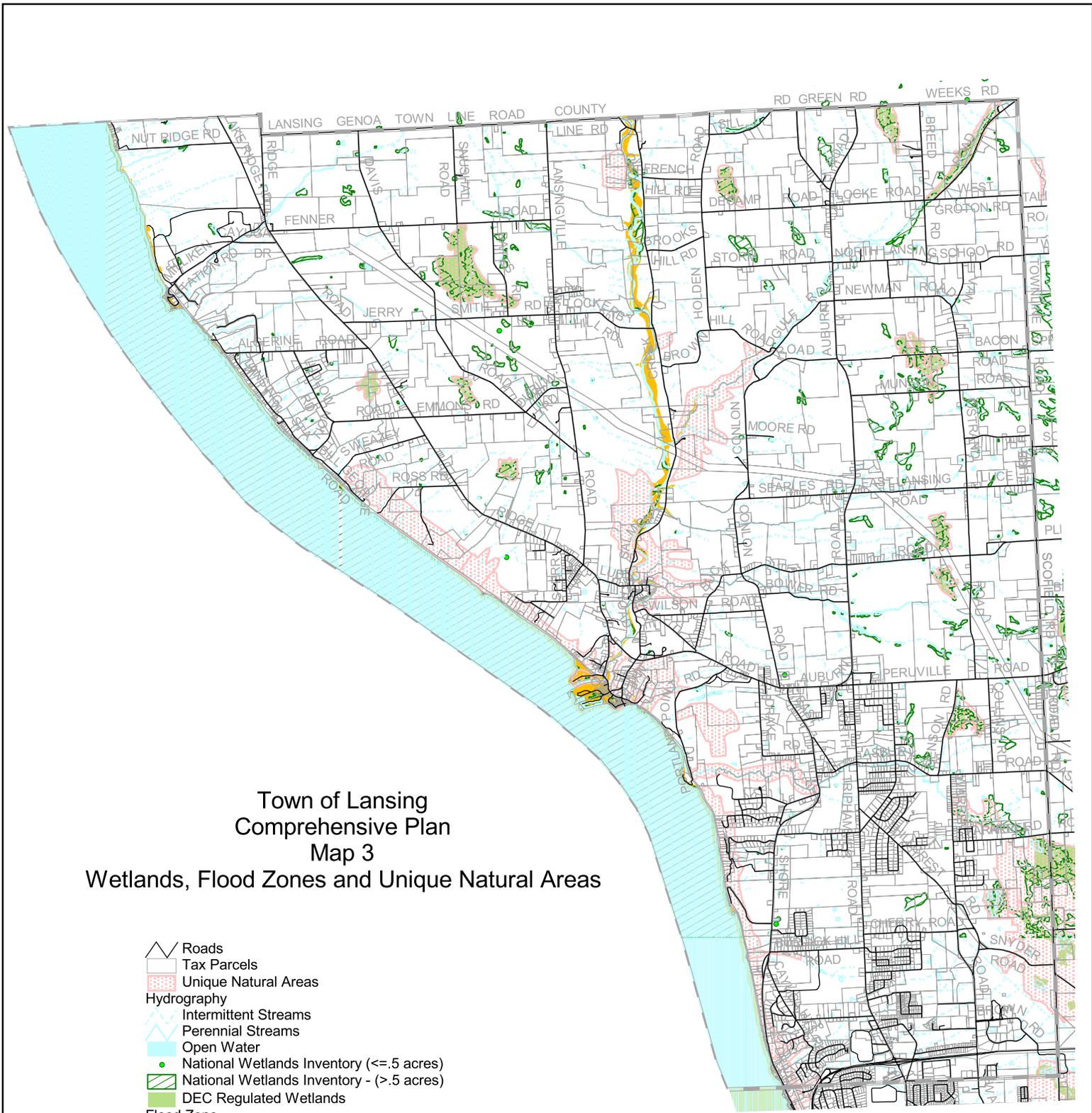
-  Roads
-  Tax Parcels
-  Open Water
-  Agricultural District



Proposed South Lansing Sewer District



Filename & Path: J:\40165\GIS\Maps\ProfileMap_07-06



Town of Lansing
Comprehensive Plan
Map 3

Wetlands, Flood Zones and Unique Natural Areas

-  Roads
-  Tax Parcels
-  Unique Natural Areas
- Hydrography
 -  Intermittent Streams
 -  Perennial Streams
 -  Open Water
 -  National Wetlands Inventory (<= .5 acres)
 -  National Wetlands Inventory - (> .5 acres)
 -  DEC Regulated Wetlands
- Flood Zone
 -  100 Year Base Flood Hazard Area

There are no Critical Environmental Areas in the Town of Lansing



TOMPKINS COUNTY

Highway Map

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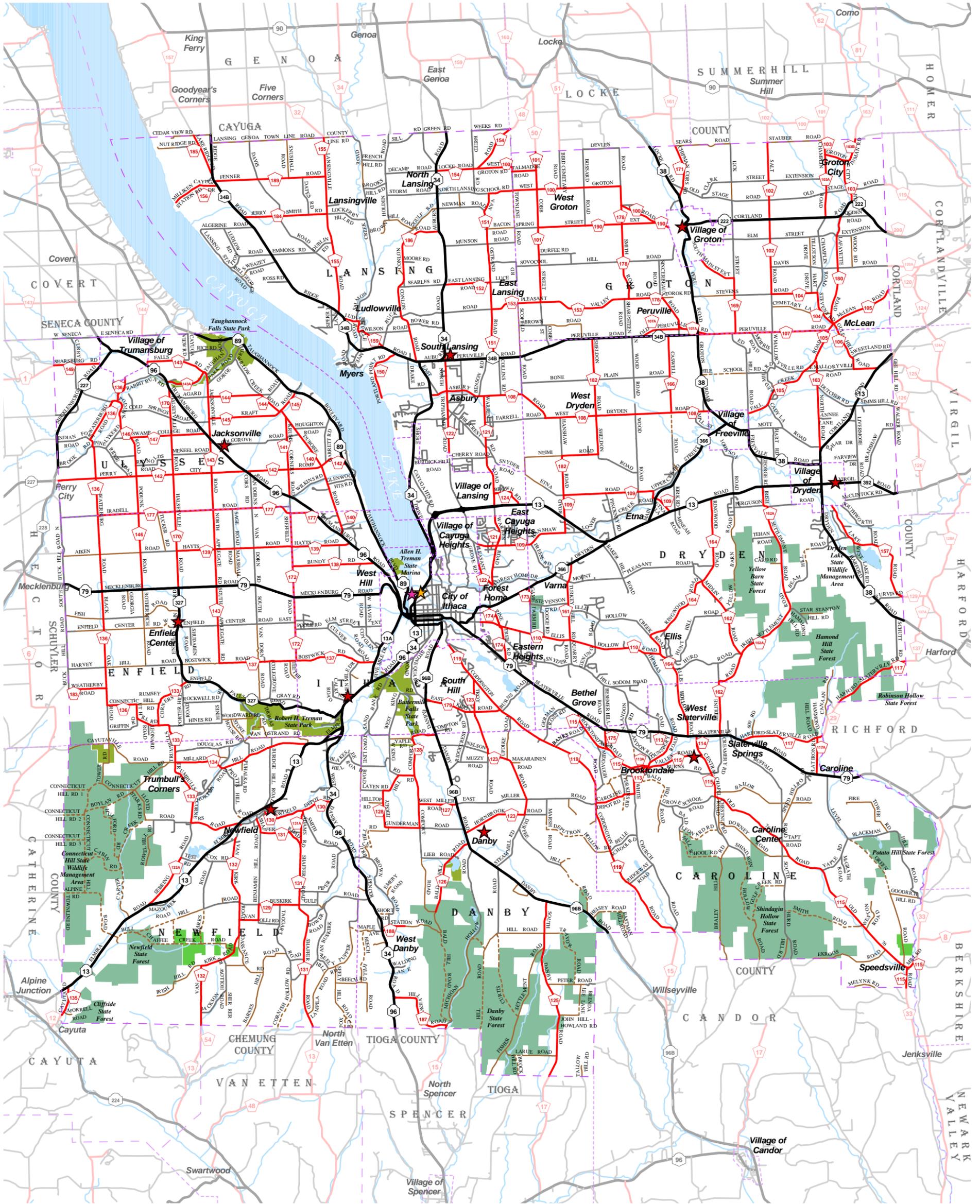
One Inch represents 2.5 Miles

- State Highways
- County Roads
- Local Roads
- Unpaved Local Roads
- Seasonal Roads
- County Lines
- Cities, Towns, & Villages

- State Parks
- State Forests & Wildlife Areas
- County Forests
- City of Ithaca Streets & Facilities
- New York State Dept of Transportation
- Town Highway Departments



New York State Plane Central
1983 North American Datum



Tompkins County
Information Technology Services
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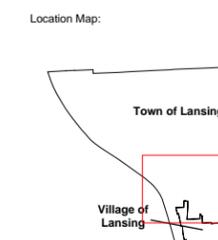
**TOWN OF LANSING
 COMPREHENSIVE
 PLAN**

*Tompkins County
 New York*

Date:
 January 23, 2006

Project:
 E06-01

Drawn by:
 DSC

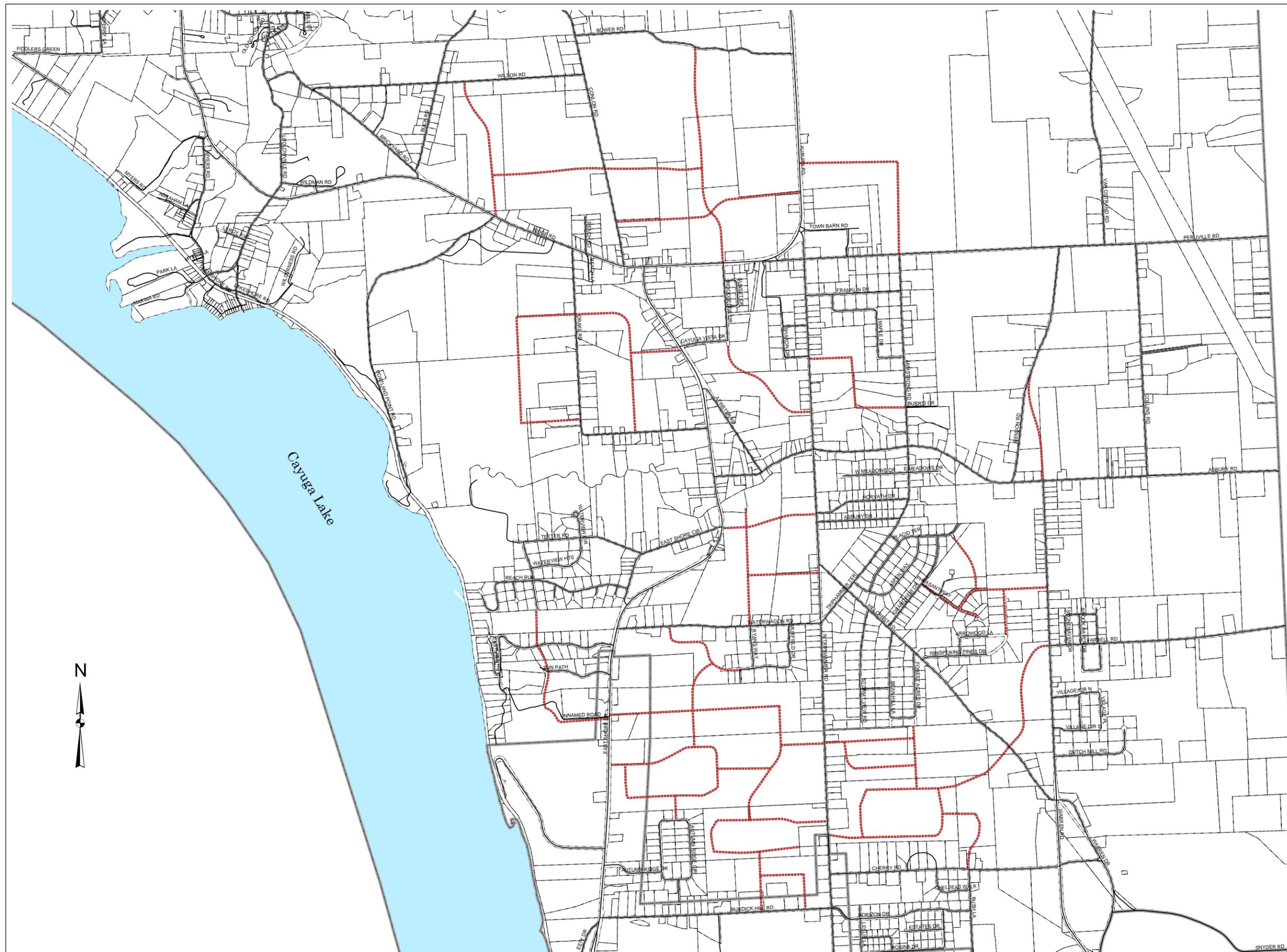


Map Number:
 3

Scale:
 0 1,000 2,000 Feet

Legend

- Existing Roads
- Proposed Roads
- ▭ Town Boundary
- ▭ Parcel Boundaries



Town of Lansing Soils Characteristics

Legend

— Municipal Boundaries

□ 2006 Tax Parcels

Roads

— State Highways

— County Roads

— Local Roads

Hydrography

— Intermittent Streams

— Perennial Streams

— Water

Soils Characteristics

— Prime Soils

— Good Soils

— Fair Soils

— Poor Soils

