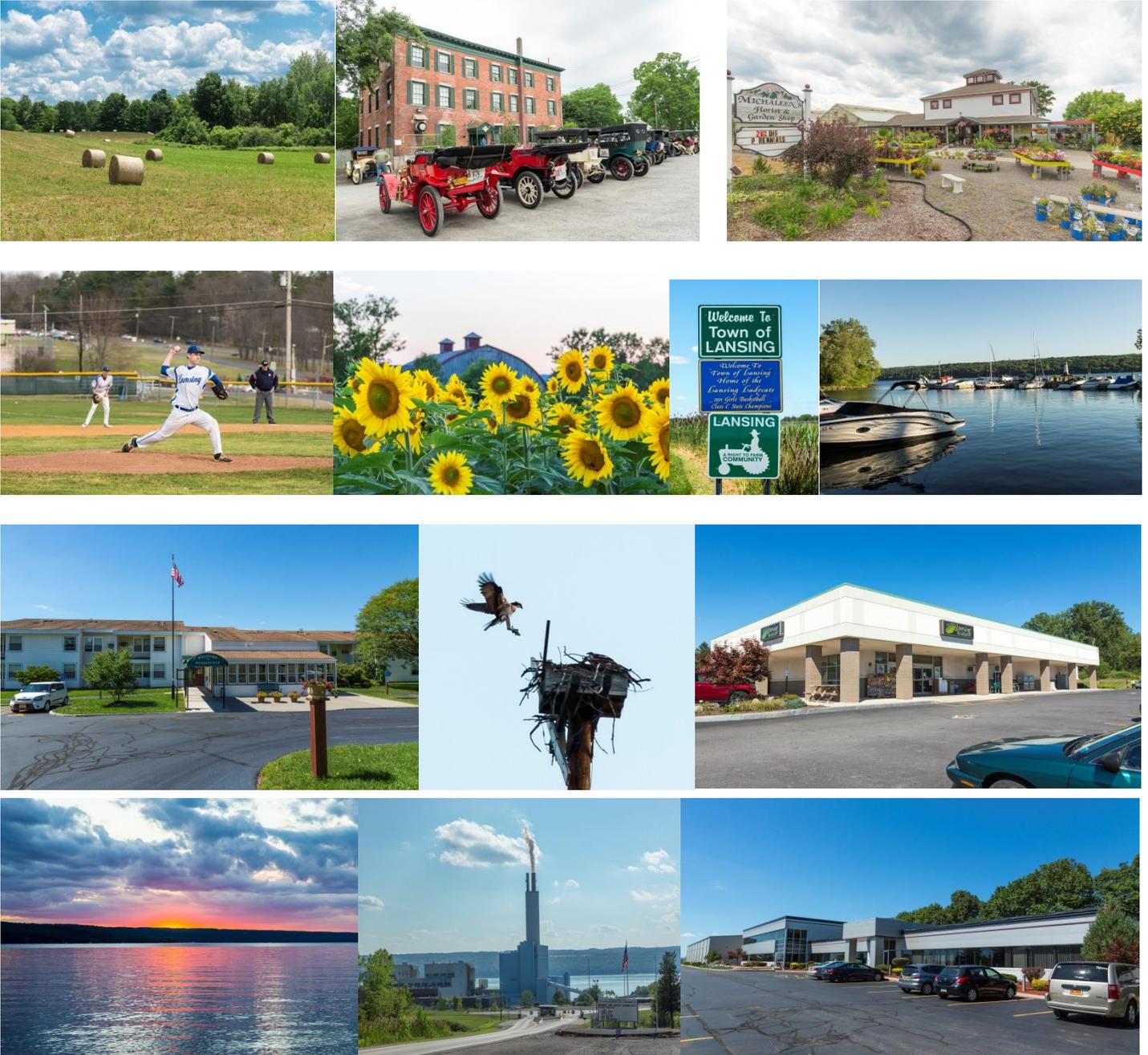


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- Appendix E: Agriculture and Farmland Protection Plan
- Appendix F: Form Based Code and Land Use Analysis

COMMITTEE FINAL 09/14/2016

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Executive Summary

The Town of Lansing created a “Comprehensive Plan Committee” in 2012 to investigate and update the current Comprehensive Plan, completed in 2006. It is important for a community to regularly review its past development patterns in order to chart a future course of action. Changes may include land use and zoning alterations, creation of new integrated business areas designated by “Form Based Code”, and protection of sensitive environmental areas. The first Lansing Comprehensive Plan, completed in 1959, was a regional approach focused on the city of Ithaca and neighboring townships. The Pyramid Mall served as a catalyst of concentrated business and residential development areas in the early 1970’s. The construction of Pyramid Mall attracted development out of the City of Ithaca and towards the Town of Lansing. The State of New York Highway improvement projects completed during the 1970’s and 1980’s, along with the Route 13 and 34 bypass projects, only served to increase the expansion. Land Use Zoning became of great interest to those near the expanding developed area. The inability to get consensus from the residents of the rural farmland portions of the northern half of the town led to the eventual division of the Town in 1974 with the establishment of the Village of Lansing. The developed area of the southern part of the town was in support of comprehensive planning and Zoning, while the balance of the town could not agree on a common plan, resulting in the creation of a new Village of Lansing.

The first action to be taken by the Comprehensive Plan Committee during the creation of this plan was to utilize Cornell University’s Survey Research Institute (SRI) to aid in the completion of a Resident Survey for both the Town and Village, as separate entities (See Appendix B). The purpose of this survey was to seek the input of residents to discover their opinions on what direction the town should move in the future. This Comprehensive Plan update project initially started with Jonathan Kanter, AICP as the Planning Consultant. Subsequently the project was completed by the consulting firm of Finger Lakes Planning and Development with Michael H. Long, AICP and Joseph T. Sheppard, CGW.

Founded in 1791, the Town of Lansing began as an agricultural community, and was originally formed as part of the town of Genoa prior to the creation of Tompkins County. The importance of agriculture remains true today as the primary land use within the town is agrarian in nature. The Lansing community is home to some of the best agricultural quality land in Tompkins County. In order to assist the Town with understanding the agricultural community and to aid in continued growth, a grant was written and received from the NYS Ag and Markets for completion of an Agriculture and Farmland Protection Plan (Ag Plan).

Monika Roth of Tompkins County Cooperative Extension, together with an extensive committee of volunteers, spent several years researching the agricultural base and exploring future opportunities. The recommendations made within this Ag Report have been included within the Comprehensive Plan and have been included within Appendix E. Among those recommendations posed by the Ag Plan, the most

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pressing are the creation of an Agricultural Advisory Board by the Town Board which was adopted in 2016. Another primary effort is the continued investigation of future opportunities for improvements to local Zoning Ordinances. Additionally, Tompkins County has assisted several area farms with the applications for grant funds for the dedication of future development rights to establish long-term farming uses. Traditionally, the area north of Peruville Road has been used primarily for Rural Agricultural (RA Zone) purposes and this region should remain dedicated to rural agricultural uses. The Ag Plan has developed a proposed Agriculture Zone of related uses whose purpose it is to focus intensive Agricultural related uses in the northern area.

Within the Town of Lansing, there are several long-established businesses that continue to thrive. The Cargill Salt Company has operated for over 100 years and continues to quarry road salt from beneath the town and Cayuga Lake through excavations 1000 to 3000 feet below the surface. Cargill continues to be one of the largest salt producers in the State of New York and offer their products to many municipalities through the NYS Contract Bidding process, resulting in significant heavy truck traffic through the town and along the State of New York road system. During the busy season it is not uncommon for there to be over 500 tractor-trailer salt trucks per day having a large impact on the road infrastructure and daily traffic patterns. Cargill is initiating the creation of an additional airshaft and access point, increasing airflow to the staff workers and making the operation safer and reducing transit time to the mines.

Another long-term community employer, The Cayuga Operating Company (COC) Plant, formerly owned and operated by New York State Electric and Gas (NYSEG) has recently been purchased and the new owners are evaluating the use of a coal fuel source. This property is the highest assessed property in Tompkins County and should it be closed, would have a devastating effect on the tax base. Additionally, NYSEG does not have adequate natural gas capabilities to provide for the future residential or business growth. NYSEG should increase every capacity through capital improvements allowing for the continued growth of our region. NYSEG also will continue to promote alternate energy systems and energy conservation practices.

The Borg Warner Plant – one of the region’s largest employers – has also had a long-term relationship with Lansing and one of the oldest businesses. Located at the southernmost part of the town adjacent to the Ithaca and Tompkins County Airport, the plant is in close proximity to the Cornell University Business Park.

There is a great deal of future growth potential within the southern region of the town. Exploration into the conceivability of the expansion of sanitary sewers is a high priority for the southernmost section of town. This region, the Dutch Mill Road area, was developed as a Business Park through the utilization of a Planned Development Area (PDA) zone, and is home to several Tompkins County Industrial Development Association (IDA) businesses including the recently expanding Envisage and Kaida / Global Phoenix Computers. Additionally, undeveloped lands are available to the north where the

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capability to expand the sewer system presently exists, and there is the potential for the development of a business park, a recommendation of this Comprehensive Plan.

In 2014, the Cornell Design Connect studio completed a Traffic Impact Analysis utilizing data and information gathered from the Ithaca - Tompkins County Transportation Council (ITCTC). The analysis reflects that the current highway road system is being utilized at levels that range from between 50-60% of their capacities. Included within this report (See Appendix D) is the complete study for further detailed investigations. The recommendations by Cornell Design Connect as a part of the Traffic Impact Analysis have been considered by the Comprehensive Plan committee and have been included within this document. Among these recommendations are the establishment of multi-use trails for bikers and pedestrians, the generation of a bicycle and pedestrian oriented design, enhancements such as crosswalks, lighting improvements, and bus shelters, and transit oriented development. Many residents complain about increased traffic concerns; however there is also considerable room for additional traffic volumes and development growth within this area. Over the last year, the speed limits have been gradually reduced along the major NYS Routes, which has been seen as a benefit to area residents.

Another major influence on the Town of Lansing is the continued need for the development of regional housing. Educational institutions such as Cornell University, Ithaca College and Lansing Public Schools continue to be one of the largest segments of employment within Tompkins County and their continued expansion and success has been the basis for continued residential growth within the Town. Over the last several decades, the primary method of residential development has been the transformation of large vacant former farmlands that have transitioned into residential subdivisions. With close proximity to Cayuga Lake (on water and scenic view shed) coupled with easy access to Ithaca the Town of Lansing has become an attractive residential location for students, university faculty and staff, and young professionals. During the years 1980-2010 there has been a 42.2% increase in the population of Lansing residents, with 11,033 residents living in the Town of Lansing as of the 2010 Census.

Lansing town residents typically enjoy the community and wish to remain, however small-scale residential or rental properties currently do not exist as a viable housing option. The proximity to Cornell University, views of Cayuga Lake and need for septic systems (no municipal sewer available) tends to drive the residential development patterns towards large-lot single-family homes. Over the past several decades this pattern has been that of larger 1-3 acre lots that offered spectacular views of Cayuga Lake. More recently however this development trend has been changing. The "Village Solars" project has created higher density development through a series of three story residential buildings and Cayuga Farms has been granted site plan approval on Triphammer Road to build a 102 unit residential apartment complex with a series of 4-6 unit buildings. This type of development is needed within the town and highlights the need for the expansion of close proximity sanitary sewers, which would allow this level of density to occur. Currently, the Town suffers from a lack of this type of comprehensive sewer system, resulting in the need for larger residential lots due to septic system requirements in combination with poor soils and shallow depth to bedrock.

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In order to outline the above mentioned development patterns within the community, and to express locations where sewage expansion would be most beneficial, a decade-by-decade investigation of where housing development has taken place is included within this Comprehensive Plan. Currently, there are approximately over 100 residential subdivided lots that have been approved within the Town of Lansing, but have not yet been sold or developed. Recently, development site plans presented have included the Village Circle / Village Solars apartments, Cayuga Way, Cayuga Farms Apartments, and Whispering Pines V and Whispering Pines Phase VI (Asbury Hill), which has been approved. Additionally, Lake Circle Drive, Novalane, and Sunpath are residential subdivisions that have been approved during the 2016 Planning Board review process.

The town of Lansing has not fully developed the cultural resources of the community. Rogues Harbor, a restaurant and “Bed and Breakfast” site that offers visitors an opportunity to take advantage of the natural resources of the Finger Lakes region, experience regional wineries and breweries, along with state and regional parks, is currently the only property within the Town listed on the “National Register of Historic Places. A complete inventory of the town would identify historic properties that should be included within a comprehensive survey. With over 100 existing historic “Out Houses” throughout the town – there should be several Historic Homes that would be available to be placed within an inventory of cultural resources. It is recommended that Cornell University be utilized to create a Historic Resources Inventory, and begin to offer the opportunity to list these properties on the National Register of Historic Places. Once this inventory is complete and local homes and buildings are placed upon the registry many funding opportunities begin to become available, such as Investment Tax Credits through both the Federal and State Governments for those properties listed upon the State or National Register.

Recreation has been an area Lansing residents have strongly supported, as exemplified with growing active participation in baseball, softball, soccer, football, swimming, tennis, hockey, skiing and other youth activities. The town is very fortunate to have facilities such as the 31-acre Meyers Park, which is located directly on Cayuga Lake and offers boat docks, pavilions, camping, playgrounds and other recreational activities.

The town also runs a summer concert series at this waterfront park, in addition to hosting annual Fourth of July daylong community festivities culminating in a fireworks display. Additionally, there is an active trails committee that works diligently on connecting new developments, offering recreational opportunities such as the current town pathway project. An overall park master plan should be completed to evaluate the needs of Meyers Park going forward, and to examine additional recreational opportunities.

The result of this Comprehensive Plan update will serve as the basis for future changes of the Land Use Ordinance. A recommendation has been made to incorporate “Form Based Codes” within the Town of Lansing, a method of municipal coding that is currently being discussed in both the City and Town of Ithaca.

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The community has also expressed a desire in mixed-use residential developments, in combination with small-scale commercial uses. Additionally, the opportunity for “elderly residential care” has sparked an interest in this multi-use concept, along with a growing need for “worker scale” housing as young people that grew up in Lansing are no longer able to afford a house within the town due to rising residential costs. These concerns point to the need to create more housing type options that should be developed in the future. Consideration must be given to building smaller size housing for the seasonal housing and retirees that wish to maintain a connection with Lansing but do not necessarily want the upkeep and costs of maintaining larger home during their retirement years.

Another recommendation of this plan is that the Town should consider developing a “Five Year Capital Plan”, which would allow community leaders and residents to evaluate and plan for future growth along with the rehabilitation of existing facilities. The creation of this capital plan would also assist the town with seeking future grants, in-turn lessening the burden of town residents, keeping property taxes within the current State of New York “Tax Levy Cap.” The current laws does limit the town’s ability to increase tax levy for these purposes unless the Town Board votes to override the Tax Cap which requires a specific process.

Several questions have been raised about “How to pay for the infrastructure improvement”. The town of Lansing is required by the State of New York to maintain a “property tax cap limit” and requires additional public hearing and a super-majority vote of the Town Board to exceed the annual tax cap. As new development is built in Lansing, this will increase the overall town-wide tax base and result in an overall lower tax rate as long as the assessed values remain constant. As the tax levy rises, the tax rate falls when multiplied by the assessments which, in theory will lower the overall tax bill to the property owners.

The Town of Lansing has a long history as a place to live, work, and recreate and is one of the most desirable places to live in Tompkins County, which is one of the best noted communities in the United States. We anticipate continued slow growth and to maintain our Agricultural heritage in the years to come.

Chapter 1: Introduction and Background

Introduction:

The last Comprehensive Plan was prepared by the Lansing Planning Board and adopted by them on November 15, 2006. The Town Board appointed a committee of local residents to update the 2006 Comprehensive Plan, which was begun in 2012. Jonathan Kanter, AICP, began this process and continued meeting with the various committees until the spring of 2014. At which point, Michael H. Long, AICP and Joseph T. Sheppard, CGW of Finger Lakes Planning and Development continued the process, expanding the effort into 2016. In January of 2016, Connie Wilcox was appointed as the Comprehensive Committee chair and additional community members appointed to complete the plan.

Comprehensive Plan Committee Members:

Kathy Miller, Committee Chair – Lansing Town Supervisor (Until December 2015)

Jase Baese -

Larry Beck –

Katrina Binkewicz –

Maureen Cowen – Pathways Committee

N. Lin Davidson – Planning Board

Jeremy Dietrich –

J. David Ferris –

Gerald Friedman –

Ruth Hopkins – Lansing Town Board

Lynn Leopold –

Richard Prybyl – Planning Board

Phillip Snyder –

Amanda Steinhardt

Susan Miller, MD

Susan Tabrizi

Sarah Thompson – The Grey Barn

Connie Wilcox, Committee Chair (starting January 2016)

Duane R. Smith

Christopher Williams

Tom Butler

Gerald Caward, Planning Board

Sandra Dennis Conlon, Planning Board

Larry Sharpsteen, Planning Board

Dennis Mogil

Thomas LiVigne

Joseph Wetmore

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Planning Board Members:

Thomas Ellis, Chairman, N. Lin Davidson, Vice Chairman, Al Fiorille, Gerald Caward, Jr., Larry Sharpsteen, Richard Prybyl, Raymond Farkas, Deborah Trumbull, Sandra Dennis Conlon.

Lansing Town Board Members:

Kathryn Miller, Town Supervisor, Robert Cree, Edward LaVigne, Ruth Hopkins, and Doug Dake, Edward LaVigne, Town Supervisor (Beginning January 2016), Doug Dake, Robert Cree, Katrina Binkewicz, and Andra Benson.

Support Assistance:

Michael H. Long, AICP - Planning Consultant (Beginning Fall 2014)

Joseph Sheppard, CGW - Associate Planner (Beginning Fall 2014)

Jonathan Kanter – Planning Consultant (Until Spring 2014)

Diane Duthie - Diane Duthie Designs, LLC Photography.

Rachel Jacobson and Lynn Day – Code Enforcement and Planning Office

Andrew Sciarabba, Sr. – Economic Development

Daniel Adinolphi – Lansing Water and Sewer Committee

Louise Bement – Town of Lansing Historian – Lansing History Section

Sharon Bowman – Lansing Assistant Town Supervisor

Sharon Heller – Tompkins County Planning Department – GIS Map Generation

David Herrick – T.G. Miller and Associates

Guy Krogh – Lansing Town Attorney

Monika Roth – Cornell Cooperative Extension

Skip Hardy – Lansing Agriculture & Farmland Protection Plan

George Franz – Lansing Agriculture & Farmland Protection Plan

Gay Nicholson – Sustainability

Nick Goldsmith – Town of Ithaca Sustainability

Steve Lipinski – Real Estate

David Moore – Real Estate

Ithaca Tompkins County Transportation Council (ITCTC)

Cornell University Design Connect- Fall 2014 Transportation Report

Cornell University Design Connect- Fall 2015 Form Based Codes Report

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Community Vision Statement:

The Town of Lansing is a rural community, mixed with hamlets, suburban, commercial and light industrial areas, all of which create a diverse and vibrant town with a strong agricultural base and a steadily growing population of residents of all ages, whom possess diverse economic, educational, and cultural backgrounds. The Town greatly values, and is steward, to a wide range of natural and scenic resources, including Cayuga Lake, various streams, gorges, parks, trails, rural landscapes, and scenic views, all of which contribute significantly to the community's growth and economic base. The proximity of the Town to nearby educational institutions, which include Cornell University, Ithaca College, and Tompkins-Cortland Community College provide a great benefit and a number of opportunities to the community. The Town is well positioned near the City of Ithaca and the Village of Lansing, providing centers for businesses and commerce. The presence of these assets however, brings pressures of growth and change, which the Town has been experiencing in recent years.

The Town of Lansing welcomes growth that utilizes a balanced, sustainable, and coordinated approach in areas where appropriate services and infrastructure are available or can be provided efficiently and at a reasonable cost, which is planned in a way that is attractive, environmentally sensitive and facilitates access to places where residents live, go to school, shop, work and play. The Town should make sound investments in infrastructure, including public water and sewer, to channel growth to appropriate areas.

The vision of this community is that residents of all income levels and backgrounds should have a choice in affordable housing and transportation options, which include access to various methods of transit, walkways, accessible parks, and trails. The Town of Lansing will support the development of safe and affordable housing for low, middle and high-income residents, and encourage this development to occur in an environmentally sound way. Dedication to the preservation of this community's natural areas and resources is of the utmost importance to the town, and the community will proactively seek methods that prevent the degradation of these resources as the town grows by exploring opportunities that support the use of renewable energy technologies, providing support to both this and surrounding communities. Additionally, through community support of small businesses, industry that utilizes safe and responsible practices, as well as both large and small-scale agricultural operations that exhibit sound agricultural practices, the Town of Lansing will continue to be an attractive locale for both residents and visitors, whilst also attracting both local entrepreneurs and the creation of small-scale commercial activities. This can all be made possible through the use of sound planning and zoning practices, which should encourage responsible growth that will not negatively impact the overall character of the town. Finally, it is necessary to engage in positive interactions that exhibit a sense of cooperation with the Village of Lansing, further strengthening the community character of the town.

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History:

In order to pay the Revolutionary War soldiers for their service, the new and struggling United States was forced to pay the soldiers in land grants rather than cash for payroll. In 1789 the Finger Lakes Country was surveyed and divided into 28 townships as close to ten miles square as possible. Each township was then divided into 100 Great Lots of 600 acres each. The Land Office then began making allotments in 1790, with the requirement that actual settlement was to be made within seven years, after January 1, 1790. The Town of Milton was formed from one of these Great Lots.



[The North Log Cabin at Myers Park](#)

The Town of Milton was a part of Onondaga County, until 1799 when Cayuga County was established and removed. Shortly thereafter, in 1808, the name of Milton was changed to Genoa and The Town of Lansing was set apart in 1817 under the act that would create Tompkins County.

The name of the town is believed to honor John Lansing, a noted jurist and Supreme Court Judge who presided over the courts in the old Town of Genoa, and was State Chancellor in 1817.

The first settlers to arrive in Lansing came in the year 1791 from the Border Settlements in the Minisink Valley of New York and Pennsylvania. The Minisink was the name of the valley of the Delaware River from its source to the Delaware Water gap. Other early settlers came from the Wyoming Valley on the Lehigh River in Luzerne County, PA, Bucks County, PA, and the states of New Jersey, Connecticut, and New York.

Some of the early settlers were: Thomas, Henry, and Silas Ludlow; Robert Alexander; Andrew Myers; Daniel and Abram Minier; Benajah Strong; Samuel Baker; Ebenezer Haskin; Moses and Nicholas DePew; Micajah Starr; Richard and Charles Townley; John, Joseph, and Noah Bowker; Ehpraim Bloom; Zenas Tichenor; Joel and Daniel Bacon; John Holden; William Boice; Barney Collins; George Rhodes;

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Frederick Storms; Tilman Bower; John Beardsley; Henry Teeter; John Garrison; Samuel and William Gibbs; Daniel and Albert White; William Goodwin; Jacob Shoemaker; John Ozmun, Abram VanWagner John George LaBar, Daniel Buck; John and Samuel Brown; Daniel Clark; Joseph North; and Abraham Wood.

Until 1890 the town consisted of farms and businesses that served the farmers — sawmills gristmills, blacksmith shops, taverns, post offices, and stores. When salt was found on Myers Point the International Salt Company drew in the second set of immigration, this time from Europe, with Syrians taking the lead. Salt wells and buildings for evaporating the brine soon occupied the point north of the mouth of Salmon Creek. In 1900, Portland Cement began to be made near Norton's Landing and brought in more immigrants from Eastern Europe. In 1916 John Clute sunk a shaft to mine for salt near the Portland Cement Plant and 1921 Frank Bolton founded the Cayuga Rock Salt Company there, which Cargill purchased the mining rights to in 1970.) In 1955 Milliken Station began generating electricity at Heddens' Point at Lake Ridge.

These companies changed the character of a rural landscape and crowded our schools with more students. When International Salt came in to town, the Ludlowville District School had to build an extra wing and hire another teacher. In 1813 Richard Townley, as school commissioner, divided the town into twenty-two district schools (one more, Sage, was added later), sold the public school lots, and gave deeds for them. By 1948 all the District Schools had centralized to form the Lansing Central School System.

At the turn of the century demand for improved transportation between Ithaca and Auburn increased. There had been several attempts to build a railroad and Lansing had two viable roads in the Lehigh Valley running along the lake shore, including the New York, Auburn & Lansing Railroad, commonly known as the Ithaca-Auburn Shortline, traveling through South Lansing. In 2014 the train still operates along the lake to Milliken Station, delivering coal to the generating station and carrying salt from the Cargill mine. The Short Line was unable to cover the costs of its overhead because it did not have the power to carry enough freight up the steep hill from Ithaca to South Lansing and ceased running in 1923.

As Cornell University continued to grow during the 1950's and 1960's, automobile centered development began to migrate to the Town of Lansing. Additionally, the continued development along Route 13 and the NYS Arterial Highway system of the 1960's resulted in a change of the availability of land to develop. The "Greater Ithaca Regional Planning Board was created in 1958, which included the City and Town of Ithaca, the Village of Cayuga Heights and the Town of Lansing as contributing members. A plan was unveiled in October of 1959, which described the regional growth pattern that anticipated migration away from the City of Ithaca and towards the Town of Lansing. By 1964, three of the four corners of Rt. 13 at Triphammer road had been developed. A private water and sewer system extension was built by one of the developers and the need for municipal Utilities of Water and Sewer was recognized as critical to the expansion and continued success of the community.

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At about this time growth had become an issue for the community. Petitions were circulated demanding the creation of a “Planning Board” to begin the process of developing zoning regulations and to establish restrictions meant to assist with proper growth in accordance with the community wishes. In 1960, the Town Board voted to create a “Planning Board”, however took no action until March of 1961 when they appointed seven members to “Investigate the need for one”. During the early 1960’s there was discussion about how annexation of land might be completed and the Village of Cayuga Heights could possibly be expanded into the town of Lansing.

In October of 1968, the Town Board appointed the first Zoning Commission of Lansing. One of the first major efforts was the “Development Policy and General Plan, Town of Lansing, Tompkins County, New York”, prepared in November of 1971 by Egner & Niederkorn Associates of Ithaca, New York. This report followed the procedures of the U.S. Department of Housing and Community Renewal (H.U.D.) Comprehensive 701 Plan that was popular across the county at the time. Included within this report were items such as: population and economic data, existing land use, location of existing water and sewer districts, significant natural features, a section on Lake Shore Development, Housing trends, Future Land Use, Economic Development Impacts, and the proposed “Portland Point Sewer System”, and the Triphammer Business Area. The Lansing Planning Board, in December of 1972, issued the “Final Report of the Zoning Commission of Lansing New York Included within is a ‘Land Use Control Map” which indicated the allowable uses with the various zones. The town of Lansing was unique in that the town was split zoned, where the southern commercial areas were designated under the Zoning Ordinance, however the Agricultural Areas of the north, above Peruville Road (NYS Rt. 34B), did not have restrictive zoning adopted.

Also about this time (1972), the Commercial southern area declared their intention to form the Village of Lansing and The Southern Cayuga Lake Intermunicipal Water Commission (also known as Bolton Point) was formed. The boundary line, which formed the existing water district, would become the boundary of the new government for the Village of Lansing. A petition drive was started to gather signatures from these property owners in an attempt to force a permissive referendum. While the Town of Lansing agricultural residents did not support the concept of Zoning, the developing areas believed that Zoning was required to control the growth within that part of the town. Ultimately, the Village of Lansing was created and organized in 1974. Yet, according to U.S. Census data, the Village population is within the town of Lansing numbers. For the purposes of this Comprehensive Plan Report, the Village of Lansing will not be discussed, as they have their own Planning Board and Zoning Ordinance in effect.

Note: Written with contributions from Louise Bement, Town Historian



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Chapter 2: Existing Conditions and Considerations

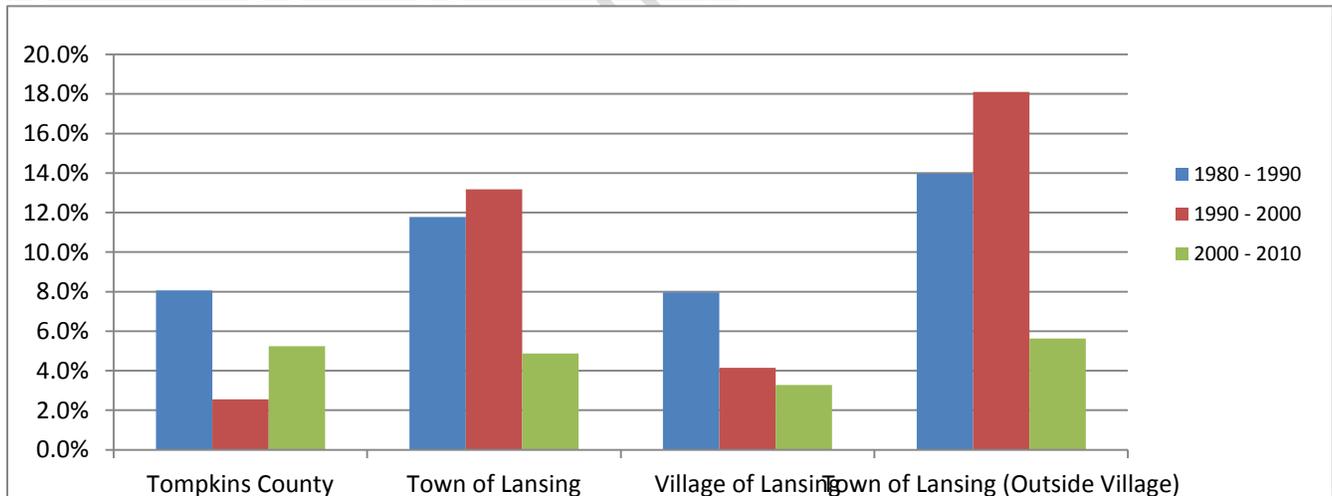
Census Information:

The basis for updating a Comprehensive Plan typically utilizes the data provided by the U.S. Department of Census. This information is generated every 10 years and can provide the various trends that affect a community and patterns can emerge as to how the community is changing. Originally, the census data began as a number count with the head of the household (typically a male) and the listing of the number of persons (male and female) that were living within that household. Today, a much more detailed questionnaire is used that may describe many more items such as age distribution, race, employment, income, poverty, households, housing, education, transportation methods, etc.

Population

Town of Lansing (outside Village) population was 5,278 in 1980¹ and grew to 7,504 by 2010 (42.2% increase). Village of Lansing's 1980 population was 3,039 and grew to 3,529 by 2010 (16.1% increase). Tompkins County's population grew from 87,085 in 1980 to 101,564 in 2010 (16.6% increase). In 2010, the Town of Lansing's (outside Village) population was approximately 7.4% of the County's population.

Figure 1 - Percentage growth in population, 1980 to 2010



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

¹ The Village of Lansing was incorporated in 1974 and therefore the Town's (outside Village) population can be calculated from 1980 Census onwards.

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Age Distribution

From 2000 to 2010, there was an overall dip² in the population less than 44 years of age in the Town of Lansing (outside Village), Village of Lansing and Tompkins County. In the Town of Lansing (outside Village) the population in older age categories grew significantly, with the 55 to 59 years category growing by 73.8% (381 to 662), 60 to 64 years category by 101.2 % (252 to 507) and 85 years and over category growing by 128.3% (53 to 121). Similar patterns can be observed at the County level.

Figure 2

Age Distribution Charts

Age Category	Tompkins County 2000	Tompkins County 2010	Percentage Change	Town of Lansing 2000	Town of Lansing 2010	Percentage Change
Under 5 years	4,285	4,322	0.9%	582	573	-1.5%
5 to 9 years	5,076	4,410	-13.1%	685	614	-10.4%
10 to 14 years	5,344	4,537	-15.1%	803	681	-15.2%
15 to 19 years	12,395	12,612	1.8%	852	768	-9.9%
20 to 24 years	16,250	17,402	7.1%	626	606	-3.2%
25 to 34 years	12,915	13,684	6.0%	1,739	1,651	-5.1%
35 to 44 years	12,335	10,382	-15.8%	1,702	1,497	-12.0%
45 to 54 years	12,028	11,982	-0.4%	1,604	1,676	4.5%
55 to 59 years	3,906	6,191	58.5%	533	877	64.5%
60 to 64 years	2,710	5,113	88.7%	337	688	104.2%
65 to 74 years	4,637	5,711	23.2%	629	771	22.6%
75 to 84 years	3,368	3,421	1.6%	349	469	34.4%
85 years / over	1,252	1,797	43.5%	80	162	102.5%

Data Sources: – U.S. Census Data – 2000 and 2010.

² Reverse trend observed in some age categories in some geographies during the same time frame. Please refer to Figure 2 and the chart for details.

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Figure 3 – Age Groups Summary 2000 – 2010.

Age Category	Tompkins County	Town of Lansing	Village of Lansing	Town Outside Village
Under 5 years	0.9%	-1.5%	-8.9%	2.7%
5 to 9 years	-13.1%	-10.4%	3.1%	-14.5%
10 to 14 years	-15.1%	-15.2%	-10.1%	-16.4%
15 to 19 years	1.8%	-9.9%	-10.8%	-9.6%
20 to 24 years	7.1%	-3.2%	-8.1%	2.4%
25 to 34 years	6.0%	-5.1%	1.4%	-12.1%
35 to 44 years	-15.8%	-12.0%	0.6%	-17.4%
45 to 54 years	-0.4%	4.5%	-12.0%	10.4%
55 to 59 years	58.5%	64.5%	41.4%	73.8%
60 to 64 years	88.7%	104.2%	112.9%	101.2%
65 to 74 years	23.2%	22.6%	26.9%	21.0%
75 to 84 years	1.6%	34.4%	3.2%	51.6%
85 years / over	43.5%	102.5%	51.9%	128.3%

Data Sources: - U. S. Census Data 2000 and 2010.

Race

In the Town of Lansing (outside Village) 6,523 (91.8% of total population) people identified themselves as White alone in 2000 and 6,520 (87.2% of total population) in 2010³. Persons identifying as Black or African American alone were 255 (3.6%) and 132 (2.2%) in 2000 and 2010 respectively. People identifying themselves as Asian alone were 163 (2.3%) in 2000 and 323 (4.3%) in 2010.

⁴ Please note that data from the 2007 - 2011 American Community Survey (ACS) 5-year estimate is used wherever 2010 data is mentioned in this document (unless specified otherwise). 2000 data in this document is from Census 2000. Please also note that ACS data are estimates and may vary from the Census for the same parameter. For example, total population in 2010 for the Town of Lansing (outside Village) is 7,504 as per Census 2010. The same figure is 7,473 in the 2007 - 2011 ACS 5-year estimate.

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Figure 4 - Changes from 2000 to 2010

Data Sources: US Census 2000 and 2007 - 2011 American Community Survey 5-year estimate.

Race Percentage Change				
	Tompkins County	Town of Lansing	Village of Lansing	Town of Lansing (Outside Village)
	% Change	% Change	% Change	% Change
Total	4.7%	4.5%	3.0%	5.2%
White alone	1.3%	-2.8%	-10.4%	0.0%
Black or African American alone	16.6%	-16.7%	9.1%	-34.5%
American Indian and Alaska Native alone	21.1%	225.0%	125.0%	291.7%
Asian alone	33.7%	58.2%	49.7%	98.2%
Native Hawaiian and Other Pacific Islander alone	52.8%	-100.0%	-100.0%	-100.0%
Some other race alone	6.1%	-54.5%	-45.8%	-69.0%
Population of two or more races	16.4%	101.9%	-46.2%	214.2%

Note:

Absolute numbers were very low in some instances and percentages don't seem to help for the above table

Sources:

Census 2000

2010 = 2007 - 2011 American Community Survey 5 year estimates

Nativity and Birth

Town of Lansing's (outside Village) Native Population (born in the United States) was 6,982 in 2000 and 6,939 in 2010. In the Village of Lansing the native population increased from 2,013 to 2,065 (2.6% increase), and at the County level, the same increased from 86,335 to 88,213 (2.2% increase). Foreign born population increased from 353 in 2000 to 534 in 2010 (51.3% increase) in the Town of Lansing (outside Village). Village of Lansing saw foreign born persons increasing from 952 in 2000 to 1,453 in 2010 (52.6% increase) and Tompkins County saw an increase from 10,166 to 12,820 in this category (26.1% increase).

Among the Town of Lansing's (outside Village) foreign born population, there was higher increase in the number of people born in Asia (84.1%: 170 to 313), Africa (92.9%: 14 to 27) and Latin America (51.4%: 35 to 53), as compared to people born in Europe (40%: 75 to 105) or Northern America (-39%: 59 to 36).

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Figure 5 - Changes 2000 to 2010

Nativity and Birth Percentage Change

	<i>Tompkins County</i>	<i>Town of Lansing</i>	<i>Village of Lansing</i>	<i>Town of Lansing (Outside Village)</i>
<i>Nativity and Birth</i>	<i>% Change</i>	<i>% Change</i>	<i>% Change</i>	<i>% Change</i>
Total population	4.7%	6.7%	18.7%	1.9%
Native	2.2%	0.1%	2.6%	-0.6%
Born in United States	2.2%	-0.3%	1.9%	-1.0%
State of residence	0.8%	4.5%	21.2%	0.9%
Different state	5.0%	-10.7%	-20.2%	-5.9%
Foreign born	26.1%	52.3%	52.6%	51.3%
Naturalized citizen	37.0%	85.8%	99.1%	70.1%
Not a citizen	21.8%	36.9%	38.5%	30.1%
<i>Region of Birth of Foreign Born</i>	<i>Tompkins County</i>	<i>Town of Lansing</i>	<i>Village of Lansing</i>	<i>Town of Lansing (Outside Village)</i>
	<i>% Change</i>	<i>% Change</i>	<i>% Change</i>	<i>% Change</i>
Total (excluding born at sea)	26.1%	52.3%	52.6%	51.3%
Europe	6.0%	17.7%	7.7%	40.0%
Asia	44.4%	55.1%	47.5%	84.1%
Africa	38.3%	286.0%	379.3%	92.9%
Oceania	-32.1%	61.5%	61.5%	-
Latin America	-14.5%	15.8%	-3.0%	51.4%
Northern America	46.5%	47.0%	258.3%	-39.0%

Source: 2000 Census and American Community Survey 5 year estimates

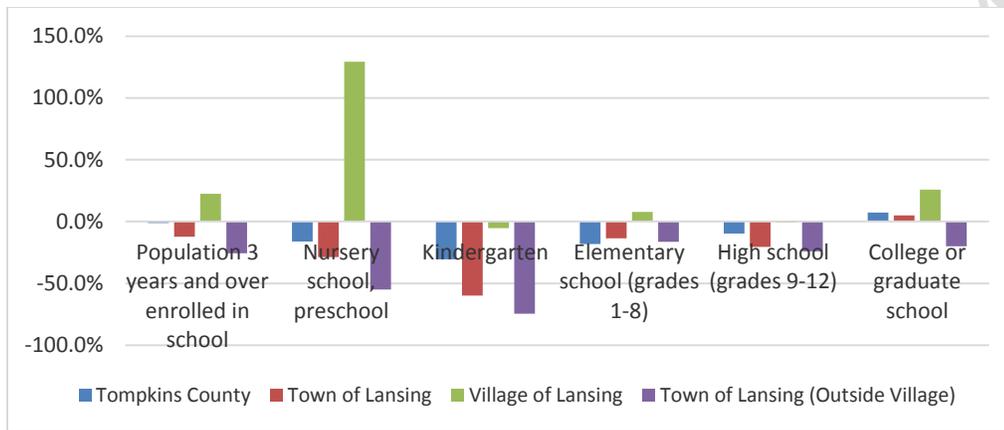
Data Sources: US Census 2000 and 2007 - 2011 American Community Survey 5-year estimate

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Education:

In the Town of Lansing (outside Village)⁴ 2,527 people 3 years or older were enrolled in school in 2000. This figure dropped by 25.6% to 1,881 in 2010, with the highest drop in kindergarten (74.6 %: 142 to 36) and nursery/preschool enrollments (55.1%: 205 to 92). This trend was reflected in almost all of Tompkins County for 2000 to 2010, except for nursery, preschool and elementary school enrollments in the Village of Lansing (increased by 129.4%: 34 to 78, and 7.9%: 127 to 137 respectively), and college or graduate school enrollments for Tompkins County (increased by 7.3%: 27,205 to 29,187), Town of Lansing (including Village of Lansing) (increased by 5%: 1,170 to 1,229) and Village of Lansing (increased by 25.8%: 639 to 804).⁵

Figure 6 - School Enrollment, 2000 to 2010



Data Sources: US Census 2000 and 2007 - 2011 American Community Survey 5-year estimate

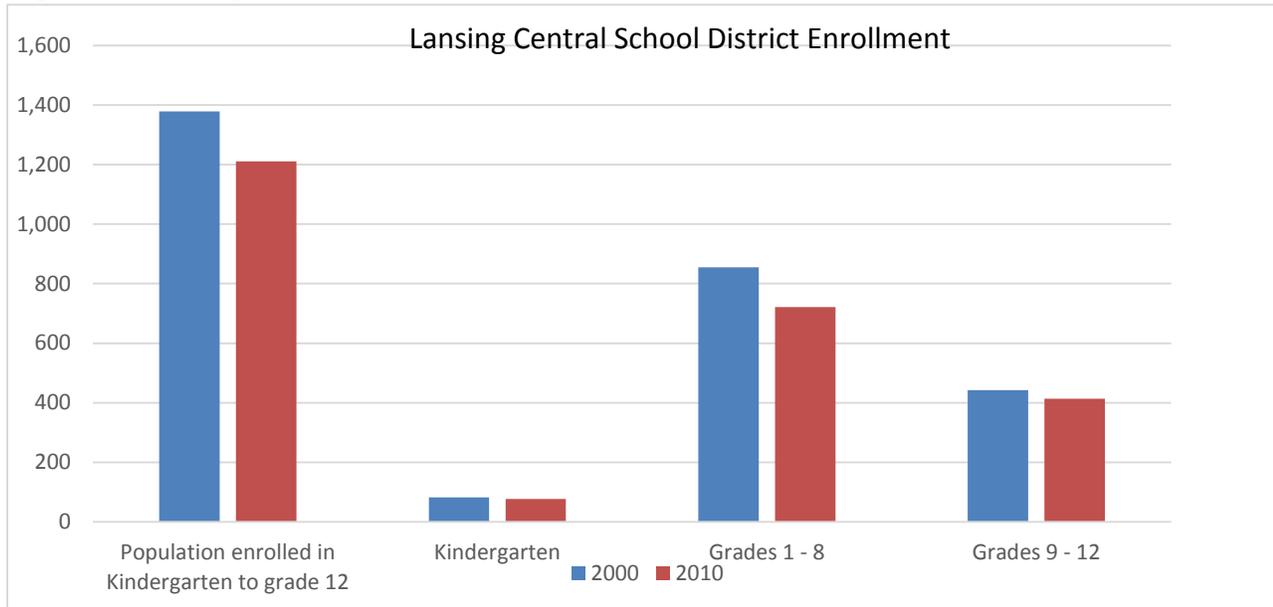
⁴ Data for figure 5 categorized on the basis of Census Bureau geography, and not by school district

⁵ American Community Survey estimates are based on data from a sample of housing units and people in the population, not the full population. For this reason, ACS estimates have a degree of uncertainty associated with them, called sampling error. In general, the larger the sample, the smaller the level of sampling error. Please refer to the following link for more information:

http://www.census.gov/acs/www/methodology/sample_size_definitions/

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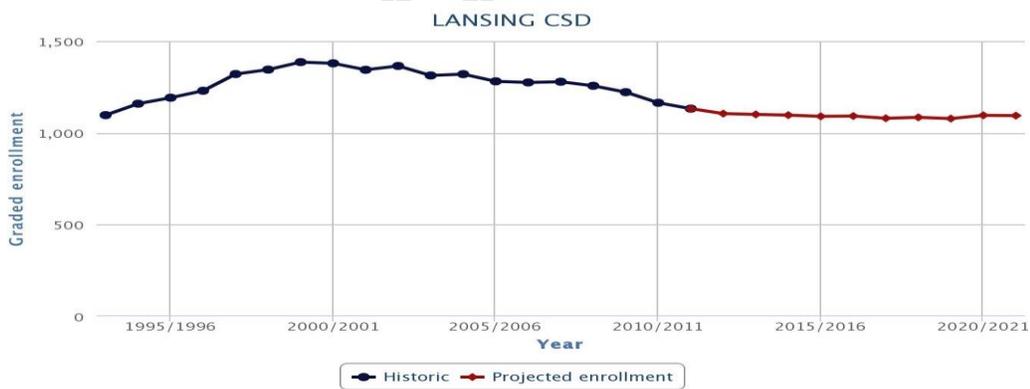
Figure 7 - Lansing Central School District Enrollment, 2000 to 2010



Data Source: Cornell Program on Applied Demographics

As seen from Figure 7, population 3 years and over enrolled in the Lansing Central School District (Kindergarten to grade 12) decreased from 1,379 in 2000 to 1,211 in 2010.⁶ Kindergarten enrollment dropped from 82 in 2000 to 77 in 2010 (6% decrease), enrollment in grades 1 to 8 dropped from 855 to 721 (16% decrease), and enrollment in grades 9 to 12 dropped from 442 to 413 (7% decrease).

Figure 8 - Select historic and projected enrollment for Lansing Central School District



Source: Cornell Program on Applied Demographics

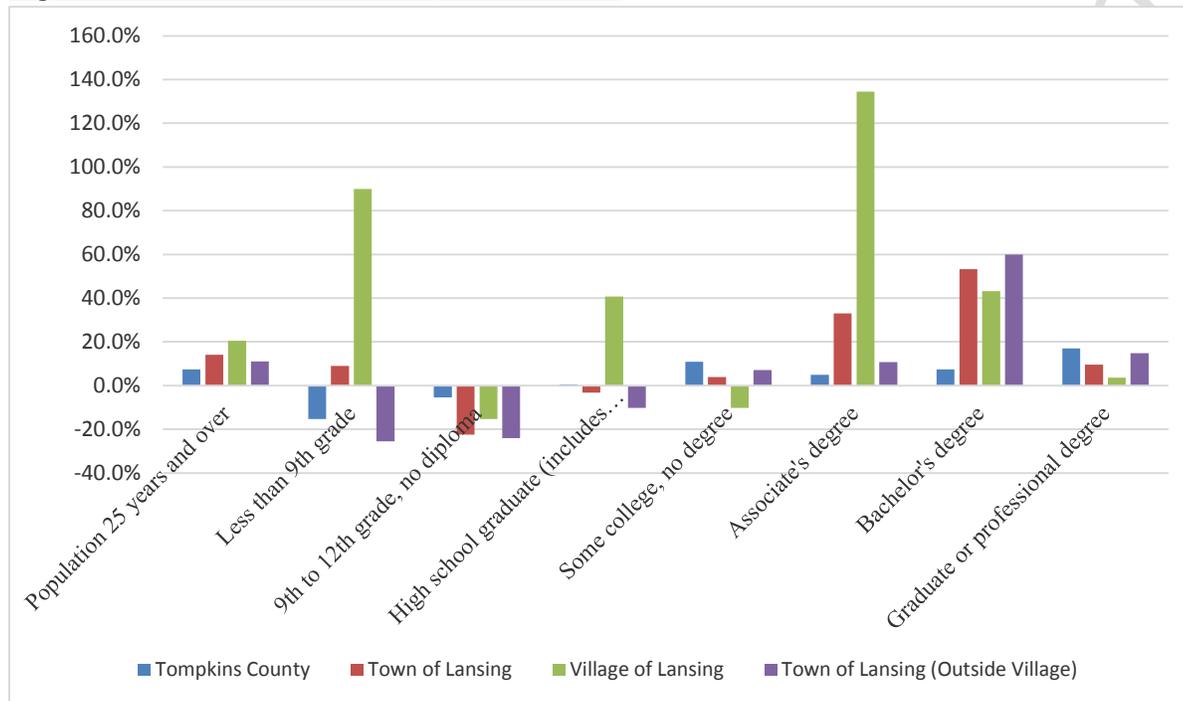
⁶ 2010 figure calculated as average of 5 years from 2007 to 2011. This was done to facilitate comparison between American Community Survey data and Lansing Central School District data.

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Educational Attainment

There was a 10.2% drop in high school graduations in the Town of Lansing (outside Village) from 2000 to 2010, from 1,201 to 1,078. On the other hand, there were increases in the number of people attaining some college education (7.1%: 756 to 810) and the number of people attaining a Bachelor's degree (60%: 755 to 1,208) in the same period and geography.

Figure 9 - Educational attainment, 2000 to 2010



Data Sources: US Census 2000 and 2007 - 2011 American Community Survey 5-year estimate

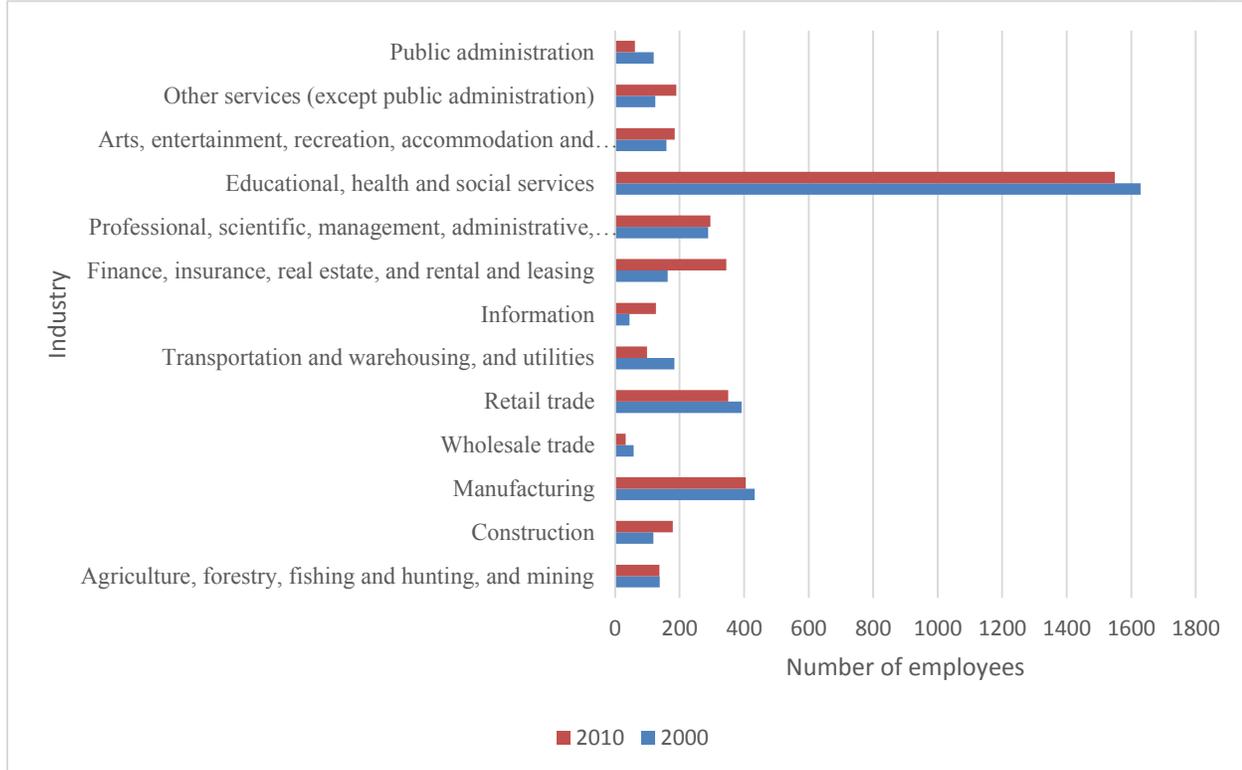
Employment:

Labor force in the Town of Lansing (outside Village) increased by 5.9% from 3,922 in 2000 to 4,155 in 2010. During the same time frame, labor force in the Village of Lansing increased by 18.6% (1,663 to 1,972) in the Village of Lansing and 4.3% (51,187 to 53,371) in Tompkins County. Unemployment rate in the Town of Lansing (outside Village) increased to 4.8% (in 2010) from 1.8% in 2000. The 2010 unemployment rate for Tompkins County was 5.6% (5.8% in 2000) and 5.1% (4.9% in 2000) for the Village of Lansing.

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In 2010, major⁷ employment sectors in the Town of Lansing (outside Village) were Education, Health and Social Services (1,549), Manufacturing (405), Retail Trade (351), Finance, Insurance, Real Estate, and Rental and Leasing (345). Please refer to Figure 9 for additional information on major employment sectors in the Town of Lansing (outside Village).

Figure 10 - Major employment sectors in the Town of Lansing (outside Village), 2000 and 2010



Data Sources: US Census 2000 and 2007 - 2011 American Community Survey 5-year estimate

Village of Lansing's major employers (in 2010) were Education, Health and Social Services (1,019), Manufacturing (199), Retail Trade (124), Construction (121) and Finance, Insurance, Real Estate, and Rental and Leasing (86). For Tompkins County major employment sectors in 2010 were Education, Health and Social Services (23,843), Professional, Scientific, Management, Administrative, and Waste Management Services (4,274), Arts, Entertainment, Recreation, Accommodation and Food Services (4,086), Retail Trade (3,919) and Manufacturing (3,287).

⁷ By number of people employed in 2010

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Of the 2010 employed workforce (3,956) in the Town of Lansing (outside Village) majority were employed as private wage and salary workers (75.6%). 13.5% were government workers and the rest (10.9%) were self-employed⁸. In the Village of Lansing 85.7% of the 2010 employed workforce (1,871) were private wage and salary workers, 10.5% were government workers and 3.6% were self-employed. For Tompkins County these figures were 78.6% private wage and salary workers, 13.6% government workers and 7.8% self-employed. Total number of employed people in the County's labor force was 50,316. Please refer to the accompanying excel sheet for additional employment related data.

Income:

From 2000 to 2010, Median Household Income⁹ for the Town of Lansing (including Village of Lansing)¹⁰ increased from \$48,250 to \$65,490. This translated to an increase of 35.7%. The Village of Lansing saw an increase of 43.9% for this parameter, from \$38,185 in 2000 to \$54,942 in 2010. Tompkins County's Median Household Income increased 33.6%, from \$37,272 in 2000 to \$49,789 in 2010.

⁸ Percentages may not add up to 100% due to rounding up to one decimal place

⁹ Please note that 2000 data is in 1999 dollars (not adjusted for inflation), and 2010 data is in 2011 inflation-adjusted dollars. US Bureau of Labor Statistics inflation calculator indicates approximately 35.02% inflationary increase between 1999 and 2011. The calculator is available on:

http://www.bls.gov/data/inflation_calculator.htm

¹⁰ Median income data unavailable for Town of Lansing (outside Village)

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Figure 11 - Income data, 2000 and 2010¹¹

Household Income	Tompkins County		Town of Lansing		Town of Lansing (outside Village)	
	2000	2010	2000	2010	2000	2010
Less than \$10,000	4,534	3,979	228	181	126	114
\$10,000 to \$14,999	2,921	2,266	219	190	150	85
\$15,000 to \$24,999	5,307	3,921	585	213	299	121
\$25,000 to \$34,999	4,423	3,743	547	471	324	281
\$35,000 to \$49,999	5,689	5,426	663	690	412	476
\$50,000 to \$74,999	6,762	6,870	960	1,023	690	487
\$75,000 to \$99,999	2,908	4,139	463	542	386	357
\$100,000 to \$149,999	2,559	4,916	350	698	219	566
\$150,000 to \$199,999	609	1,835	126	345	95	209
\$200,000 or more	752	1,436	154	317	86	304
Family Income	Tompkins County		Town of Lansing		Town of Lansing (outside Village)	
	2000	2010	2000	2010	2000	2010
Less than \$10,000	863	660	57	42	30	37
\$10,000 to \$14,999	659	566	65	71	35	22
\$15,000 to \$24,999	1,922	1,133	271	49	139	28
\$25,000 to \$34,999	2,082	1,365	226	183	164	83
\$35,000 to \$49,999	3,354	2,696	432	409	323	271
\$50,000 to \$74,999	4,898	3,899	619	519	506	281
\$75,000 to \$99,999	2,255	2,819	380	345	334	254
\$100,000 to \$149,999	2,073	4,078	295	632	199	510
\$150,000 to \$199,999	526	1,547	120	296	89	209
\$200,000 or more	627	1,177	133	277	81	273

Data Sources: US Census 2000 and 2007 - 2011 American Community Survey 5-year estimate

With respect to Family¹² and Per Capita Income, Town of Lansing's (including Village of Lansing) Median Family Income rose from \$ 59,758 to \$ \$ 81,847 (37% increase). Per Capita Income for the same period rose from \$25,634 to \$35,767 (39.5% increase). In the Village of Lansing Median Family Income rose from \$48,167 in 2000 to \$60,865 in 2010 (26.4% increase), and Per Capita Income increased from \$29,047 to \$30,875 (6.3% increase). Tompkins County's Median Family Income increased from \$53,041 in 2000 to \$72,426 in 2010 (36.5% increase). The County's per capita income increased from \$19,659 in 2000 to \$26,199 in 2010 (33.3% increase).

¹¹ Length of colored horizontal bars signifies higher number of households or families (as the case may be), within that geography and year.

¹² As per the US Census household Income includes the income of the householder and all other individuals 15 years old and over in the household, irrespective of relation to the householder. Since many households consist of only One person, average household income is usually less than average family income. A family consists of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit

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Poverty:

From 2000 to 2010 in the Town of Lansing (outside Village) the number of people below 50% of the poverty level¹³ increased from 106 to 264 (149.1% increase). The number of people below the 125 percent level increased from 540 to 638 (18.1% increase), while the number of people below the 150 percent level decreased marginally from 854 to 831 (2.7% decrease). The number of people below the 200 percent poverty level increased from 1,226 to 1,359 (10.8% increase).

In the Village of Lansing the number of people below 50% of the poverty level increased from 102 to 152 (49% increase). The number of people below the 125 percent level increased marginally from 393 to 401 (2% increase) and the number of people below the 150 and 200 percent levels reduced from 599 to 483 (19.4% decrease) and from 898 to 705 (21.5% decrease) respectively.

For Tompkins County there were increases across all poverty levels. The number of persons in the 50 percent or below level increased from 8,630 to 11,383 (31.9% increase). For the 125 percent or below level the number of persons increased from 18,130 to 20,590 (13.6% increase). These figures were 21,694 to 23,153 (6.7% increase) and 28,954 to 31,036 (7.2% increase) persons for below 150 percent and 200 percent respectively.

Households:

Total number of households in the Town of Lansing (outside Village) increased from 2,754 to 3,000 (8.9% increase) from 2000 to 2010. Of these family households grew by 5.8% to 1,968 and non-family households grew by 15.4% to 1,032 households.

In the Village of Lansing total number of households increased from 1,620 to 1,670 (3.1% increase) during 2000 to 2010. The number of family households increased from 809 to 855 (5.7% increase) and non-family from 811 to 815 (.5% increase). Tompkins County's households increased from 36,420 to 38,531 (5.8% increase). Of these, family households increased from 19,120 to 19,940 (4.3% increase) and non-family households from 17,300 to 18,591 (7.5% increase).

During 2000-2010, average household size in Tompkins County decreased by 2.2% (2.32 to 2.27), and average family size decreased by 1.7% (2.93 to 2.88). In the Town of Lansing (including Village)

¹³Poverty levels are determined by the US Census using nation-wide thresholds. These thresholds are defined depending on a combination of some or many factors, as the case may be. Some of these factors could be age of an individual, number of people in a household, age of the householder or number of related children under 18 years. For poverty level threshold data please refer to:

<http://www.census.gov/hhes/www/poverty/data/threshld/>

Students living outside dormitories are included in poverty thresholds.

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average household size decreased by 1.3% (2.33 to 2.28) and average family size decreased by .7% (2.95 to 2.93).

Housing:

In the Town of Lansing (outside Village) the total number of housing units increased from 2,981 in 2000 to 3,286 in 2010 (10.2% increase). Vacancy rate increased from 7.6% in 2000 to 8.7% in 2010.

In the Village of Lansing the total number of housing units increased from 1,620 in 2000 to 1,670 in 2010 (3.1% increase). Vacancy rate increased from 2.8% in 2000 to 6% in 2010. In Tompkins County the total number of housing units increased from 38,625 in 2000 to 41,528 in 2010 (7.5% increase). Vacancy rate increased from 5.7% in 2000 to 7.2% in 2010.

Median value of houses in the Town of Lansing¹⁴ increased from \$127,800 in 2000 to \$196,600 in 2010 (53.8% increase). For the Village of Lansing this value increased from \$188,400 in 2000 to \$253,000 in 2010 (34.3% increase), and Tompkins County saw an increase from \$101,600 to \$165,900 (63.3% increase) during the same period.

With respect to renter affordability¹⁵ in the Town of Lansing (outside Village), the overall number of renters paying over 30% of their annual income¹⁶ for rent increased from 275

(36.9% of total renter-occupied units) to 298 (35.2% of total renter-occupied units). In the Village of Lansing the number of renters paying over 30% of their annual income increased from 430 (37.9% of total renter-occupied units) in 2000 to 442 (39.1% of total renter-occupied units) in 2010. In Tompkins County, these figures were 8,276 (49.8% of total renter-occupied units) in 2000 and 9,045 (52.5% of total renter-occupied units) in 2010.

Means of Transportation to Work:

In the Town of Lansing (outside Village) means of transportation to work was estimated for 3,791 people in 2000 and 3,929 people in 2010. Of these people, majority (92.2%¹⁷ in 2000 and 90% in 2010) drove to work using a car, truck or van. The number of people using public transportation, bicycle or

¹⁴ Median value unavailable for Town of Lansing (outside Village)

¹⁵ Affordability data was reorganized significantly between 2000 and 2010. Very few comparable parameters could be calculated

¹⁶ Households paying rent or incurring owner costs more than 30% of their annual income are considered housing cost burdened. US Housing and Urban Development definition available on:

http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/affordablehousing/

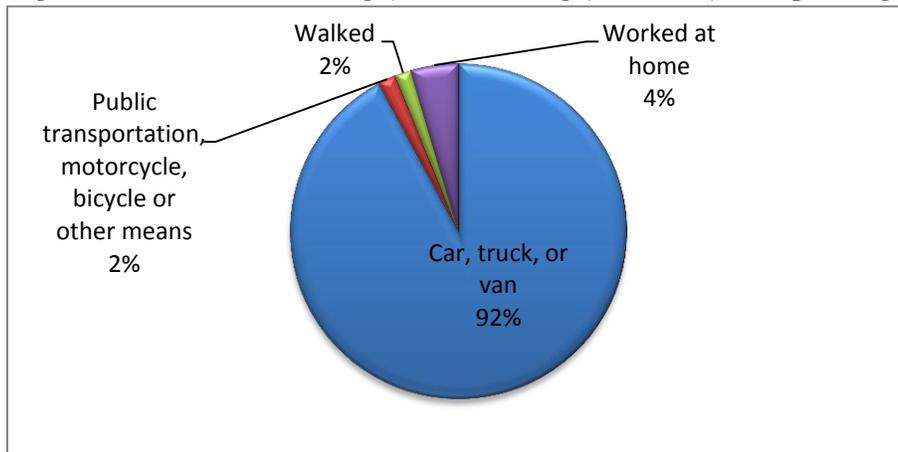
¹⁷ Percentages are calculated using given figure (see the accompanying excel sheet) by the number of people this statistic was calculated for

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other means was 65 (1.7%) in 2000 and 40 (1.7%) in 2010. The number of people working from home was 172 (4.5%) in 2000 and 275 (4.4%) in 2010.

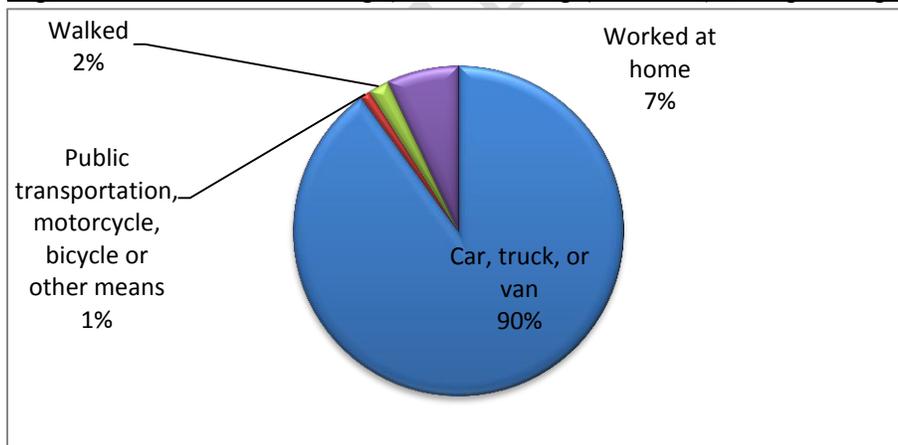
In Tompkins County means of transportation to work was estimated for 47,394 people in 2000 and 48,800 in 2010. Of these people, 72% (34,118) in 2000 and 68.6% (33,485) in 2010 drove to work using a car, truck or van. The number of people using public transportation, bicycle or other means in 2000 was 2,900 (6.1%) and 4,068 (8.3%) in 2010. The number of people working from home was 2,425 (5.1%) in 2000 and 3,412 (5%) in 2010.

Figure 12 - Town of Lansing (outside Village) – 2000 (3,791 passengers)



Data Source: US Census 2000

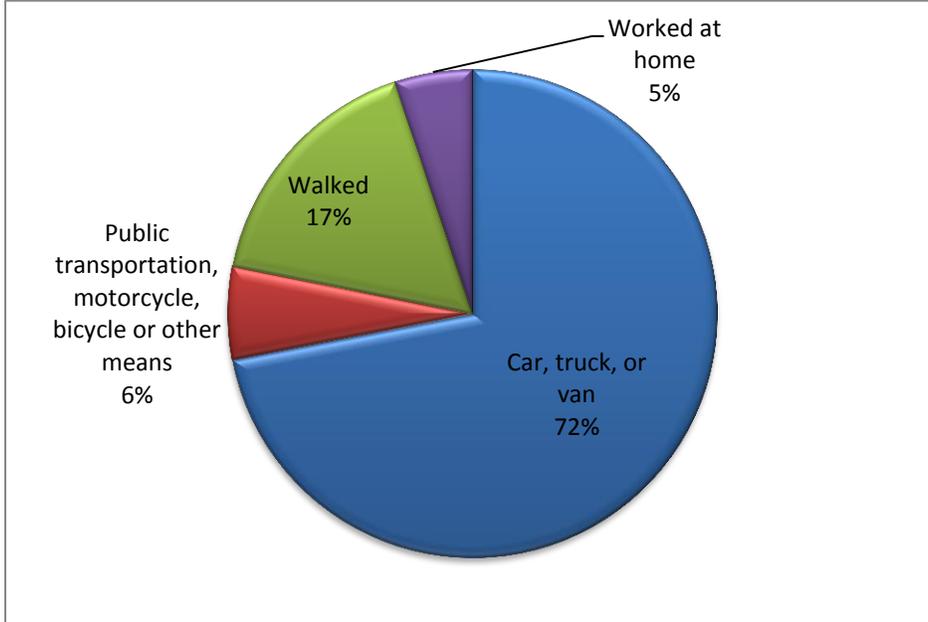
Figure 13 - Town of Lansing (outside Village) - 2010 (3,929 passengers)



Data Source: 2007 - 2011 American Community Survey 5-year estimate

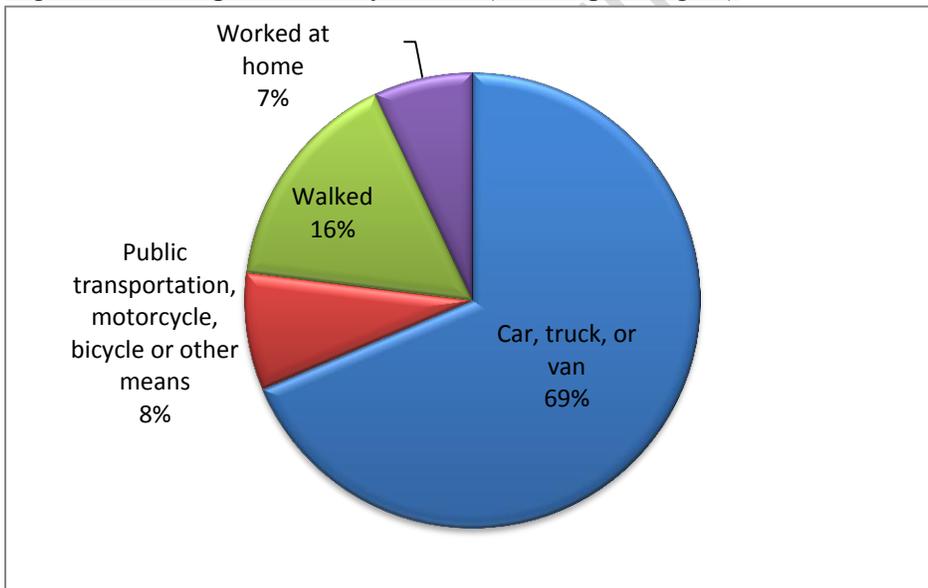
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Figure 14 - Tompkins County - 2000 (47,394 passengers)



Data Source: US Census 2000

Figure 15 - Tompkins County - 2010 (48,800 passengers)



Data Source: 2007 - 2011 American Community Survey 5-year estimate

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Agriculture:

The following section was authored as a part of the Town of Lansing's Agriculture and Farmland Protection Plan (See APPENDIX E). In 2008, the Town was awarded a grant from the NYS Dept. of Agriculture & Markets to develop a municipal Agriculture and Farmland Protection Plan. New York State has a constitutional priority to protect agricultural lands and therefore, has enacted the NYS Agriculture District Law and provides funding to municipalities to develop agriculture plans and for purchase of development rights. A committee was formed in 2009 to make recommendations for farmland protection and to strengthen the agricultural sector. Recommendations contained in the plan reflect input from the Agriculture committee, other town farmers and rural landowners, town officials, and the community at large at meetings during the past 6 years. The plan provides details on pressures to the agricultural industry imposed by expanding development, existing land use policies, farming resources and enterprises, in addition to recommendations to ensure a viable future for farming in the Town of Lansing.

Agriculture Committee Vision

Agriculture has a significant impact on the Town's economy and land use. High quality soils and land suitable to farming is a unique resource in the northern part of the town that is protected for farming through policies that direct development away from prime soils. Supportive town policies and broad community support for agriculture create a climate where farming remains feasible and viable. A



Kirkway Farm

diversity of full and part-time farms will produce dairy, livestock, feed crops, local foods, horticultural crops, renewable energy resources, and other agricultural products that are marketed locally and through conventional agricultural market channels. The town's farms provide a variety of jobs and thereby strengthen the local economy. Farming practices protect soil, environmental quality, natural resources, and

provide scenic working landscapes that preserve the rural character and enhance the quality of life of the town.

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Matune Farm (formerly Kingdom)



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Agriculture Committee Findings

- Town population, with growth centered in the Village of Lansing, has continued to increase at a significantly higher rate than other towns in the county. During the past 20 years, housing development outside the village grew at a rate three times faster than within the village. This has impacted farming in many ways – traffic, rising land prices and taxes, rural neighbors unfamiliar with farming activities, trespass issues, making it harder for farmers to find land to rent or buy, etc.
- Rural development poses additional problems for development and delivery of services to residents demanding water, sewer, better roads, lighting, etc. A Cost of Community Services study (1996, Tompkins County Agriculture Plan) showed that agriculture in the town demands 16 cents in services for every dollar paid in taxes, compared to \$1.56 in services demanded by residential development for every dollar paid. Rural development can cost towns much more than keeping land in active agriculture.
- Farmers rent/lease nearly half of the land they operate and depend on rented land for the viability of their farming enterprises. There is uncertainty about the future of rented land given development pressure, rising taxes, and competition among farmers for good farmland. In recent years farmers have been buying additional land but land prices have climbed to a level that is not affordable for smaller farmers. In some cases town farmers have been out bid by farm operations from Cayuga County who now own 3000 acres of Lansing farmland. This has put smaller farmers in a more vulnerable position relative to their future.

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- Development rights have been sold on two town farms comprised of 1,446 acres of land (almost 10% of the actively farmed land in the town). Farmer sentiment and understanding of farmland protection programs has shifted from property rights protection to acceptance of ideas that direct development away from actively farmed land.



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Infrastructure:

The growth and ultimate development of the Town of Lansing depends largely upon the existence and expansion of the physical assets of the community and exploration of infrastructure needs, such as access to municipal water supplies and sewage systems. Currently, a portion of the Town of Lansing utilizes water services provided via the Bolton Point Water Filtration Plant. Over time, as the demand for increased development has occurred, the creation of several water districts, driven by residents of the respective district, has systematically transpired, which has resulted in a rather large portion of the town gaining access to municipal water services. Whereas water access has advanced throughout the Town of Lansing as development has increased, access to the regional sanitary sewer district system has not. This system, which connects to the Cayuga Heights Wastewater Treatment Plant and City of Ithaca systems and runs through the existing Village of Lansing Sanitary Sewer, resides primarily in the southern portion of the Town. Currently, this system, which resides within the Village of Cayuga Heights Wastewater Treatment Plant, has an area wide system that is connected to the Town of Lansing, and the Village of Lansing as shared users. They currently have a New York State Department of Environmental Conservation (NYS DEC) permitted capacity of 2 million gallons per day, yet operates at approximately 1.3 million gallons. In order for the town to create greater residential density, along with additional business or commercial areas, the expansion of the Town of Lansing system is imperative.

The Town should continue to encourage an investment into infrastructure such as municipal water services and expanded sewer access as a way to incentivize higher-density development. Alternately, higher-density developments have proposed to utilize a wastewater treatment “package plant”, a system that is constructed and assembled at a factory and then shipped and installed as a complete unit. NYS DEC now recognizes these plants; however they are still quite costly and require additional annual operation and licensing expenses. In addition to exploring these “package plant” options within the higher density developments, the town should explore working as a Public / Private Development project with developers on an sanitary sewer system extension to serve the future needs of the town.

Currently, both electric and natural gas service is very limited and must be expanded for the Town of Lansing to continue to grow. At present, New York State Electric and Gas (NYSEG) is the Public Utility that services this region of New York State. However, there are limitations on the electrical distribution system that impacts denser residential developments and commercial activities. Additionally, as of this writing, NYSEG has a moratorium in place that disallows the installation of new natural gas services from being installed throughout the entire Town of Lansing, due to a lack of capacity in the transmission and distribution system. A proposal has been developed that includes a Natural Gas Line Expansion Project to run through the Town Dryden, along with the construction of a new distribution facility to be located along Warren Road within the Town. It is anticipated that the NYSEG project will begin after the easements have been secured and should be completed within a year after construction begins.

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Transportation:



In the fall of 2014, The Cornell University Design Connect project completed a report entitled “Transportation Issue Assessment and Best Practices Guide - Town of Lansing, New York”. (SEE APPENDIX D) This student-led project investigated the current traffic conditions of the region (i.e. safety, congestion, availability of alternative modes of transportation, and traffic volumes). Additionally, the study explored the impact

that currently planned residential developments, along with the addition of a proposed 989 dwelling units, which are a part of various other development projects, would have on the Town.

By utilizing the resources of the Ithaca-Tompkins County Transportation Council (ITCTC), maps were generated that calculated the carrying capacity of the existing primary roadways and what the conditions might be, should all of the proposed projects be built. Community feedback was also received by the group via a public survey as well as one-on-one interviews with Town residents. Additionally, the State of New York Department of Transportation (NYSDOT) provided data that included highway accident numbers and average daily traffic counts (2012 data). The analysis determined that the volume of traffic ranged from existing peak hour conditions and increased at the various effected intersections. The Map entitled Volume over Capacity (VOC) Analysis, which included trucks, indicated a range of changes of -.01% to a maximum of 14% at key locations after all of the nearly 1000 possible dwelling units are completed and occupied. Overall, the primary town roads are projected to remain under capacity, with more opportunity for future development within the town.

The Town of Lansing Planning Board and subsequent Town Boards, have, for many years, expressed a desire to have at least two paths of travel into and out of all residential developments as a Public Health and Safety issue. Presently, several long residential developments are limited with only one roadway in, along with many switchbacks to get down to the Cayuga Lake shoreline. Additionally, over time there

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have been many missteps during the development of residential areas that have left the Town with several dead ends, hammerheads, and disconnected roadways. For public safety and other reasons, these disconnected roads should be connected as further development is contemplated. Dead end and hammerhead turnarounds should be discouraged if there is an available connection to provide a thru traffic solution and consider to adopt a plan to mandate developers to construct road connections.

As increased development is planned within the Town, consideration should be given to the adjustment of the existing road system, whilst removing some of the inconveniences that have been created over the years. For example, by extending Warren Road to Rt. 34B and creating a cross road at Asbury Rd., a safer intersection would then be created. Additionally, there are some large tracts of land that will need roadways constructed as they are developed and care should be taken to provide dual access routes to all residences, commercial, or light industrial buildings in these developments. Developers should be informed early in the build process that safe roadway systems are important to the town and will be strongly encouraged. There is a proposed future highway map included as a part of the Comprehensive Plan in an attempt to connect these various developments in a more cohesive way.

The Survey Research Institute at Cornell completed a Community survey (SEE APPENDIX C), along with interviews of local residents conducted by the Design Connect team, revealed a number of different perceived problems and priority issues within the Town's transportation network. It was noted by residents that most streets within the community were effective at moving traffic, however this came at the expense of other modes of transportation (i.e. cycling and pedestrian) and in some cases, safety. Residents cited the major deterrents to these alternative modes of transportation as issues such as high traffic speeds and volume, truck traffic, the absence of road shoulders, sidewalks, and bike lanes, a lack of signaled intersections, street lighting, and crossing signs, along with few designated pedestrian crossing areas. Additional deterrents included a lack of road safety education for both drivers and pedestrians, inadequate road maintenance procedures for bikes and pedestrians in terms of clearing snow and grass, a lack of speed monitoring on several roads, poor road conditions for the elderly and handicapped, and certain locations that contain blind spots. Residents also noted issues such as the absence of turn-only lanes and congestion along certain arterial roads as a critical issue for the Town. The most frequently mentioned areas of concern were Route 34, the Town Center area, Triphammer Road, Waterwagon Road, Hillcrest Road, and Warren Road. See the attached transportation map included within Maps section- APPENDIX B.

In order to address these issues, the Town of Lansing should also continue to investigate the "Complete Streets" design standards that have been adopted by the Federal Highway Administration (FHWA) that considers the additional usage of sidewalks, street amenities, bike lanes and HC accessible curb cuts, etc. It is recommended that a traffic corridor study area include NYS Rt. 34, the intersection with N. Triphammer Road, and the continuation of NYS Rt. 34 East Shore Drive to prepare a design study along the corridor with a focus on the intersection of NYS Rt. 34 (East Shore Drive) and NYS Rt. 34B (Ridge Road) at Rogues Harbor. This area would also be an ideal location to explore the Form Based Codes

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design standards to increase additional development along this major traffic corridor through the town and assist in created a “Main Street” setting.

Mass Transportation:

Commuting within the region is one of the major contributors to the current traffic conditions of the Town. Both Ithaca College and Cornell University are in very close proximity to the Town of Lansing, and are responsible for many of the regions’ jobs. Many area professionals choose to live within the Town and enjoy a relatively short commute to campus, which offers magnificent scenic vistas and geological formations. The volume of those commuting to the City and Town of Ithaca and various points south has continued to steadily climb over the last few years as the population of the region has also continued to increase. Within the Town of Lansing, 72% of people who drive tend to travel alone, 13% of people carpool, 7% tend to take the bus, and 0% tend to cycle or walk to work. Many people state safety concerns as the major deterrent to cycling or walking, and the limited availability of mass transit options as the major deterrent to bussing.

The metro-urban area of Ithaca does have a very active Mass Transportation system in place, the Tompkins Consolidated Area Transit (TCAT) Bus system. This system, however, has many confines and limited availability to convenient routes and times. Currently, there are approximately 85 different bus routes that serve the Tompkins County area, with the primary focus being the transportation of students and employees, who represent approximately 85% of all ridership, to and from Ithaca College and Cornell University’s various campuses. Additionally, routes are offered that provide transportation to local shopping centers and malls. In the Town of Lansing, there are currently three (3) Park and Ride Lots, with the lot at the Lansing Town Hall site offering connections directly to the Cornell University Campus. Other TCAT Locations are on Rt. 34 near the Lansing Fire House (North Lansing), and NYS Route 34B near the Lansing Fire Station (Lansingville) and adjacent to the Town of Lansing Building.

The major limitation of the TCAT system is the lack of routes available to the Residents of the Town of Lansing needing to travel to various points south. Presently, there are only two offered routes in the morning and two in the evening, while no mid-day or late night service options being available. This deficiency requires a commuter to remain at their destination for the entire day and greatly hinders those who would otherwise utilize this system. As dense development occurs within the town, the demand for transit ridership may be increased due to the difficulty in parking on area college campuses and downtown Ithaca businesses. These issues currently hinder bus transportation a viable alternative.

In addition to TCAT, there are other mass transit opportunities available mainly to elderly area residents. One such program, the “Gadabout” Non-profit transportation service, offers small bus services to Tompkins County Residents who are over 60 years of age for medical/dental appointments, working, shopping, volunteering, personal errands and social events. The Gadabout service also provides the TCAT Paratransit program for individuals with ADA accessibility issues. An application is required to receive these transit services and fees are required for both programs by scheduled appointment.

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Land Use and Development:

Town government needs to continue to strike a balance between competing interests: expanding residential and commercial development vs. conservation of open space and natural areas. The Town of Lansing has a finite amount of development area and as a populous we must seek to protect the most valuable of natural areas, while simultaneously limiting the expansion of the built area of our community to appropriate places. If we continue to replace open space and natural areas with built out areas, we will eventually eliminate the overall rural nature of our community.

The results of a 2013 Survey Research Institute at Cornell that polled residents of the Town of Lansing (both town and village), reflect a strong level of support for the continued maintenance and stewardship of agricultural lands, open spaces, and natural areas, all of which benefit both the community and area visitors (See Town Survey results in APPENDIX C). Additionally, survey results reflect that over 95% of Town respondents are satisfied living in Lansing and cite the rural character of the Town as one of the top reasons for their continued residency. It is the belief by members of this Comprehensive Plan Committee, as well as community members as voiced through the community survey, that uncontrolled and irresponsible development has the potential to threaten the rural environment, which attracted many of us to the Town and continues to attract students, tourists and new residents to our area.

From 1980 to 2010, the Town of Lansing's population, outside the Village, has grown from 5,278 to 7,540 people and from 2000 to 2010 the overall growth rate of the Town outside the Village was 5.6%. A steady demand for new housing, especially land with lake views, has resulted in a loss of farm fields and open space as new housing units are constructed within the Town. However, construction of new homes has exceeded demand, with occupancy rates dropping from 95% in 2000, to 91% in 2010. If the upward trend in housing and development continues to be encouraged, and unmanaged, it will place a greater demand on the town environment. The purpose of land use and development practices is to provide the foundation for how a town grows, maintains open spaces, monitors the changes made to them, and has a very direct impact upon the quality of life for all Town residents. However, a strong emphasis must be placed upon increasing the economic base within the Town to support the current population, without dramatically increasing the burden on Town services caused by residential expansion.

Location Based Conditions:

The Town of Lansing is multifaceted, and land-use goals should vary in different parts of the town:

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Agricultural Districts: Agriculture is a significant part of the Town’s economy and land use. A vast majority of the highest quality soils found in Tompkins County are located in north Lansing and represents a major natural resource for the Town. Development within the Town, resulting in an increase in traffic, rising land prices and taxes, issues with rural neighbors unfamiliar with farming practices, and increased difficulty for farmers to find land to rent or buy, has had a direct impact upon farming lands and practices. In an attempt to mitigate the negative impacts caused by increased development the town should carefully consider the actions proposed within the Agricultural and Farmland Protection Plan (see APPENDIX E), which seek to protect these important active agricultural areas. Though large farms are less common in areas south of Rt. 34 / 34B, South Lansing is appropriate for smaller area / organic farming oriented at direct marketing.

The town should take active measures to shield these farmlands from development pressure (specific goals and recommendations for which can be found in the Agriculture section of the plan). Additionally, while the development of more renewable energy in the Town is certainly encouraged (see Sustainability: Energy and Climate Change), it is believed that the development of “solar farms” at the expense of prime soils and tillable agricultural land would be a misuse of a valuable resource.

Southern Township of Lansing: Much of the Town of Lansing bordering the Village of Lansing consists mainly of existing residential and vacant open space, with only limited commercial development. At present, this area is the most developed part of the Town – outside of the Village – and with the potential for further growth. The development within this area has been focused within subdivisions with some individual homes located along the main roads. Additionally, there are several large parcels of undeveloped land with scenic vistas currently enjoyed by the residents who reside with this section of Town. Unabated, and without concern for present community values, further development

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could occur along the road-frontage. Significantly higher density is unlikely to occur unless the Town makes it economically feasible to build a sewage system that will support this increased development. (See section on Municipal Services and Infrastructure) This part of Lansing is also home to several important wetlands, some of which having been designated as such by the Army Corps of Engineers, and others that need to be preserved in order to control storm water damage and to maintain the current perennial streams in this area. In addition, these areas are generally not suited to practical residential development. Other features of South Lansing are three major north-south arterials, which need protection from sprawl and unplanned development. These roads, and areas nearby, are in particular need of attention and an effort should be made to encourage the addition of non-motorized pathways that could connect to destinations, schools, and neighborhoods. Such infrastructure would benefit both residents and visitors to the area, but would also place additional responsibility on the town for maintenance. Maintaining the Tompkins Consolidated Area Transit (TCAT) bus lines along with encouraging the use of mass transit in these areas is also an important consideration (See Transportation Section).

Lake front and slopes to lakefront:

Both lake front property, and the sloping lands that face the lake, are very important to the Town of Lansing and our neighboring communities as well. Shorelines and steep slopes are sensitive areas that require protection. It is important to take into consideration not just the views of the property owners within Lansing, but also the vistas accessible to our residents as they travel about town in addition to the views of the people who see our community from across the lake.



Cayuga Lake at Myers Park Lighthouse

Run-off, both surface runoff and that emanating from septic systems, can be an immediate threat to the health of the lake and area residents. Lansing is presently a registered Municipal Separate Storm Sewer Systems unit (NYS DEC MS4) and as such requires a Storm Water Pollution Prevention Plan (SWPPP) for any proposed development. It is imperative that the Town of Lansing continues to ensure that runoff from the Town does not degrade the quality of not only Cayuga Lake, but the creeks (e.g. Salmon Creek) and streams that run both into and out of it. This may require the replacement of suspect septic systems with expanded sewerage in problem areas such as Ludlowville and the South Lansing corridor of NYS Routes 34, 34B and the Triphammer convergence area.

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Myers Park and Salt Point: These are the only public access points to the lake for our community and the public at large located within the Town. They are also critical for wildlife, as they are some of the few areas where the east side of the lake does not slope steeply upwards from the lakeshore. Additionally, there are shallow areas near the shoreline, a feature that attracts much of the waterfowl to our area. These critical lakefront properties need to be conserved for future generations, specific goals and recommendations for which can be found within the Natural resources section of this plan.

“Bell Station” land: This approximately 500 acre parcel of property north of the Cayuga Operating Company (COC) Power Plant, features over a 1/2 mile of prime wildlife lake frontage below a mature forest stand, includes 300 acres of active farmland and represents the largest undeveloped privately owned parcel of land in the Finger Lakes Region. Presently, New York State Electric and Gas (NYSEG) and its parent company, Iberdrola, own this parcel. However, control of this parcel has been noted as a priority for the New York State Department of Environmental Conservation (NYSDEC), and it has been discussed that it be converted into a state forest or wildlife management area, while also maintaining the upper parcel for continued agricultural use. The Finger Lakes Land Trust may be interested in acquisition however this would have an impact on the overall taxable properties as this is currently an industrial area. As with Myers Park and Salt Point, this land is a critical lakefront property that needs to be conserved for present and future generations. These areas are also attractive to tourists, and require careful planning for supporting infrastructure so that the natural characteristics are maintained. Presently this land is not open for public access.

Salmon Creek Valley: The valley’s flat bottom, which is home to high quality soils, supports excellent farmland. Also important are the bottomland riparian (near stream), and the upland forests of the valley, which are designated as a Unique Natural Area (UNA) by the Tompkins County Environmental Management Council (EMC). The National Audubon Society has designated the contiguous forests of the valley as one of only a few Important Bird Areas in Tompkins County, and the Finger Lakes Land Trust maintains a 33 acre Salmon Creek Bird Sanctuary within this area. These important undisturbed natural features are threatened by development pressure and the Town of Lansing should discourage development within them, along with any further deforestation of the valley. Given how the valley’s unusual contiguous forest has garnered attention from the National Audubon Society and the EMC, the Town should explore the requirement of “Site Plan Approval” for any residential or commercial development within these areas that have a 15% or greater slope, as well as on floodplains areas. Environmental groups, and private intervention agencies, that are interested in preserving these areas in their natural state, such as the Nature Conservancy, should be encouraged to purchase such parcels or the “development rights”, or establish conservation easements for the purpose of natural conservation.

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Industrial Zones: The Town of Lansing has a sizable amount of heavy industry spread throughout the town; including: the Cargill Inc. Salt Mine; the 300 Megawatt Cayuga Operating Company (COC) Power Plant; and the Borg Warner Morse Tec facility. Additionally, the Dutch Mill Road area has a business park located in Southern portion of the town of Lansing near the Ithaca Airport. The results of the survey of Town residents reflect that they do not support new heavy industrial development as a land use. For example, the 2013 resident survey reflects by a nearly 3 to 1 margin that development of unconventional natural gas (shale gas), and its associated activities, is unsupported by Town residents. Governor Andrew Cuomo has excluded shale gas development within the State of New York due to environmental reviews. The Town of Lansing should take measures to ensure that any additional heavy industry is sited and allowed in designated industrial zones, and regulated in such a way as to reduce any negative environmental impacts on the surrounding community. Furthermore, the town needs to be concerned with any negative externalities from current industry, such as the long-term disposal of fly ash from the power plant. The Cayuga Operating Company plant is currently the largest property taxed parcel in Tompkins County and was recently purchased. Should the power plant be shut down, over 70 employees would lose their jobs and \$60 million dollars will come off the tax rolls impacting all the various taxing jurisdictions, especially the Lansing School District and the local economy.

Major Road convergence area (NYS Rt. 34, NYS Rt. 34B and Triphammer Rd): This area represents the face of the Town and all efforts should be made to create both a welcoming and attractive area that includes trees, paths, consistent signage, compatible architectural standards, and this location

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may be a prime area to introduce form based zoning (discussed further below). At present, this mixed-use area is composed of various municipal services – The Lansing Town Hall, Community Center, Lansing Public Library, and the Lansing Highway Department – in addition to a few key businesses such as a Xtra-mart / Mirabito Convenience Store with food and gas, Tompkins Trust Company ATM drive-up, Lansing Market grocery market, Crossroads and Rogues Harbor restaurants, and some residential dwellings. Additionally, there is an area with extensive recreational trails, which are regularly utilized by Town residents. The corridor should be studied utilizing the “Complete Streets” Federal Highway Administration (FHWA) design standards to evaluate the traffic flows, intersection designs, pedestrian and bike safety, landscaping, lighting and ADA Handicap (HC) Accessibility. This would be an ideal design project to include within the NYS Department of Transportation (DOT) Transportation Improvement Plan (TIP) and 5 year capital plan to implement. This area is presently served by public transportation and it is unlikely that high-density housing will be developed without the addition of a public sewage system.



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The town should continue to focus upon residential development in the area between the Route NYS 34B corridor and the Village of Lansing. This area has a greater concentration of the necessary infrastructure to support properly planned residential growth (water, sewer, roads and public transit), and discourage sprawl. This area is also the most likely to benefit from the possible expansion of the sewer service that already exists there. An emphasis upon development within this area will relieve pressure and help the Town encourage appropriate land use and conserve valuable open land in other areas of the Town. In order to encourage denser development within targeted areas, it may be necessary to discourage development in other areas, such as near prime agricultural land, by limiting the creation or expansion of water and sewer districts to specific areas. Linear development along roadsides is also not desirable, but the concept of “Complete Streets” is encouraged (e.g. roadways that are safe for both bicycles and pedestrians, in addition to motor vehicles).

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The Town Survey indicates that many residents would like to see a commercial district within the Town that offers amenities such as bookstores, coffee shops, etc. However, the population concentration within the Town is not currently sufficient to support those types of businesses now, nor is it projected to be in the near future. Other types of businesses that require large areas of land for parking and storage, or require substantial square footage to allow for the establishment of retail space, while possible, are not the best use of the land in the Town, even where infrastructure can support their existence. Development of businesses such as those already in place in the Dutch Mill Road and airport commercial parks can provide the concentrations of people necessary to support the aforementioned service amenities, and allow for the development of viable commercial uses within the mixed use area of the Town. This Comprehensive Plan has the ability to encourage and direct this type of development by utilizing Form Based Code and Land Use Analysis - Zoning practices (see APPENDIX F). This approach would allow for the mixed-use areas to become more desirable to the community, and to businesses the public wants to attract.

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Natural Resources:

The Town of Lansing is committed to the preservation and growth of diverse natural areas throughout the Town. The Town recognizes that natural areas need to be identified, designed, and preserved with an eye towards richness and variety in native animal and plant life, as well as ecological communities. It is imperative that sufficient land be set aside to allow for the range of needs required by the native species that live within that ecosystem. Additionally, there must be well-planned, interconnecting natural corridors to allow for the natural migration of the local flora and fauna. In developing these natural areas, priority should be given to the needs of the plants and animals that inhabit them. We must ensure that the legacy of the Town's natural areas, which was an initial attractant for many of the Town's residents to locate here, are also available for future generations to enjoy.



Salmon Creek at Ludlowville Falls

The ecological integrity of the Town of Lansing's natural resources including Cayuga Lake (see below), groundwater, streams and wetlands, rich soils, trees and woodlands, steep slopes, and areas rich in biodiversity must be maintained and protected as development occurs. Planning ahead allows for the preservation of natural resources more effectively than a reactive environmental review would, because natural resources rarely exist on only a single site and cumulative impacts are difficult to gauge through an individual project.

The abundance of woods, waterfalls, gorges, open fields and meadows, along with the lakeshore, contribute greatly to the quality of life for the people within the Town and serve as an important habitat for both plants and wildlife. As indicated within the results of a 2013 survey that polled residents of the Town of Lansing, (See APPENDIX C) residents value the Town's natural areas and scenic resources. Natural features are not only valuable as a part of Lansing's character, but also provide important ecosystem services, including water purification, and as such, contribute significantly to the area's quality of life.

Our natural heritage is challenged by developmental changes to the landscape that affect the viability of the natural areas, water quality, and the Town's scenic beauty. It is then necessary that the Town identify and target natural elements for preservation and protection. Land use regulations and development strategies should be written, and in-turn implemented, with the conservation and protection of our natural heritage as a high priority. It is then important for Town officials to remember that decisions

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affecting natural areas and wildlife are integral to decisions made in regard to other important issues facing our community.

Cayuga Lake:

Cayuga Lake is the most visible, and important, geological feature within our community. It is becoming more clear with each passing year that this most precious resource soon will be – and in many places already is – clean, fresh water. Currently, the Town of Lansing as well as most of Tompkins County has an abundance of clean water, available for free or at minimal cost. However, as other communities have discovered, this resource can quickly become rare and precious and it is necessary for governmental bodies to serve as the trustees of this precious commodity with a fiduciary obligation to safeguard natural resources on behalf of the public, safeguarding it for both present and future generations.



Cayuga Lake Water Activities at Myers Park

The Cayuga Lake Watershed Network, a grassroots organization founded in 1998 to provide a central organization allowing for the protection of the Cayuga Lake watershed, eloquently describes the importance of Cayuga Lake in its May, 2012 “Position Statement on Hydraulic Fracturing”:

“Cayuga Lake, 38 miles long and 435 feet deep, is at the center of New York State’s majestic Finger Lakes, which drain to Lake Ontario. These local water bodies define our region, providing clean water that supports the life, economy, and lifestyles of our region. All of our residents depend on the lake, its creeks, and groundwater resources for clean drinking water, as do our vibrant agrarian livelihoods.”

The preservation of the lake, as well as the watershed that nourishes it, is vital for our community’s long-term viability. All of Ithaca’s waters and most of Tompkins County’s drain into Cayuga Lake, and thence to Lake Ontario, making us part of the Great Lakes Basin.

Within the three counties (Cayuga, Seneca and Tompkins) that have a lakeshore border with Cayuga Lake, there are numerous municipalities. Additionally, the four counties (Cortland, Ontario, Schuyler,

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and Tioga) located within the uplands of the watershed; contain an even greater number of cities and towns. While each Town within this vast area individually implements its own plans and goals, it is not prudent for our community to make reasonable planning decisions without a clear understanding of what is occurring both upstream and downstream of the Town. Thus it is absolutely imperative that all seven Counties, and their respective towns and cities, view the lake as a shared treasure and work together to establish a method to ensure that all the communities bordering it are in agreement as to its use.

The New York State Department of Environmental Conservation (NYS DEC) has classified the southern end of Cayuga Lake as an impaired water body due, in part, to elevated levels of phosphorus. As one of the stewards of the southern end of Cayuga Lake, the Town should be very concerned with regard to this and a coordinated effort to rebuild Cayuga Lake's health is important and necessary.

Some continuing threats to Cayuga Lake's good health are:

- Sediment from stream and road bank erosion
- Phosphorus pollution from animal wastes, poorly maintained septic systems and sewage treatment
- Heavy metal concentrations (chromium and lead)
- Coliform bacteria from sewage systems and wild and domestic animals
- Agricultural chemicals, including phosphate and nitrate fertilizers in the lake and tributaries
- Invasive species (Eurasian water milfoil, spiny water fleas, zebra and quagga mussels, and more recently, "hydrilla" or "water thyme")
- Large-scale commercial water withdrawal
- Micro-bead pollution from consumer products

Additionally, the town needs to be cognizant of the manner in which industrial operations can negatively affect the lake. The Town should always be on high alert with regard to threats to the physical integrity of Cargill's salt mine, and its potential impact on the Lake. For example, the Cargill mine can possibly affect lake quality through effects on water salinity, and with the presence of large salt piles near the shoreline, there is the potential for both, run-off in heavy storms and salt blowing from the piles during instances of high winds and storms. NYS DEC regularly monitors the salt operation to ensure compliance with all existing regulations.

Cargill will soon begin the construction of a new elevator / mineshaft facility to add additional air ventilation into the mining operations. They currently mine 1000 to 3000 feet below the land surface and under Cayuga Lake. As other communities have experienced (e.g.: Retsof Salt Mine in Livingston Co. NY), all such operations have the potential to open up a path between the salt mines and the lake resulting in increased levels of salinity.

Similarly, discharges emanating from the smokestack at the Cayuga Operating Company Power Plant, in addition to blow-off and run-off from ash piles may add to the potential for additional contamination of

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the lake. While both these industries are largely State regulated, it is necessary for the Town to be vigilant in alerting the state to potential problems as soon as they develop.

The natural gas industry is also in search of water sources for its “horizontal, high-volume, slick water, hydraulic fracturing”, or “fracking”, operations in Pennsylvania. However, the petroleum industry is not to only major threat for massive water withdrawals. Cayuga Lake, and the Finger Lakes region as a whole, is a prime target for large water users such as bottling plants. As drought conditions worsen throughout the Country, people across this continent will be willing to pay more and more for bottled water. It is advised that the proactive enactment of laws, which are geared towards protecting the lake from these outside interests, takes place before they begin to exert pressure upon the community leaders to allow for the export of our water, or begin to make use of it in a manner that is both destructive and polluting.



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Sustainability: Energy and Climate Change

Energy and climate change are two of the most pressing issues to face all of humanity. The Intergovernmental Panel on Climate Change (IPCC), a voluntary body consisting of thousands of scientists worldwide, has made it clear that human activities, especially those which contribute to the huge increase in the greenhouse gases of carbon dioxide and methane, have contributed directly to a changing climate and the very real likelihood of major negative impacts on humanity due to changes in climate, sea level and the environment this century. This is an issue that we cannot afford to ignore. To meet the challenge of greatly reducing our greenhouse gas emissions, to have a hope of stabilizing our climate, action will need to be taken at all levels of society and in all countries. At the local level, Tompkins County has committed itself to reducing greenhouse gas emissions an average of 2% per year in an effort to reach at least an 80% reduction from the 2008 levels by the year 2050. This is not an impossible goal if transportation vehicles, and new technology and mass transit are maximized. As research by leading scientists makes abundantly clear, it is indeed possible for the State of New York to move to a carbon free energy supply by 2030 if concerted action is taken at all levels. The technologies are there, and what is needed is both the political and civic will to see the way forward¹⁸.

The Town can continue to make a significant difference with regard to sustainability issues through the way it regulates and shapes development within the town borders. The Town can begin by establishing the type of layout that is needed to support the most sustainable lifestyle possible. Determine where there is sufficient infrastructure in place to maintain the projected populations. Are residential populations located within close proximity to work, shopping and recreational facilities so as to minimize transportation issues? These are all important questions that need to be answered. For instance, if housing is centralized miles away from the regions' major employers, a transportation issue is created where residents must travel long distances in-turn generating congestion and the buildup of air pollution caused by exhaust fumes emanating from automobile emissions. Choosing to limit infrastructure within the Town to areas that would minimize the need for transporting individuals and goods will strengthen our community and make our Town and region a more pleasant and sustainable place to live.

Agriculture is immensely important to building a more sustainable future for the Town of Lansing, as well as the entire Finger Lakes Region. It is imperative that prime soil types and farmland receive the protection it most certainly needs. This concept is explored at length in both the Agriculture and Land Use sections of this Comprehensive Plan. Additionally, it is important to recognize that diversifying agriculture and fostering more production for local consumption will reduce the carbon footprint for

¹⁸ See Mark Jacobson et al: *Examining the feasibility of converting New York State's all-purpose energy infrastructure to one using wind, water, and sunlight.*

Link in appendix <http://www.nyscrda.ny.gov/sitecore/content/Home/BusinessAreas/Energy-Efficiency-and-Renewable-Programs/Green-Jobs-Green-New-York/Small-Business-and-Not-for-Profits/Energy-Audit-Program.aspx>

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food transport and strengthen our local economy, concepts also explored within the agricultural section of this plan.

Energy conservation is a key part of future planning initiatives and provides a tangible benefit for citizens. The vast majority of the Town's energy expenditures – be it for heat, electricity, transportation, etc. – is purchased from locations outside of our region. These expenditures could instead be made to benefit our own region by altering some of the means of power production. Additionally, by generating a reduction in our energy expenditures for transport, light, heat, air conditioning, etc. the Town, and region, would benefit from a reduction in our total carbon footprint. The Town of Lansing residents have the opportunity to generate energy locally, and prepare for the likely effects of radical climate change on our ways of living. It is important that land use ordinances encourage the development and use of green energy infrastructure (solar, wind, etc.) as a mechanism to promote sustainable policies in the Town. The New York State Building Code has recently enacted much higher insulation requirements for new building construction which will reduce the energy consumption per square foot levels.



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Economic Development:

The nature of economics is cyclical and based upon a combination of conditions, including product life cycles, applications of technology, government interventions, world politics, and a host of other indicators. Many towns around the United States are struggling because their economies were built largely on a single economic sector that has changed significantly. Successful communities seek to diversify their economic base and regional educational facilities such as Cornell University, Ithaca College, and Lansing Schools currently provide the largest sector of jobs in the region.

To remain resilient over the long term, there is an awakening to the importance of ‘place’ in economic development. This approach has been described as a “sense of place” or “place-based” economic development, which focuses on the unique features of a particular region, building upon existing assets, and using them to attract new investments and in-turn strengthen local businesses. Competing for success in a global marketplace means creating places where workers, entrepreneurs, and businesses want to locate, invest and expand. In this context, Lansing finds itself well positioned with following resources:



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Transportation Infrastructure

The Town of Lansing geographically includes the Tompkins County Regional Airport and is relatively close to the I-81 & I-86 Interstate corridors of the State of New York. Railroad access along the east shore of Cayuga Lake supports Lansing's industrial businesses by shipping coal and salt and a system of well-maintained local roads provide access to major thoroughfares of commerce. Cargill salt operations have the largest impact with tractor trailers throughout the town's major highways.

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Strong Agricultural Lands

Active farming continues in Lansing today because high quality soils are a critical asset for viable farming (See Agriculture, Land Use and Development, and Sustainability Sections). With high quality soils, farms produce greater yields resulting in higher returns per acre. Capital investments on farms over the past 7 years, as reported in the Agriculture District Survey (2011), ranged from a majority of farms with investments less than \$10,000 to several farms with over \$1,000,000 dollars invested. The fact that farms are investing in their businesses displays farm viability, modernization, and that farmers are optimistic about the future of farming.

Proximity to Educational Institutions

Future economic prosperity will become more and more about the transfer of ideas, rather than physical objects. The industry of knowledge encompasses the training of minds through education, leading to the creation of new products or services that have profound effects upon our daily lives. With education as the largest employer in the region (Cornell University, Ithaca College and Tompkins County Community College), Lansing is a very short distance from an abundant natural resource, the human imagination.

Broadband Fiber Optic Connectivity

Knowledge travels across town and around the world at the speed of light through high speed fiber optic networks. Major broadband backbones infrastructure are currently in the Lansing area and should be made accessible to business in need of high speed connectivity to the Internet. Industry standards continued to need to be upgraded to neither meet the speeds nor with the availability of other industrialized nations (See Infrastructure and Transportation Section). Wi Fi internet conductivity is a challenge with the rural nature of the hills, valley and lakes of the region and must be improved to promote increase work from home business opportunities.

Abundance of Recreation

The Town of Lansing has capitalized on its natural beauty, its location on Cayuga Lake, and its attention to its resident's recreational needs in the development of its Park and Recreational programs and facilities. These are most noticeable at Myers Park, Salt Point, Ludlowville and the Lansing Center area. The active recreational programs and strong school systems available to Lansing residents are some of the major influences to attract new residents.

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High Quality Public Education

The Lansing Central School District is a K-12 public education school district with an average total enrollment of 1150 students. Lansing Central School District's 97% graduation rate is higher than the NY state average of 87%. Additionally, the student-teacher ratio of 11:1 is lower than the NY average of 14:1, making this an extremely attractive incentive for businesses and families to locate to the Town.

Present Economic Conditions

During the ten-year period of 2005-2014, the Ithaca / Tompkins County region gained 7,000 new jobs, a 12.7% increase, as reported by the New York State Department of Labor. While most other communities in the area all showed signs of significant decreases in jobs, Binghamton (-5.1%), Elmira (-2.4%), Syracuse (-3.0%), Utica (-2.7%), the Ithaca Region posted an 8% increase in private sector jobs and the State of New York average was 4.3%. Of the new jobs in Ithaca / Tompkins County, 4,700 jobs added were in the Education and Health Services sector, with Cornell University and Ithaca College accounting for 3,900 additional positions or 83% of the total, nearly two out of every three new jobs in the region. Even manufacturing has regained the remaining 500 jobs lost during the 2008-2009 recession, returning to the level of 3,500 jobs that existed in 2008. Among the sectors gaining in Ithaca since the (2008) recession were leisure and hospitality, which added 300 positions, and retail, which added 200¹⁹.

The Town of Lansing is currently home to over 150 businesses employing over 2,700 workers. The majority of these jobs (76%) create goods or services that are consumed outside of the Town. Businesses leading this category of employment include Borg-Warner (manufacturing 55%), Cargill (mining 9%), and the Cayuga Operating Company Power Plant (utilities 6%). The remaining 31% of these jobs

¹⁹ Source Ithaca Journal March 7, 2015

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produce goods or services used by Lansing residents. This includes Educational Services (Lansing Central School District), Construction, Professional/Technical Services, and Retail Trade²⁰.

Strengths Weaknesses, Opportunities and Threat (SWOT) Analysis

<p>Strengths</p> <ul style="list-style-type: none"> • Outstanding Public School System • Small town atmosphere • Good location, close to major roads, airport, and shopping • The Town’s reputation as being fiscally responsible • Independent small businesses that support the community • Access to recreation: Cayuga waterfront, cycling, hunting & fishing and Town sponsored recreation programs through the year • Strong agricultural community 	<p>Weaknesses</p> <ul style="list-style-type: none"> • The Town’s lack of identity as a business location • Need to keep younger generations in the area with new employment • Limited natural gas supply • Focus on single family home residential development • Limited access to broadband internet in areas of the Town
<p>Opportunities</p> <ul style="list-style-type: none"> • Adoption of the “Form Based Codes” concept of to promote mixed use development • Special events or festivals to promote and “sell” the Town to visitors • Regional interest in promoting small towns and historic resources • Market what is already here by developing a business and tourism directory. • Scenic beauty and increased access to Cayuga Lake 	<p>Threats</p> <ul style="list-style-type: none"> • Potential Closure of Cayuga Power Plant • Development on active agricultural land • Competition with malls and big box stores • NYSEG access to adequate supplies of energy – Electric distribution and current moratorium on natural gas hookups. • Need to expand Sanitary Sewer system.

Major Employers

Borg Warner, a manufacturer of chains and transmission components, has been a major community employer for over 100 years and is one of the few remaining skilled labor assembly plants in the region.

²⁰ Sources: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; JobsEQ – provided by Tompkins County Area Development

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Located on the southern border of the Town and the Village, the plant is very close to the Ithaca Tompkins County Airport and Rt. 13.

The Cargill Salt mine has operated for over 100 years and continues to mine road salt from beneath the Town and Cayuga Lake though excavations several thousand feet below the surface. They continue to be one of the largest salt producers in the State of New York and offer their product to many municipalities throughout the region.



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Another major local employer for a number of years has been the Cayuga Power Plant, which operates as a coal fired electric generation station providing power to the New York State Electric and Gas (NYSEG) utility system. A proposal had been under consideration to refuel the power plant with natural gas; however the New York State Public Services Commission recently denied this request. The Cayuga Power Plant will remain in service until mid-2017. Past that point, its future is uncertain.

As noted previously, education continues to be the largest employer within the region. The Lansing Public School System accounts for a large number of teachers, administrators and work force to keep the system running. Ithaca College, Cornell University and Tompkins County Community College, which are in very close proximity to the Town, continue to grow and are responsible for many of the regions' jobs.

Many Professional, Scientific and Technical Service businesses can be found in a number of technology parks across the town.

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- *The Cornell Business and Technology Park* is the area's premier suburban office park. It provides a first-class environment for local, national, and international offices and research firms, also serving as an interface between Cornell University and the business community. More than 80 tenant companies support more than 1,400 jobs. Sixty-two percent of the companies are technology-based, and many conduct research associated with or derived from Cornell.
- *Warren Road Business Park* is a convenient and professional location designated as a New York State Empire Zone for business. Just minutes away from the Ithaca Airport, and the UPS and FedEx terminals it is a convenient location to receive business shipment and hold meetings with out of town clientele. Current tenants include Envisage Information Systems, Global Phoenix Computer Technologies Solutions and the UPS Customer Center.
- *Lansing Business & Technology Park* – IMR Test Labs

Agriculture remains a well rooted industry within the Town of Lansing with overall farm sales estimated to be around \$20 million, with about \$17 million attributed to dairy farming alone. This is the largest amount of agricultural product sales of any town in the county, generating one-third of total farm product sales²¹, reinforcing the significance of the agriculture industry within the Town.

Additionally, Lansing is home to a range of professional, business and hospitality service providers, as well as many self-employed or unincorporated business that together contribute to our local economy.

Areas of Economic Opportunity

Local job creation and economic development initiatives are available through a variety of state programs that provide financial support. Leading this effort in our area is the Tompkins County Area Development (TCAD) and the Southern Tier Regional Economic Development Councils (STREDC). These organizations and others provide a framework to promote economic development and financial investments with a focus on increasing the size and diversity of the region's workforce through new

²¹ \$60 Million total for Tompkins County, 2007 Census of Agriculture

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business creation. Connections between education, technology transfer and other entrepreneurial activities further enhance the opportunity for economic advancement. The objectives of these programs can strengthen and diversify the Lansing economy in the following areas.

Business Retention

Existing businesses are the foundation of any economic growth strategy. By building on what already exists, Lansing can support local businesses and create a strong foundation on which to attract new employment and investment. Initiatives to support existing businesses include:

- Adding or Improving Infrastructure (See Municipal Infrastructure and Transportation Section) – This can include water, sanitary sewer, electric and natural gas, highway transportation and broadband to accommodate planned development and infrastructure improvements.
- Providing Information About Economic Incentive Programs – The town can act as facilitator to create partnerships among government agencies, educational institutions and the private sector to increase job opportunities, strengthen the tax base and improve the quality of life.
- Preservation of Open and Agricultural Space - Protect agricultural lands, preserve rural character, provide a voice for farmers, and encourage agriculture-based businesses.
- Advocating for Reliable Energy Resources - Currently, NYSEG has issued a moratorium, beginning Feb. 9, 2015, which restricts additional natural gas services from being installed throughout the Town of Lansing north of NYS Route 13 throughout the town. This will continue to impact economic decisions about building in the area. An alternate system is to utilize refillable propane tanks. Until the completion of a proposed Natural Gas Line Expansion Project through the Town Dryden, NYSEG is unable to accept additional applications for gas service from new or existing customers in portions of the Ithaca franchise area²².

Business Expansion

Business owners who live within the community tend to spend more on local business services and keep more of their earnings in the local economy. Additionally, they have a vested interest in the community and are less likely to move elsewhere in response to incentives offered by other towns. Lansing can help local businesses expand by:

- Encouraging the transfer of technology between businesses and Cornell University, Ithaca College, SUNY Cortland and Tompkins County Community College.
- Encouraging Local Production of Goods and Services. This can include culinary and beverage production, home based businesses, and direct-to-consumer farm products.
- Expanding opportunities for tourism promotion and destination development.

²² Source: correspondence - New York State Department of Public Service

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Business Attraction

The perception of a pro-business environment is immensely important to existing businesses within the Town of Lansing and for attracting new businesses. Economic growth in the 21st century will be driven by our nation's ability to both generate ideas and translate them into innovative products and services. As the Town of Lansing looks for the best strategies to strengthen local economic performance, it is important to focus on STEM (Science, Technology, and Engineering & Math) occupations because they are among the highest paying, fastest growing and most influential in driving economic growth and innovation. Individuals employed in STEM fields enjoy low unemployment, prosperity and career flexibility.

Desired Business and Industry

Similar to most communities, the Town of Lansing would welcome most economic opportunities that do not sacrifice the character of the community nor require a disproportionate level of services per taxes gained. Desired types of business and industry in the Town of Lansing include, but are not necessarily limited to:

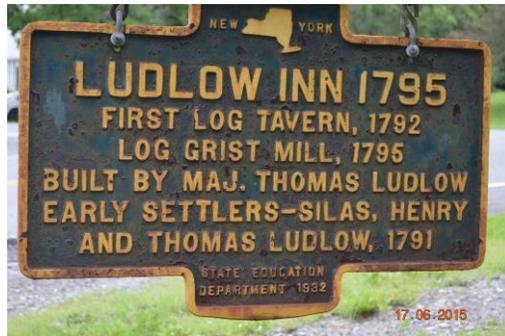
- Business and industry that retains the rural character of the community and capitalizes upon community strengths.
- Business and industry that utilizes high quality, and attractive, building and landscape designs.
- Home based businesses that blend in with residential land uses and do not harm surrounding neighborhoods.
- Business and industry that fills a unique niche within the Town and complements the rural nature and scenic beauty of the Finger Lakes Region.

Resources

Numerous economic development organizations in the Southern Tier Region offer opportunities to plan, promote, and implement economic development and are available for use by the Lansing business community. The Town of Lansing is supportive of the Southern Tier – Regional Economic Development Council and supports the growth agenda of job creation and retention. Other regional agencies designated to support economic growth include:

- Tompkins County Area Development (TCAD)
- Tompkins County Industrial Development Agency (TCIDA)
- Ithaca / Tompkins County Convention and Visitors Bureau
- Cornell Cooperative Extension of Tompkins County
- Center for Regional Economic Advancement
- StartUp NY
- Launch NY
- NYSERDA
- New York State Broadband Program

Cultural Resources and Hamlets:



Background and Description: First settled in the early 1790's, the Lansing area has a long agricultural history, and for a significant period leading into the 20th Century, could claim that it was a temperance area. Churches proliferated, with there being at one time over 20 churches in the Lansing area. Most hamlets had their own schools, and many had their own post offices until 1902. Early hamlets in the town included Lake Ridge, South Lansing, Lansingville (also known as Teetertown), North Lansing (also known as Beardsley's Corners), East Lansing, Ludlowville, Myers, and Libertyville.

There were many businesses, including several mills (flax mill, saw mill, grist mill, cider mill), hotels, race tracks, show shops, blacksmith shops, general stores, a cooper's shop, brickyard, creamery, and the salt mine. At one time, the hamlet of Ludlowville was one of the more important commercial centers in Tompkins County. A ferry ran between the west side of Cayuga Lake from Taughannock and docked at Lansing Station on the east side of the Lake, while other ferries also docked at Portland Point. The Rogue's Harbor Inn was built in 1830 and was an important stagecoach stop on the route between Ithaca and Auburn. Additionally, a rail line ran between Ithaca and Auburn and stopped in what was then known as Libertyville and Asbury, whilst another ran along the Lake stopping where the current Cargill mine is, at Lansing Station and Lake Ridge.

Presently, most of the businesses within the Town of Lansing are scattered. Three public schools serve the community, and about a half dozen churches. The area surrounding the Town Hall and Public Library contain many of the small businesses and community facilities that serve the public and many of the events that bring the community together are held at Myers Park. With the exception of Ludlowville, many of the hamlets have disappeared and their names now identify only geographic areas found within the town, but not centers of development.

Today, the importance of agriculture and the salt mine still remain, but most of the businesses that supported the hamlets of the past have disappeared, and residents now do the majority of their shopping in Ithaca and the malls located within the Village of Lansing. However, there is still a diverse and

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broadly distributed range of local businesses within Lansing and these local businesses have been described above within the Economic Development section of this Plan.

Presently, two hamlets in the town remain as identifiable centers of development: Myers and Ludlowville. The strength of these communities seems to lie within the natural features and historical landmarks that exist there today. For instance, the Hamlet of Ludlowville has a town park and a waterfall with a swimming hole, in addition to a unique historical character and an active community association. Based upon an informal survey of the residents of Ludlowville, carried out during the beginning of the creation of this document in 2013, the consensus appears to be to maintain their identity as a small creative community and preserve their reputation as a safe neighborhood. Myers was an International Salt Company town, which started as an employee neighborhood with several stores, a post office, and train station. The area now includes mostly houses and the Town's Myers Park and marina. The area is also adjacent, and has access, to the Salmon Creek natural area, and the elementary school, middle school and high school are all nearby on NYS Route 34B.



Hamlet of Ludlowville

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Tourism:

Tourism as a tool for Economic Development

The Town of Lansing has been a target tourist destination for more than a century. In the 1900's, Lansing was a fishing camp and boating destination for central New Yorkers, even as the primary businesses in the area were farming and salt production. Tourism will become an even more essential

component of the Town's income as the marketing of the natural beauty of the Finger Lakes, associated products, and lifestyle increases. A commitment to tourism development is also a commitment to preserving the regions natural beauty, the cleanliness of our water, and the overall health of the natural ecosystems. These commitments preserve a quality of life for our townspeople as well.



Federal House B&B Ludlowville



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The 2020 Tompkins County Strategic Tourism Plan

The 2020 Tompkins County Strategic Tourism Plan was prepared by the Tompkins County Planning Department to assist both County and Town administrators, planners, community members, and

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business people with coordinated goals that will benefit all stakeholders within the County. It elaborates and refines policies that are in place. It also defines performance indicators, focus areas, goals and actions for the years 2012 through 2020. This plan advances tourism as a means of promoting economic development and quality of life.

Adherence to the aims of the Tompkins County Strategic Tourism Plan includes the commitment of 'reserve' funds for tourism: 60% of the county hotel room occupancy tax funds are allocated to tourism marketing and 40% of the tax based funds are assigned to product development. These include beautification, signage, public art, and community celebration grants, from organizations such as the Community Arts Partnership (CAP), and Festival programs. Building a Tompkins County tourism brand is an important goal of the marketing fund allocations. Many programs are supported by the marketing funds and Lansing can tap into this resource to gather expertise and grants to assist in the achievement of our tourism goals; including Market the Arts, Tourism Capitol Grants, tourism marketing and advertising grants, gateway signage programs and new tourism initiative grants to name a few.

The Tompkins County Visitor Profile listed in the report is based upon 2009 data and it would be very useful to have current expenditures listed in the report to base planning on. Per the 2009 data, there were 840,000 visitors to the County, generating \$156 million in associated spending. Visitors spent an average of \$185 per person. Tourism also generated over \$12.5 million in local and state sales tax, providing a tax benefit of \$597 per local household. Additionally, 69% of visitors were satisfied enough by their experience to promise repeat visits. It would not be unrealistic to imagine that these numbers have increased significantly since the data was collected. The 2020 Tompkins County goals for these areas are increases of at least 40% over the 2009 figures.



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Housing and Neighborhoods:

Housing Statistics

In the Town of Lansing (outside the Village) the total number of housing units increased from 2,929 to 3,286 an increase of 12.2%. Yet, overall occupancy of the units decreased from 95% in 2000 to 91.3% in 2010. The homeowner vacancy rate for the Town of Lansing was 1.2% in 2000 and 1.3% in 2010. Rental vacancy increased from 2.7% in 2000 to 3.2% in 2010. In Tompkins County the homeowner vacancy rate was 1.6% in 2000 and 0.9% in 2010, and rental vacancy was 4.6% and 2.4% in 2000 and 2010 respectively.

Primarily over the last 30 years, the housing built within the town has been utilized by large residential lot Single Family homes, often with views of Cayuga Lake. These upper income structures have encouraged additional residential subdivisions that use 1-3 acre lot sizes. The subdivisions in the past have been vehicular oriented models that have access to the major through roads such as NYS Route 34, Route 34B and Triphammer Road. There has also been a call from the community that the town needs different scale housing for target groups such as “empty nesters” who may have raised their families here, but now require a smaller home as the children have moved on.



Residential Building Permits Issued 1999 - 2015, Town of Lansing, NY

The Town of Lansing, NY issued a total of 509 residential new house building permits from 1999 to 2015. Of these, 279 permits (54.8%) were issued for South of Peruville Road²³, and 230 (45.2%) for North of Peruville Road. Of the total 509 new house permits, 404 (79.4%) were issued for the construction of single-family residences, 25 (4.9%) for constructed two or multi-family residences and 80 (15.7%) for single family modular homes. The following chart describes the annual trend in residential building permit issuance.

²³ Peruville Road assumed to demarcate North and South Lansing

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Residential Building Permits issued 1999 – 2015

New Houses Built	North of Peruville Road			South of Peruville Road		
	Single Family	Two Family and Multi	Single Family Modular	Single Family	Two Family and Multi	Single Family Modular
1999	8	1	5	21	0	3
2000	7	0	5	22	2	1
2001	12	0	2	24	2	0
2002	16	0	1	30	0	0
2003	20	0	3	22	0	1
2004	16	0	12	12	1	1
2005	6	1	6	15	0	3
2006	10	0	4	16	0	4
2007	13	0	2	14	1	1
2008	10	1	4	7	1	0
2009	11	0	0	3	1	0
2010	10	1	0	6	1	0
2011	13	0	0	4	4	2
2012	6	1	1	9	1	3
2013	1	0	2	14	3	1
2014	7	0	1	9	0	4
2015	7	1	3	3	2	5
Total	173	6	51	231	19	29
As percentage	38.8%	1.3%	11.4%	51.8%	4.3%	6.5%

Data Source: Codes and Inspections Office, Town of Lansing

As seen from the above chart the highest numbers of residential new house building permits were issued in 2002 (47) and lowest in 2009 (15) and the annual average for 1999 to 2015 was approximately 30.²⁴ Additionally, the highest numbers of residential building permits were issued to construct single-family residences in South Lansing (231 or 51.8%). This was followed by single-family residence construction in North of Peruville Road (173 or 38.8%).

Affordability and Walkability

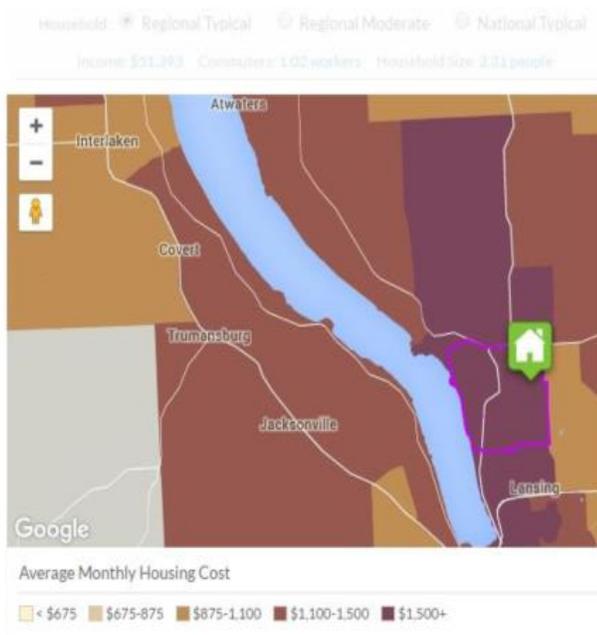
²⁴ Rounded up from 29.94

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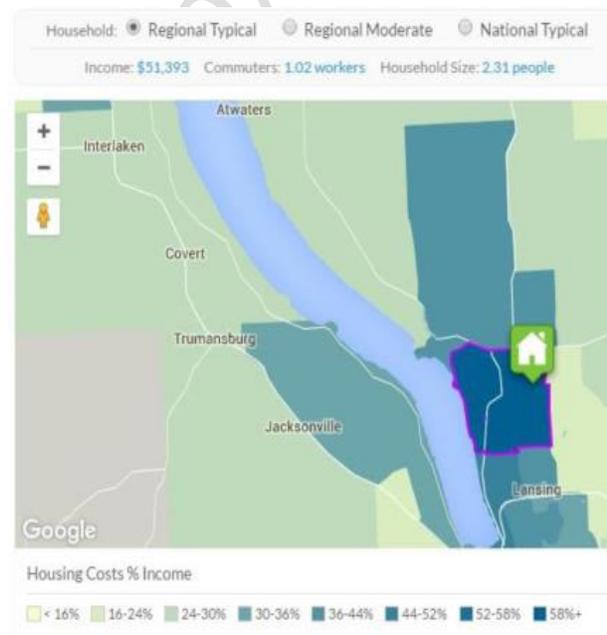
According to the Department of Housing and Urban Development (HUD), “Families who pay more than 30% of their income for housing are considered cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. An estimated 12 million renter and homeowner households now pay more than 50 percent of their annual incomes for housing.”

When we think of affordable housing, we usually do not consider the hidden costs of transportation. In fact, transportation costs are often the second largest household expense. The further away from work, shopping, and recreational activities most people live, the higher the cost of transportation. In addition to the cost of gas, one also must consider the additional cost of maintenance, insurance, and time. Since these costs are directly a result of where one chooses to live, they need to be considered when calculating 30% of income for housing. The hidden costs of transportation affect millions of people every day. Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the true affordability of housing.

In dispersed areas, people need to own more vehicles and rely upon them to travel further distances, which also increase the cost of living.



Average Monthly Housing Cost
Block Group: \$2,587



H+T Costs % Income: 88%
Housing: 60% Transportation: 28%

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Average Available Transit Trips per Week
Block Group: 27



Average Available Transit Trips per Week
Block Group: 130

<http://htaindex.cnt.org/map/>

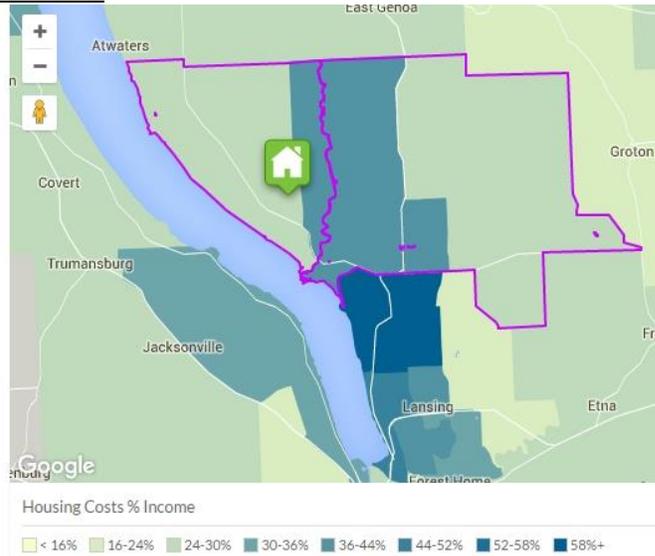
© Copyright 2003-2016 Center for Neighborhood Technology.

From these residential housing maps, we can see that the area of South Lansing, which runs along Triphammer and Warren Roads, is currently unaffordable for the majority of people within the region. However, due to close proximity to jobs, shopping and the university it would make for an ideal location for housing, which would provide the opportunity for people to earn a living and spend less than the 30% threshold for affordability.

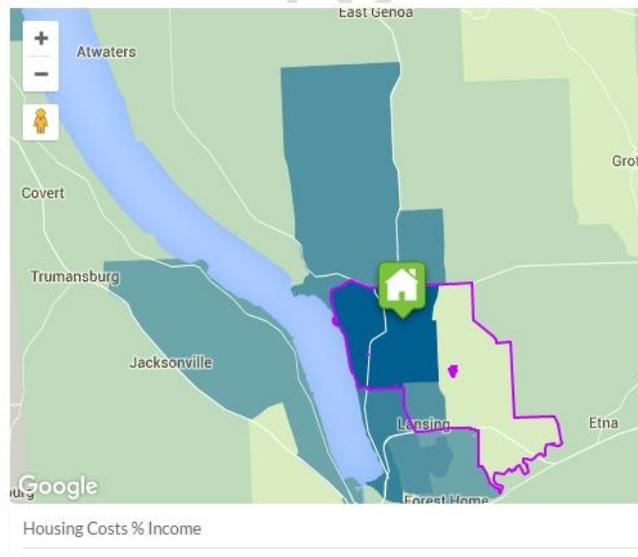
Furthermore, the maps show that the number of available public transportation trips per week drops significantly in the 2-3 miles north of the mall area and into South Lansing. By creating compact neighborhoods of high population density, TCAT would be more likely to expand into this area and thereby making housing more affordable by eliminating the costs of additional vehicles and associated transportation costs.

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North Lansing Housing Costs as % of Income



South Lansing Housing Costs as % of Income



Because of its proximity to jobs, shopping and the university, along with the close proximity and potential for the connection to both municipal sewer and water services, the areas along Triphammer and Warren Roads would be an ideal location for housing and would provide the opportunity for people to earn a living and spend under the 30% threshold for affordability.

As can be seen from the housing and transportation index, the area of North Lansing has a “housing cost as a % of income” range of 27-36% with an average of 31%, and South Lansing 23-60% and average of 44%. The higher housing cost in South Lansing is due mostly to the Lakewatch and Lakeview neighborhoods, which contain 163 homes with assessed values ranging from \$400,000 to over

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\$1,200,000. The median home value for these two communities combined is \$589,500 and the average home value is \$607,515.

Data from the U.S. Census Bureau for the years 2010-2014 show the median annual household income for the Town of Lansing to be \$71,067. To be considered affordable, the median annual housing cost should be no more than \$21,320. Additionally, Census Records for this same period show the median annual owner costs with a mortgage to be \$20,244 and the median annual cost for renters to be \$13,284.

Map showing homes valued over \$400,000 in the Lakewatch (left) and Lakeview (right) communities.

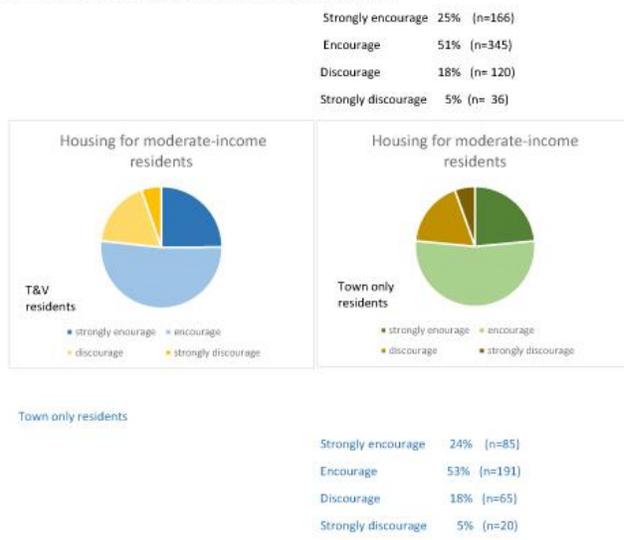


Housing Sales Data from the Ithaca Board of REALTORS® for the Town of Lansing shows home sales from 2010-2015 beginning to trend slightly upward but mostly still falling in the \$125,000-\$225,000 price range.

New Housing

The following graphic from the 2013 Lansing Survey prepared by the Survey Research Institute (SRI) at Cornell, shows that the majority of residents within the Town of Lansing favor the encouragement of housing created for moderate-income residents within the Town.

B1a Should Lansing encourage housing for moderate income residents?



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In viewing the vision of Lansing to preserve the agricultural area in North Lansing and expanding housing in South Lansing, the town should consider Planned Unit Developments which incorporate both housing and retail business in an area which would be most attractive for a Town Center. Other areas of South Lansing, either on or around Triphammer and East Shore Drive would make sense for Cluster Developments which are residential in nature differing from conventional subdivisions such as Lakeview and Lakewatch in that the residential properties would be grouped closer together and utilize the remainder of the land for open space, recreation or agriculture. The closer proximity to the village of Lansing and the sewer system would allow the town to begin bringing sewer to Lansing incrementally allowing for more cluster development and increasing the tax base. In considering cluster development, inclusionary housing should also be considered to help promote affordable housing. Inclusionary zoning or housing refers to municipal and county planning ordinances that require a given share of new construction to be affordable by people with low to moderate incomes.

Form-Based Code

Conventional zoning is based on use and we often see business use areas separated from residential. In addition, there is usually no cohesiveness to style, other than in a subdivision where using a type of form-based code in deed restrictions is common. The definition of a form-based code from the Form-Based Code Institute is:

“...a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.”

The use of form-based code would allow incorporating mixed uses, while keeping the cohesiveness in the form of the structures and other features of the neighborhoods.

Infrastructure

When considering housing, it is important to consider the availability of – or potential for – municipal infrastructure (i.e. roads, water, and sewer) and other utilities such as natural gas and electric service (See Municipal Services and Infrastructure).

The Town of Lansing currently does not have town wide municipal sewer services and therefore housing must rely on larger building lots of about an acre or more, to allow for the installation of large septic systems. Additionally, municipal water is available in some areas of South Lansing and along the Route 34B corridor from Rogues’ Harbor north to the power plant. In order for cluster development or Planned Development Area (PDA) to be possible, the infrastructure of municipal water and sewer needs to be expanded. The most logical way for this to occur is to tie in and gradually expand from areas where it currently exists and this would be in the southern areas of South Lansing.

Natural gas is currently at capacity and to be able to support new development in Lansing, NYSEG would need to bring in new distribution pipelines. They are currently at an impasse with the town of Dryden and Tomkins County but exploring other options to meet future requests.

Housing expansion in the form of new developments and PUD’s will result in increased traffic and the need to expand roads and/or mass transit to accommodate the resulting increase in population. As with

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municipal water and sewer, the logical choice would be to gradually expand out from the village into the area of South Lansing and eventually further north.

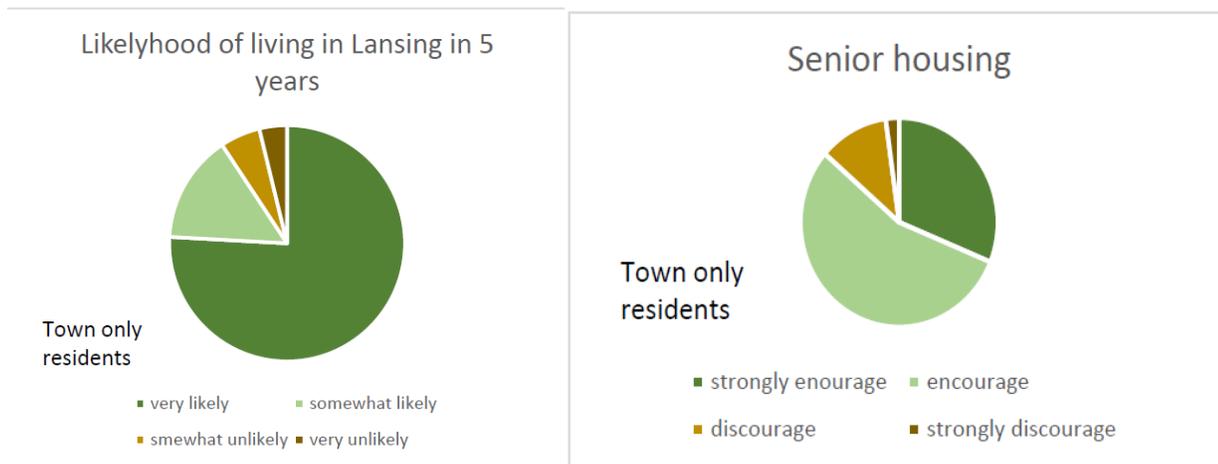
Senior Housing

All across America the baby boomer generation of the 1950s are hitting or nearing retirement age. With the aging population new concerns arise within the housing market; people wanting to downsize due to children aging out of family homes and/or reduced fixed income. The Town of Lansing is no exception to this phenomenon as many of their residents look for smaller, more affordable housing in their twilight years.

In Tompkins County 20% of the residents are 60 or over. This is an increase of 18% in the last decade and makes up 11% of the total population. This projection indicate residents 65 and over will make up the second greatest increase in population age growth. In addition, Tompkins County is increasing attractive destination for retiring alumni from Cornell and Ithaca College which likely will increase residents 65 and over in the future. (Tompkins County Comprehensive plan, p.39)

As residents age their incomes tend to decline which often requires residents to seek more affordable housing options. In Tompkins County household with monthly owner cost exceeding 30% of their income is 28.9%, which is the highest rate of the surrounding counties. In 2014 the New York Times determined Tompkins County was the 11th highest housing cost compared to income in the nation, and second highest in the state after New York City. (Tompkins County Comprehensive plan, p.36)

The 2013 survey of town residents indicates 83% of the residents encourage or strongly encourage senior housing. With over 75% of the residents likelihood of living in Lansing in 5 years senior housing maybe needed to accommodate these residents. Senior housing consists of several variations such as assisted living, low income or as a community developments. Currently in Lansing the only senior housing community for low income residents is Woodsedge. Woodsedge currently has 40 apartments which include single and double bedroom units. The perpetual waiting list indicates there is a need for more housing of this nature.



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Other types of housing which may be needed in the future is assisted living, to which there is limited availability of affordable facilities in Tompkins County. Facilities, such as Kendal of Ithaca, are cost prohibited by many residents as they are on the high end option for elderly care.

Affordable homes, such as patio homes or in-law suites, for seniors may have an increased need as the population in the town ages. These types of homes offer not only affordability but also less upkeep and maintenance for the home owner.



Woodsedge Apartments

There are residents who wish to stay in their current homes but find it hard to do so due to their low income status or support needs. Older homes require more maintenance which residents may have inadequate financial resources to deal with maintenance and repair of older homes and often older adults or those with physical disabilities are unable to make the improvements themselves. There are services available in Tompkins County to help address those needs. The Tompkins Community Action has programs to assist low income and elderly residents to complete needed repairs to their homes. The Tompkins County Office for the Aging provides medical equipment to those in need of hospital beds, walkers, etc. to assist the elderly who wish to stay in their homes.

Independent senior living communities designed for those people 55 and older should also be considered. These senior-living communities provide low maintenance living for those reaching retirement age but not needing assisted care. They typically provide senior-friendly surroundings, convenient services and social opportunities. Although typically apartments, they can also consist of cottages, condominiums and sometimes single-family homes.

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In addition, personal care services in a residential environment will be needed for those wishing to stay in their own homes. These services are limited and often residents have to rely on family and/or friends to help in lieu of experienced professional services.

Unique Housing

In recent years new types of non-traditional homes have begun to appear across the country. Homes such as tiny houses or RVs are options for those wishing to have homes without the cost and maintenance of traditional homes. With these new types of homes towns are looking to update their current laws to include this new market. Tiny homes and RV's are affordable and mobile which raises new concerns for towns such as taxes, utilities, permits and a variety of other types of regulations.

On the rise are homeowners looking to lease or rent their entire homes or just a portion of their homes for visitors to the area. Short term rentals of entire homes, parts of homes and Air B&Bs are becoming common often occurring without the town's knowledge. Most rental homes are located near the shoreline of Cayuga Lake. Concerns regarding these types of short term rentals include liabilities, permits, taxes, and safety of the visitors and homeowners along with the changing communities for long term residents. While encouraging homeowners to make additional income the Town of Lansing should also weigh the need to protect residents by providing the structure to ensure the safety and liability of visitors and homeowners. The town must also ensure renters they are in compliance with local and state laws regarding rental units.

Goal: As leasing and renting becomes more prevalent in the Lansing community the town should research and possible implement new laws/ordinances to protect both the property owner and renter.

- Consider the residents in the area where the renting of property is occurring as it changes the dynamic of the neighborhoods which may not be all positive.
- Investigate local, state laws regarding rental properties, tax requirements, etc.
- Suggest the Town and Planning Boards create a rental permit system for short term home rentals which provides for inspection, posting emergency information, maintaining safety including reasonable occupancy limits.

<http://tompkinscountyny.gov/planvct/tool/eldercottagehousing>

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Parks and Recreation:

Parks and Active Recreation

The Town of Lansing has utilized and expanded upon the natural beauty, location on Cayuga Lake and attention to the recreational needs of Town residents in the development of area Parks and Recreation programs and facilities. This is most noticeable at Myers Park, Salt Point, Ludlowville and the Lansing



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Center area. Because of the Towns' location, it is crucial that continued efforts are made to ensure citizen access to the lakeshore and areas of unique natural beauty. Given current and potential programs, facilities, and recreational areas, it is ironic that multi-use paths or trails are not present that connect these extremely valuable Town resources.

In analyzing and reviewing the current status of the parks and recreation system, it is apparent that the Town is lacking a system for non-motorized transportation and paths for recreational, transportation, and/or utilitarian use. A trail system has been proposed in both recent Comprehensive Plans prepared for the Town of Lansing, yet not much has been accomplished to reach the goals set forth in those plans, with regard to the establishment of a trail system. The need for the establishment of bicycle and pedestrian paths is not just a local Lansing concern: the need is noted by surveys of the national, regional and local populations. Such paths serve a number of purposes and can be designed to accommodate the need and interests of all age groups and those who are mobility impaired. Besides being alternative modes of transportation, these trails have the potential to serve as recreational walking and jogging paths. Additionally, they can provide important linkages to destinations within a neighborhood and town and provide a safe and easy way to get to a



Myers Park Playground

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school, field, park, friend's house, store, church, etc. It is recognized in the Town of Lansing that recent population growth has mostly occurred in the southern area of the Town adjacent to the Village of Lansing (See Housing and Neighborhoods Section). This is verified by the developer applications being submitted to the planning board. It is expected that this trend will continue, making the need for established pathways increasingly important.

In the 1990's the Village of Lansing developed a Greenway Plan. The Lansing Pathways Committee has been communicating with the Village officers to facilitate coordination of trail development from the Town of Lansing to the Village of Lansing. This coordinated effort will provide both alternative transportation options and recreation. See Town Board resolution establishing Pathway master plan. (See APPENDIX B Maps). It is not only respondents to various surveys who want trails and paths; federal law, NYS law and a local resolution also support the development of a system of bicycle and pedestrian paths.



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State law allows the Town to acquire dedication of land for Public Park and open space purposes from private sector developers as part of any new residential development project or funding for such facilities in lieu of land. Section 277 of NYS Town Law grants town-planning boards the authority to require that residential subdivision plans show "a park or parks suitably located for playground or other recreational purposes." Section 274 grants planning boards authority to require similar dedication in cases where they review site plans for residential development such as apartment complexes. In recent years there have been at least two developments in the Town of Lansing that utilize these rules: the Lansing Commons and the Village Circle Apartments/ Village Solars. In addition, both Section 277 and 274 further grant a town planning board the authority to require payment in lieu of land, should the planning board conclude that a park is not warranted and determine that no suitable site on the property exists on which the development is proposed. The town board would have the authority to establish the amount of money that the planning board could require in lieu of dedication. The funds collected through this mechanism can then be deposited into a trust fund dedicated for parkland acquisition, the

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development of a park playground, or other recreational facility. At the federal level the Transportation Alternatives Program, as well as the Safe Routes to Schools program, provides guidance and support for communities in their efforts to develop bicycle and pedestrian paths. These programs provide assistance and grants that are administered at the state level through the state transportation department both on a regional and local level. Within this Southern Tier Region the Ithaca Tompkins County Transportation Council (ITCTC) administers this program.

At the local level, the Town of Lansing has adopted Resolution 10-39 and 10-134, establishing the Lansing Pathways Committee and acknowledging the Committee's goals, respectively. The Pathways Committee is charged to focus their efforts upon trail development, ensuring that any proposed development incorporates trails and open spaces into their plans with the intent of fulfilling the concept of linking destinations and neighborhoods whenever possible. This is in accordance with Town of Lansing subdivision law (Section 801: Sec C and Section 801: Sec H) and the Town of Lansing Land Use ordinance Section: 701.4.11. The recent 2006 Comprehensive Plan identifies in section 3, topic #10 the goals that include the above and Section 5, on Traffic and circulation that planning for identify pedestrian and bicycle traffic.

Lansing residents and community associations have a long-standing tradition of fund raising and park construction. The Lansing Pathways Committee (LPC) has joined this tradition in the establishment of the Lansing Center trail. Most recently, the Pathways Committee has been instrumental in establishing a revocable easement on private land to facilitate the opening of the Jonas Falls trail, serving as a template for similar trail easements in the future.

The Lansing Pathways Committee has developed a conceptual map outlining the territory that it proposes for trail development in Lansing. These trails can be both of a formal and an informal nature. LPC has been working diligently with Town officials, residents and local groups – like the Boy Scouts – to fulfill its mission. Recently it has expanded these contacts to the Village of Lansing and is promoting a coordinated effort with the Village of Lansing to connect our trails to theirs.

The Town of Lansing is composed of both a rural agricultural segment and suburban neighborhoods. The Town is bordered by Cayuga Lake on the east in addition to State Highways, and is intersected by numerous county and town roads. Although a few of those roads may have wide shoulders for bicycling, they are not meant for the average pedestrian or bicyclist. High traffic, heavy trucks and speed limits reduce the safety and attractiveness for the bicyclist and pedestrian.

Establishing a system of trails within the Town of Lansing will require an integrated and coordinated approach to planning. Not only is it necessary for the town board and planning board to support and enforce policy on trail development, it is necessary to consider land use, conservation and transportation organizations in this effort. It includes coordination and planning with schools, community organizations and adjacent communities. In the mid 1990's a citizen group had established a plan for the Liberty Trail

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that would have connected the schools to the town center area. The project was successful in securing funding. Sadly, this funding was lost due to failure to obtain necessary easements and inadequate support by town government. LPC is laying the groundwork for the easements to be negotiated and has also outlined a plan for developers to be part of the long-term establishment of trails that will connect to neighborhoods and destinations.

Providing for trails should be an essential part of a town's budgetary planning. As mentioned previously working with fund raising, grants, private landowners, and volunteers is part of the budgeting process. It is important to mention that local businesses and foundations have been supporting trail development in the Town of Lansing. Donations from Cargill Deicing Technology, United Way and private citizens have made the current trail successes possible. Most of trail development is not directly from tax dollars. The benefits extend beyond health, transportation and enjoyment to increased promotion of the community through tourism. Lansing is in a strategic position to develop its trails and promote itself.

Currently the citizens of Lansing must rely on cars to reach key areas in the town and in neighboring communities. While current roads work for cars, too few provide opportunities for pedestrian travel. It is important that the town maximize non-motorized transportation routes (e.g. for walking, running, biking, skiing) through pathways and trails that connect parks and recreation hubs with each other and with key Town destinations, and with destinations in neighboring communities, especially the Village of Lansing.

Recreation

Since the establishment of the Town of Lansing Parks and Recreation program approximately 26 years ago the recreational facilities of the Town have seen both steady growth and improvement. For example, Myers Park has greatly improved its marina and campsites and now includes businesses that rent kayaks and paddle boards and provide bait for the many boaters who fish. Just recently the land at Salt Point (leased by the Town from the State of New York) has limited vehicle traffic to provide nature trails and bird watching, wading and sunning. The NYS DEC boat launch in this area is available for launching non-motorized craft. The Recreational Fields near the Town Hall have been enlarged and improved. The land purchased by the Town, located across from the Town Recreational Fields, now



Boat Launch and Marina at Myers Park

houses a perimeter trail that crosses fields, hedgerows, streams, wetlands, and woods.

In concert with the development of facilities, the Town's recreational programs have grown consistently over the past 26 years. (Refer to the attached inventory that lists recreational sites along with the activities and amenities offered at each site.) Consider the programs available in summer 2013. There were 31 different types of activities offered, including preschool camps, day camps,

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instruction in sports from archery to windsurfing, art classes, horse riding and handling, cooking, and Spanish. Recreational offerings continue during the year, including Tai Chi for seniors. These programs, coordinated by the Town Parks and Recreation Office, rely on dedicated volunteers, without whom the range of offerings would not be possible. These activities use the range of facilities available in the Town, and additional locations such as the Cayuga Lake Seido Karate and Flying High Farm.

Interested groups such as the Cayuga Bird Club, Eagle Scouts, Girl Scouts and private landowners offering easements for trails across their lands, have contributed to the development of nature trails and opportunities for recreation in the Town.



Hamlet of Ludlowville Park Playground1

Chapter 3: Goals and Recommendations

Introduction: Each of the Comprehensive Plan Committees members were asked to develop a list of 3-5 priority issues relating to their specialty areas. The following lists were developed by the Committees to form the basis of recommendations that will be submitted as a part of the final documents and ultimately adopted by the Town Board. The following chapter lists the various Goals and Recommendations discussed by the various Comprehensive Plan Sub-Committees and their recommendations to the Lansing Town Board. It is not the intent of this comprehensive plan to create law; any policy / regulation recommendations are just that – recommendations – and should not be construed as law.

Agriculture:



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Agriculture Plan Priority Recommendations

- Create a Town Agriculture Committee with responsibility for advising the Town Board on matters pertaining to agriculture and to steer the implementation of the Agriculture Plan strategies.
- Change most of the current Rural Agriculture (RA) zoning district to an Agriculture Zone (AG) and permit uses most compatible with farming.

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- Review the definition of agriculture in the zoning code and develop a uniform definition consistent with the diversity of farming enterprises in the town and with NYS Agriculture District Law.
- Encourage in-fill development in South Lansing to reduce rural sprawl and the associated costs of infrastructure development.
- Explore options for keeping critical high quality farm parcels that come up for sale available for farming.
- Identify key farm properties to target for NYS Farmland Protection funding to preserve prime farmland.
- Seek funding and other opportunities to expand and strengthen agriculture and the contribution it makes to the town's economy.

Agriculture (AG) Goals and Recommendations:

Goal AG-1: Increase general agriculture awareness and support for the Town's agriculture industry.

Recommendations:

- AG-1A Establish education and outreach programs that pertain to the Town's right to Farm Law & State Ag District Law.
- AG-1B Strengthen real estate property disclosure in Ag Districts.
- AG-1C Add information pertaining to farming to the Town's website and newsletters.
- AG-1D Promote farm direct marketers and encourage residents to buy local.
- AG-1E Create road signage that denote when one is entering farming areas or agricultural zones.
- AG-1F Gather data about farming in town (i.e. economic impact & trends).
- AG-1G Encourage farm tours for Town officials, school staff, neighbors, youth, and public.
- AG-1H Encourage classroom education about farming (i.e. 4-H Agriculture Clubs, Community & School gardens)

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Goal AG-2: Create a supportive environment for farming.

Recommendations:

- AG-2A Establish Infrastructure improvements and policies which are important to farming (i.e. bridge improvements, high speed internet access, traffic signage, trespass controls, utilities, and renewable energy development).
- AG-2B Limit non-farm development in agricultural areas.
- 1) County Agriculture District Laws and Provisions
 - 2) Limit water and sewer expansion into agricultural areas
 - 3) Avoid development of prime and soils of statewide significance
 - 4) Create a new Agricultural Zoning district in dominant agricultural areas
- AG-2C Create incentives to direct development away from agricultural areas.
- 1) Sewer development in South Lansing and the proposed Town Center area
 - 2) Infill density in South Lansing and the proposed Town Center area
 - 3) Encourage the generation of affordable housing in South Lansing and the proposed Town Center area
 - 4) Ensure storm-water regulations are adhered to
 - 5) Educate officials on the cost of service increases that occur with scattered development.
- AG-2D Establish tax policies that make owning farmland more affordable
- 1) Explore Town tax abatement through short-term easements to keep land in agricultural areas.
 - 2) Ensure fair farm property valuation practices by county assessment
 - 3) Make recommendations to the State to cap the Agricultural Ceiling Value increases, and update the formula.
 - 4) Educate Farmers and rural landowners about Ag Assessment if they are not receiving it
 - 5) Educate Farmers about the NYS Farmers School Tax Credit

Goal AG-3: Protect and promote the best farmland and encourage environmental stewardship.

Recommendations:

- AG-3A Promote land stewardship to protect soil, water, and environmental quality through the encouragement of sustainable soil building farming practices, the adoption of nutrient management plans, and the promotion of programs and funding opportunities aimed to protect environmental quality.
- AG-3B Protect the best land in the area for farming through the investigation of options for short term easements, Town support for State Purchase of Developmental Rights (PDR) funding,

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the co-holding of easements by the Town of farms awarded State PDR funding, the investigation into the establishment of Town PDR funding, and the education of landowners about the benefits of renting/ selling to town farmers.

Goal AG-4: Create an Agricultural Zoning District that gives priority to farming and related enterprises.

Recommendations:

- AG-4A Change most of the current “RA” district in North Lansing to a new Ag Zone.
- AG-4B Zoning regulations should continue to permit Ag commerce and related enterprises.
- AG-4C Allow smaller AG enterprises in “R3”, “RA”, and Ag Zones (farmers markets, Ag tourism).
- AG-4D Ensure that the Town of Lansing Planning and Code Enforcement staff are familiar with NY State Ag District Laws and Regulations, and that Town zoning regulations are not in conflict with them.
- AG-4E Investigate zoning to cluster housing on poorer soil to maintain open farmland
- AG-4F Require developers to maintain buffer between housing and farmland in the Ag zone.

Goal AG-5: Strengthen the farm economy, future viability of farming, and Agricultural Economic Development.

Recommendations:

- AG-5A Establish deer management policies that include lists of local hunters and hunting locations.
- AG-5B Encourage Farm energy conservation and renewable energy development
- AG-5C Promote farm direct marketing opportunities and options.
- AG-5D Establish revenue streams through Timber Sales based upon forest management plans, and through a coalition of landowners to keep farmers informed about gas leasing decisions and options.
- AG-5E Encourage new farming enterprises and promote new opportunities.
 - 1. Identify organic farming, specialty crop, and niche marketing opportunities
 - 2. Encourage cooperative ventures among farmers to reduce costs and secure markets

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3. Encourage cooperative infrastructure development (i.e. processing, marketing, storage, etc.)
4. Encourage more local food production for local consumption
5. Promote the availability of new business development Grants and funding on the Town website.

AG-5F Enhance the recruitment of Future Farmers and the promotion of available opportunities for farming labor, through increasing the awareness with regard to the viability of farming opportunities amongst high school students and their guidance counselors, the development of training programs and internships, employment postings on the Town website.

Infrastructure:

Infrastructure (I) Goals and Recommendations:

Goal I-1: Increase the capacity of the Town of Lansing to provide municipal services that would allow for the continuance of both housing and business development.

Recommendations:

- I-1A Work with NYSEG to expand the Electrical and Natural Gas distribution systems in an effort to increase capacities. The current capacity of both the Natural Gas and Electrical systems has limited the town's ability to attract residential homes and commercial developers. Based upon the 2010 Census, the Town of Lansing has the highest growth rate in Tompkins County, and current trends indicate that demand will continue to grow, due to increasing job creation at Cornell University and other large employers within the County. However, we still encourage the transition to other forms of heating and energy use as discussed in the Sustainability Section.
- I-1B Explore the establishment of a "Public / Private Partnership" between the Town of Lansing and developers who have proposed the utilization of "package plants" that would allow for the evaluation of all potential strategies available to expand the existing sanitary sewer system available to mixed use / commercial, higher-density, residential developments. The need for a sanitary sewer system has been discussed over the course of several decades, and funding should be sought that would allow for a viable and expandable system, which is a structural necessity for this type of partnership. IN order to preserve the town farmland, development must be concentrated in the southern part of the town in close proximity to expanded sewer systems and infrastructure.

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- I-1C Continue to support the ongoing expansion of the Internet and wireless infrastructure to include a Wireless Wide Area Network (WWAN) to provide far-reaching WI/FI Public access and cell phone technology. Many area employees, and employers, rely on safe, consistent Internet business. Cornell University and other institutions are dependent upon the expansion of the core structural systems currently in place. This infrastructure is also needed to provide future opportunities for small entrepreneurs and start-up businesses. With the complex capabilities of current and future personal mobile devices, bandwidth has been a limiting factor.
- I-1D Formally adopt a (5) Five Year Capital Improvement Program (CIP) to document the current, and anticipated building and capital needs. In addition, the town should generate a “Master Plan” to inform the enhancement of community resources such as Myers Park and other worthy community projects. Such a Master Plan should include a preliminary scope and budgetary information and result in a list of potential projects to be completed over time. In addition to informing the decisions of Town leaders, the generation of such plans will allow the town to apply for additional funding, such as Federal Highway and NYS Parks and Recreation grants, to allow for projects such as the planting of street trees, the construction of sidewalks, etc.
- I-1E Encourage the expansion of water districts to areas based upon the desires of area residents and in an effort to direct development towards that area.
- I-1G Expand the municipal sewer system to areas where development is desired and steer the expansion from areas where it is not.

Transportation:

Transportation (T) Goals and Recommendations:

Goal T1: Establish long-term strategies to improve the major thoroughfares that run through the Town of Lansing.

Recommendations:

- T1-A: Propose a ‘Highway Transportation Corridor Study and Improvement Project’ to NYS DOT for a Federal Highway Project along NYS Route 34 from The Town Barn Road to NYS Rt. 34B along Conlon Road and south past Rt. 34 and Rogues Harbor. This area is the major intersection of two New York State Highways and the survey indicated strong community support for a ”Complete Streets” study and approach for this area to include safe travel, pedestrian and bicycle access. Once the study is completed, submit these recommendations to the NYS DOT Five Year Transportation (STP) for consideration.

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Goal T2: Resolve mistakes made during prior development that would allow for the removal of inconveniences and improve upon Public Health and Safety, while also informing the practices of future developers ensuring that they are aware that safe roadway system are important to the town and will be strongly encouraged.

Recommendations:

T2-A Update the future road map for local town roads to discover where improvements can take place. Over the last decade, new subdivisions have connected several neighborhoods; however this map requires updating and planning for future connection and access points. Planning Board reviews should require developers to implement future connection strategies to improve circulation through isolated neighborhoods.

Goal T3: Provide support to a transportation system that is sustainable, inclusive and well performing through the adoption of new planning practices.

Recommendations:

T3-A Channel community concerns about transportation safety and accessibility into a meaningful push toward adaptation and investment

T3-B Connect local individuals with resources and foster participation in transportation planning.

T3-C Consider the transportation system holistically and reduce the existing focus on planning for automobiles in areas with increasing density.

T3-D Look to other cities and towns with strong, diverse transportation networks for inspiration.

T3-E Promote the public benefits of a healthy transportation system in interpreting and applying zoning and subdivision review regulations.

T3-F Maintain open communication with state and regional bodies whose policies influence transportation conditions in Lansing.

T3-G Pursue resources and funding options that could improve transportation at reduced cost to the community.

Goal T4: Create and enhance transportation infrastructure in an effort to alleviate the priority issues that have been expressed by the community, such as deterrents to alternative forms of transportation and safety concerns.

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Recommendations:

- T4-A Establish multi-use trails for Bikers and Pedestrians. Utilize these trails to connect schools, and neighborhoods to goods and services to the south. The establishment of a multi-use trail would ease pressure on crowded roads, offer a safe place for alternative transit users, and become a signature community amenity. Additionally, as a resource that links multiple areas of the community, the trail could attract commuters, students and recreational users. See section on Pathways in Parks and Recreation section.
- T4-B Embrace a Bicycle and Pedestrian oriented design. Many intersections in the town currently lack the basic amenities required pedestrians and bicyclists. A comprehensive effort should be made to provide wider shoulders for cyclists, traffic calming devices, and add crosswalks or signals for pedestrians to improve safety, all in an effort to decrease conflict between autos and other modes of transportation making alternative transit usage more appealing.
- T4-C Generate transit-oriented developments on a limited scale in areas currently served by TCAT that could make community transit service more viable, decrease single-occupancy vehicle traffic, protect open space elsewhere in town, and strengthen community vitality. Interventions that include density increases, relaxed height limits, mixed use zoning, and provisions of amenities for transit users are all tools that could potentially be applied.
- T5-C Construct kiosks and signage systems at area bus stops and park and ride locations that inform riders of schedules, route options, and wait times.

Land Use and Development:

Land Use and Development (LU) Goals and Recommendations:

Goal LU-1: Shape and improve the quality of the built environment by focusing growth to provide for the needs of Town residents. Foster a balanced mix of agricultural, open space and recreational, residential, commercial, institutional, and office/light industrial uses, while discouraging development of new heavy industry.

Recommendations:

- LU-1A Avoid sprawl by focusing and promoting development in areas where adequate infrastructure and services already exist or are envisioned. Areas for development should be concentrated in the southern part of the town, in order to minimize impact on prime agricultural land. To meet this goal it is essential that residents living in South Lansing provide input to the development goals of this part of Town.

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- LU-1B Inventory, map and promote the conservation and protection of lands that contain steep slopes; federal, state or locally designated wetlands; important scenic views; environmentally important areas (such as quality wildlife or plant habitats); forests and woodlots; and agriculture. Emphasize lakeshore conservation to maintain and enhance lake water quality. Require site plan review for residential development on slopes of 15% or greater along Cayuga Lake and Salmon Creek Valley, as well as in flood plain areas.
- LU-1C Guide development to take the form of cluster and/or conservation subdivisions in environmentally and visually sensitive areas, such as those that offer scenic views. Encourage similar clustered housing in other areas to conserve open space as desired by residents. Likewise, encourage commercial/light industrial development in concentrated areas with enough space for successful business operations. Discourage strip commercial development through appropriate zoning mechanisms, such as Form Based Zoning. Discourage curb cuts along major roads by establishing guidelines for connecting internal roads.
- LU-1D Redevelop or retrofit aging or abandoned industrial or commercial sites, where feasible. Provide incentives for this redevelopment in order to avoid sprawl and future abandoned buildings.
- LU-1E Locate mixed uses in pre-designated areas and in suitable building types using Form Based Zoning practices, with sufficient levels of representative citizen input. Use site-planning guidelines to encourage a mix of uses and recreation spaces that support the needs of current and future residents.
- LU-1I Develop methods that encourage diversity in housing types and prices that support a broad range of household types, sizes, lifestyles, life stages, and household incomes in new developments.
- LU-1F Recommend the use of suitable sustainable development practices in the design and construction guidelines for new developments, such as LEED certification and alternative energy production, in addition to the minimal standards as set by the International Residential Code (IRC). (See also Sustainability: Energy and Climate Change section)
- LU-1G Limit the amount of developmental intrusion into both agricultural and conservation areas, in addition to buffering farms from any neighboring development. Consider mechanisms that support this goal using the Agricultural Plan as a guideline. Continue to encourage the mutual respect between residents and farmers within the agricultural zone. Discourage frontage (“strip”) residential lots along main thoroughfares, particularly in prime agricultural areas or in areas that offer rural and scenic views.

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- LU-1H Limit the extent of water and sewer districts to areas already developed, in need of such infrastructure, and where future development is appropriately called for.
- LU-1I The Town should continue to develop a Master Street Plan and encourage “complete streets”, e.g. roadways that are safe for bicycles and pedestrians, as well as motor vehicles (see Transportation section).
- LU-1J Review any mining and industrial use or development expansions to assure that such operations do not have negative impacts on neighboring residential or agricultural properties.

Goal LU-2: Create, reinforce, and respect a unique sense of place and make the Town of Lansing distinct from surrounding communities through the form of the built environment.

Recommendations:

- LU-2A Adopt architectural design guidelines (e.g. Form Based Zoning) to promote high quality architecture. Encourage the construction of efficient and environmentally sustainable pedestrian-oriented buildings, where feasible, to promote walking, biking and other forms of neighborhood recreation that does not require the use of a car.
- LU-2B Allow businesses to appropriately advertise, whilst continuing to support sign requirements that ensure the Town is protected from visual pollution that is the result of excessive large, lighted, and inappropriate signs and clutter.

Goal LU-3: Maintain and enhance the established character and sense of community of existing neighborhoods and hamlets.

Recommendations:

- LU-3A Ensure that new development in existing neighborhoods and hamlets are compatible with the established character and scale of existing development. Incorporate Form Based Zoning, with significant representative citizen input, where appropriate.
- LU-3B Encourage infill development and redevelopment opportunities that take full advantage of existing infrastructure, yet respects the established character and scale of the existing built environment.
- LU-3C Enhance communications between Town government, neighborhoods and hamlets to ensure the early awareness of – and allow input into – the Town’s decision-making process regarding proposed developments and land use changes.

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LU-3D Encourage privately sponsored initiatives, support from grants when available, and volunteerism to maintain or improve neighborhoods; programs such as neighborhood cleanups, tree plantings, supervision and maintenance of play areas, trails, and adopt-a-park and adopt-a-road programs (see Recreation section).

LU-3E Develop plans for community connecting trails to support non-motorized travel options for routes to school and major destinations. Coordinate such plans with trails that would also appeal to visitors (see Recreation section).

GOAL LU-4: Continue to use contemporary, effective tools that reflect best current planning practices to guide the form of the Town's built and natural environments.

Recommendations:

LU-4A Continue to review and update Town ordinances and laws relating to land use and development into one new unified development code (e.g., Land Use Ordinance including the adoption of Form Based tools, Subdivision Regulations, Sign Law, Storm Water and Erosion Control Law).

LU-4B Ensure that all land use regulations are written in clear, plain, and consistent language that will be easily understood by all users, including laypeople. Use tables, charts and illustrations where possible.

Goal LU-5: Enhance cooperative relationships in land-use decisions with the Village of Lansing as well as neighboring towns.

Recommendations:

LU-5A Continue to work closely with adjacent municipalities, such as Tompkins County, Tompkins County Council of Governments (TCCOG), Ithaca-Tompkins County Transportation Council (ITCTC), Village of Lansing, and other appropriate regional agencies and organizations regarding land use planning and development decisions.

LU-5B Work with other inter-municipal organizations such as TCAT, the County Planning Board, and Sustainable Tompkins etc. that can aid in the improvement of the quality of life for Lansing residents.

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Natural Resources:

Goals and Recommendations for the protection of Cayuga Lake (CL):

The following goals and recommendations are offered to assist with the stewardship and protection of this extremely important natural resource. Furthermore, it is imperative that these goals be shared with other towns and communities within the Cayuga Lake watershed to allow for the prudent decision making of all. The sharing of these goals would allow for a collaborative relationship to be established, which would allow for the future adoption of compatible comprehensive plans, joint planning efforts, zoning regulations and would ideally lead to the hiring of joint inspectors / enforcement officers tasked to protect the future health of the lake.

Goal CL-1: Work with neighboring governmental bodies building towards a regional approach to increasing the quality of Cayuga Lake.

Recommendations

- CL-1A Reach out to neighboring municipalities to coordinate with their efforts to improve Cayuga Lake's water quality. This includes updating laws to insure that there is a united effort to improve the lake quality.
- CL-1B Work with organizations such as The Cayuga Lake Watershed Network to continue to monitor the Lake's health and be aware of new threats to lake quality.
- CL-1C Take a leadership role in the creation of a Cayuga Lake inter-municipal agreement (IMA).

Goal CL-2: Implement measures aimed to reduce or eliminate run-off pollution of Cayuga Lake.

Recommendations:

- CL-2A Amend the zoning ordinance to include three overlay zones:
 - I. Critical Recharge Area
 - II. Watershed Tributary Area
 - III. Remaining Primary AquiferProhibit the use or storage of toxic materials in Area I. Control the use or storage of toxics in Areas II and III.
- CL-2B Amend the zoning ordinance to create conservation/recreation zone on steep slopes and along stream corridors that feed the aquifer areas.
- CL-2C Require that toxic materials storage be limited to areas outside of the flood hazard zone.

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CL-2D Enforce the Town of Lansing's laws aimed at controlling erosion.

CL-2E Help educate the farming community about NYS's program to assist farmers with erosion control.

Goal CL-3 Implement measures that would reduce or eliminate the pollution of Cayuga Lake due to the use of septic systems.

Recommendations:

CL-3A Maintain a list of registered septic system installers and septic tank pumpers.

CL-3B Work with the Tompkins County Health Department to monitor septic system failures. Additionally, form a Septic Tank Maintenance District, in which yearly fees would be collected to assist with the cost of regular septic tank pumping and replacement of faulty systems.

CL-3C Request that the Tompkins County Health Department establish a recommended schedule for septic tanks to be pumped every three (lake shore property) to five years (other property) in an effort to keep them functioning properly, decreasing their impact upon groundwater. An inspection report would then be required to ensure compliance.

CL-3D Review and update the Town's sewer use ordinances.

CL-3E Review and improve upon the maintenance, both annual and preventative, of municipal sewer lines. Establish guidelines for how often these sewers are checked for leaks and examine any instances of exfiltration, i.e. where it occurred and whether or not it poses problems.

Content Area Based Recommendations:

Housing: Actions that increase housing availability and affordability need to be considered in concert with goals geared towards the enhancement of the natural environment. Development should be directed away from environmentally sensitive habitats through the creation of affordable housing and economic development opportunities by using higher densities in appropriate areas.

Transportation: Transportation corridors potentially have a tremendous effect on natural areas and wildlife. New roads can guide development. Some road corridors may be enhanced by preservation of buffers and narrower right-of-ways. Placement of new roads needs to be coordinated with resource-protection goals. It is important that consideration of possible fragmentation of habitat for flora and fauna be part of the planning process for any new or enlarged roadways.

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Utilities and Community Facilities: The provision of community facilities and services, such as public water and sewer, has a significant impact on development patterns. The Town needs to envision how future utility and facility-service areas can avoid natural and agricultural areas that the community wishes to protect.

Economic Development: Natural resources often support local industries, including agriculture and forestry. The Town should be exploring economic development strategies that complement our natural areas and open space. Included should be ideas for improving access to Cayuga Lake, as well as additional support both for tourism and recreational programs.

Open Space: Establish and implement an open space plan, which includes an inventory of natural areas and wildlife.

Water Supply: Ensure that practices geared towards the protection of the Town's water supply, which includes both recharge areas for aquifers that replenish residential wells, and watersheds that drain into Cayuga Lake, are compatible with conserving wildlife.

Storm-water: The storm-water management plans implemented by the Town need to minimize any impact on streams, rivers, Cayuga Lake and local wildlife.

Natural Resources (NR) Goals and Recommendations

To protect flora, fauna, and natural habitat, the Town needs to take multiple, concrete steps. Amongst these would be: completion of a town-wide biological resource inventory to guide the designation of areas of biological significance as Critical Environmental Areas (CEA); the creation of an overlay district over CEA's to aid in the establishment of new standards that would allow for the protection of this sensitive habitat; the design and coordination of any development within these areas in ways that maintain connections; the establishment of an open space fund to aid in the protection of these lands. Additionally, the Town should link the protection of natural resources (including: woodlands, water resources, wetlands, lake-shore areas, and habitat areas for plants and wildlife) to the protection of the health, safety, and welfare of Town residents. The following goals and recommendations are aimed at taking the necessary actions to achieve the aforementioned steps:

Goal NR 1: Identify and target natural and environmental resources for preservation and protection.

Recommendations:

NR-1A Inventory, identify, and comprehensively map the Town's natural areas and open spaces, including riparian areas, gorges, biological corridors, forest cover, steep slopes, ecological communities, wetlands, wildlife habitats, etc. Expand the Town's knowledge of its valuable

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resources beyond basic existing land use information and known Unique Natural Area boundaries. Maintain and update the inventory over time.

- NR-1B Establish a criteria and a mechanism for classifying the significance and importance of natural areas and habitat types. Examples of items to be classified include the large tracts of contiguous upland forest in the Salmon Creek valley and the importance of Salt Point as key migratory bird habitat in the Cayuga Lake flyway. Include rarity and high quality common habitat/plant communities/ecosystems as factors to take into consideration, especially those which are large and contiguous, isolated from human activities, old, lacking harmful invasive species, or those providing connections between other important habitats.
- NR-1C Identify and designate additional natural and/or scenic resource areas that warrant Critical Environmental Area designation as a way to highlight them and to ensure that environmental impacts of proposed development will be thoroughly assessed.

Goal NR-2: Protect open space with appropriate land use regulations and development strategies.

Recommendations:

- NR-2A Focus development to within targeted areas to protect against habitat fragmentation.
- NR-2B Develop regulations for timber harvesting activities of a certain scale; such regulations should require the submission of a sustainable forest management plan that includes preservation of enough healthy, diverse species for an ongoing forest.
- NR-2C Adopt explicit standards to allow for tree preservation, clearing, and replanting throughout development activities. Provide incentives for maintaining healthy, diverse species of trees. Require new development to include a tree inventory, replacement/planting plans, and construction standards to protect retained trees.
- NR-2D Continue to ensure the protection of the Unique Natural Areas through the development review process and its associated environmental assessment (State Environmental Quality Reviews), for conservation zoning, and other mechanisms.

Goal NR-3: Acquire, or assist in the acquisition of, open space throughout the Town.

Recommendations:

- NR-3A Partner with existing and future nature conservation groups on establishing permanent protection of environmentally sensitive areas in the Town.

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- NR-3B Use funding mechanisms such as the Purchase of Development Rights (PDR) or fee simple land purchase to acquire or preserve important natural areas or open space.
- NR-3C Encourage private property owners to establish conservation easements to protect environmentally sensitive lands and open space. Encourage landowners to donate environmentally important lands to the Town or other entities, such as The Finger Lakes Land Trust.

Goal NR-4: Support private and inter-municipal efforts to protect wildlife and open space.

Recommendations:

- NR-4A Promote incentives such as the Wildlife Habitat Incentives Program (WHIP), to encourage development or improvement of fish and wildlife habitat. (Note: The USDA Natural Resource Conservation Service administers WHIP and provides technical and financial assistance to landowners for the development of upland, wetland, aquatic, and other types of wildlife habitat).
- NR-4B Support and collaborate on inter-municipal and regional efforts to develop protection plans for contiguous expansive areas of natural resources that extend beyond municipal boundaries. Such areas might include wildlife habitat, biological corridors, Cayuga Lake, other lakes and streams, wetlands, mature forests, and other important mixed ecosystems (e.g., the Emerald Necklace effort led by the Finger Lakes Land Trust).

Goal NR-5: Support and actively engage in efforts to control the threat of invasive species.

Recommendations:

- NR-5A Manually remove invasive species and, where necessary, allow the judicious use of herbicides and pesticides on Town-owned land following Integrated Pest Management (IPM) Program standards and tree harvesting as needed. Develop management plans for invasive species on Town-owned lands. Monitor trends in invasive plants growing along Town roadways and on Town-owned property. Pro-actively plan for the consequences of a Town-wide invasive insect infestation and the resulting damage to trees and forests.
- NR-5B Encourage the use of native diverse landscaping which includes a variety of plant species.
- NR-5C Educate residents about invasive species found in the Town or those likely to spread into the Town. Include how to identify these species, what can be done to prevent their spread, and what should be done if they are found. Include hands-on removal programs as appropriate.

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Goal NR 6: Protect water resources and seek to improve water quality.

Recommendations:

- NR-6A Complete an aquifer analyses to obtain geo-hydrologic data needed by the Town and County to develop a strategy to manage and protect the Town of Lansing's water resources.
- NR-6B Develop and implement regulations that limit large-scale water withdrawal from aquifers and surface waters, including Cayuga Lake.
- NR-6C Incorporate low-impact development, light imprint development, and green infrastructure standards to reduce the amount of impervious surfaces and mitigate storm water runoff.
- NR-6D Support water quality testing and evaluation of major streams and Cayuga Lake to ensure protection of our area's water bodies.
- NR-6E Monitor the regulations, policies, and practices used to ensure the health of Cayuga Lake and its value as a natural resource.
- NR-6F Maintain Cayuga Lake as a natural area capable of supporting a diverse and healthy ecosystem.
- NR-6G Acknowledge the "impaired water quality" designation and listing of the southern end of Cayuga Lake by the NYS Department of Environmental Conservation and strive to improve water quality through policy-making efforts. Acknowledge the role that agricultural runoff of soil and fertilizers, such as nitrates and phosphates, have in degraded water quality of the lake (see Agriculture Section).
- NR-6H Support and participate in organizations such as the Cayuga Lake Watershed Intermunicipal Organization and the Storm Water Coalition of Tompkins County in order to share resources; work cooperatively with other municipalities to protect Cayuga Lake.
- NR-6I Establish regulatory mechanisms to protect wetlands, placing particular attention on those wetlands that are not currently addressed by State or Federal wetland protection laws (e.g. the 4-acre open water wetland at Ladoga, immediately adjacent to the lake, a unique feature of the important area of greater Myers Point).
- NR-6J Reevaluate methods and policies related to the maintenance of roadside ditches, including decisions related to the closing/piping of ditches. Also, require the highway department to immediately hydro seed excavated ditches to minimize erosion and soil loss that flows to the lake. (Note: Ditches are the dominant conveyor of storm water and their role in water quality and storm water runoff is a critical consideration.) Educate members of the public on the need

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to take responsibility for the care and maintenance of ditches on their property (e.g. to maintain vegetated watercourses to minimize soil loss).

- NR-6K Encourage site planning and drainage measures that minimize runoff rate and volume, and ensure water quality. An example would be requiring the use of landscaping which naturally absorbs and filters runoff before slowly releasing it downstream.
- NR-6-L Reduce impervious surfaces and thin natural vegetation to reduce the need for storm water control in both public works projects and private development.

Goal NR-7: Preserve scenic resources that contribute to the Town's unique character.

Recommendations:

- NR-7A Create a Scenic Resource Inventory and Analysis Report that identifies, catalogs, and provides analyses of the Town's significant scenic areas. This will provide the data needed to develop a strategy to manage and protect the Town of Lansing's scenic views.
- NR-7B Pursue the protection of critical scenic resources by purchasing lands or acquiring conservation easements.
- NR-7-C Adopt development standards intended to protect scenic resources.
- NR-7-D Promote the appreciation of scenic resources through education by developing scenic overlooks and educational signage in parks, neighborhoods, and public spaces. Construct overlooks and signage in such a way that they are an enhancement and amenity to neighborhoods and other locations.

Goal NR-8: Protect existing air resources and maintain the air quality for the health and safety of Town residents.

Recommendations:

- NR-8A Consider enacting regulations that address and reduce air quality impacts from outdoor wood burning. Such regulations might include: building permits for installation of outdoor wood boilers; setbacks from neighboring properties; prohibited use in dense residential zones.
- NR-8B Enact a regulation to limit the cumulative air quality impacts from industrial, diesel, or other similar operations.
- NR-8C Explore adopting a motor vehicle idling law.

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Goal NR-9: Protecting neighborhoods from noise disturbances and pollution including the cumulative impacts of noise.

Recommendations:

NR-9A Prevent noise pollution through ongoing enforcement of community noise regulations.

NR-9B Establish multiple performance and design standards to address and reduce the effects of noise pollution.

Sustainability: Energy and Climate Change

Sustainability (S) Goals and Recommendations:

Goal S-1: Reduce energy consumption and Greenhouse Gas emissions in municipal operations (NB: Tompkins County has a goal of reducing Greenhouse Gas (GHG) emissions 30% by 2020 and 80% by 2050 (50% reduction by reducing demand and increasing efficiency, 30% by implementing renewable energy generation)).

Recommendations:

S-1A Perform energy audits for the Town Hall, Library, School, Community Center, and Highway department. New York State Energy Research and Development Authority (NYSERDA) subsidizes the cost of an Audit. Free energy assessments are available to small businesses and not-for-profits with an average electric demand of 100 kW or less²⁵. Energy savings are often easiest by improvements in weatherization, as well as implementation of more efficient electric and heat/cooling systems. While there are upfront initial costs, these typically pay for themselves in 5 to 10 years.

S-1B Following comprehensive NYSERDA supported energy audit; implement recommended changes to increase energy efficiency. For example strive for LEED certification (e.g. Leadership in Energy and Environmental Design) standards (certified, silver, gold, platinum)) for all municipal buildings.

S-1C Incorporate alternative energy sources for operation of town buildings. Install solar photovoltaic (PV) systems on Town Hall, possibly the Library, Community Center. Explore leasing-to-own options to reduce upfront costs. Explore the potential use geothermal or air source heat pump systems for heating Town Hall and Library. Provide all electric use at Myers Park with PV.

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- S-1D Encourage new ideas and solicit behavior change for town employees to reduce energy consumption at the town workplace. Continue to monitor energy use in the workplace by individuals to reduce energy consumption. Slightly lower thermostat settings in the winter and slightly higher settings in the summer could result in large energy savings. Also, consider energy savings that would affect town vehicles as well.
- S-1E Continue to provide educational forums in town to promote Energy Conservation and the use of renewable energy sources. The town can provide useful educational information and set an example for local businesses and residents to support energy efficiency as well as the generation of renewable energy. In particular, the Energize New York Program should be promoted with businesses and non-profits to help in financing a wide range of energy efficiencies and power generation.
- S-1F Promote the use of fuel-efficient (smaller) vehicles for the town.
- S-1G Maximize recycling in all town facilities.

Goal S-2: Encourage residents to use solar, wind, water and geothermal renewable energy sources. Alternatives to fossil fuel sources of energy should be encouraged to reduce greenhouse gases released from electricity use, transportation and heating production.

Recommendations:

- S-2A Promote education about cost and efficiency of alternative energy sources. Use public forums, articles, and mailings to encourage residents to develop a town plan to Solarize Lansing.
- S-2B Require “Site Plan Review” approval to assure buffering requirements between users for commercial and large scale residential ground-mounted, solar panel installations. Regulate “decommissioning” of solar farms life cycle of complete energy projects. Planning Board is currently evaluating this issue.
- S-2C Create design guidelines that would promote wind generation, such as tower height and noise standards, allowing for the generation of permits and reducing setbacks.
- S-2D Promote revolving loan fund programs to assist with solar and micro hydropower generation. Encourage residents to utilize Home Energy Audits (i.e. NYSERSDA—free to many)
- S-2E Create development incentives for LEED green building standards.
- S-2F Encourage heating and cooling with highly efficient geothermal or air source heat pumps, preferably powered with electricity generated from renewable sources.

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S-2G Include “green energy friendly” language in new Town ordinances that will encourage more renewable energy development for municipal, commercial and residential sectors of the Town.

Goal S-3: Build a resilient community by preparing for and adapting to the unavoidable impacts and costs of climate change. Increased extreme weather events associated with a changing climate will likely include: larger storm events with the potential for increased flooding episodes, more frequent high wind episodes with more power outages, and increased periods of drought in the summer. The town should mitigate these effects where it can.

Recommendations:

S-3A Develop a town-wide climate adaptation plan which would include:

- 1) As bridges are replaced, increase road culverts sizes to provide for greater expected storm water flows.
- 2) Install storm water runoff and infiltration areas in expectation of larger storm potentials. Assure compliance with the Storm Water Pollution Prevention Program SWPPP regulations of New York State Department of Environmental Conservation (DEC).
- 3) Investigate back-up power systems (i.e. generators, batteries (expensive) for customarily grid-based PV system) to mitigate longer-term power outages from extreme events such as widespread ice storm damage.

Economic Development:

Economic Development (ED) Goals and Recommendations

The committee offers the following Goals and recommendations in an effort to bring about the appropriate changes to move the community forward:

Goal ED-1: Job creation and retention through business growth by expanding or enhancing operating effectiveness. The economic environment will retain existing businesses, expand locally based production and services, and attract new businesses within the Town.

Recommendations:

ED-1A Use Town website as an economic development tool.

ED-1B Create a single point of contact for businesses seeking information about development in the town.

ED-1C Ensure that land use regulations provide sufficient flexibility to meet the demand for business and employment-based activities.

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Goal ED-2: Diversify the local economy as a means to achieve economic stability and reduce economic dependence on a single sector.

Recommendations:

ED-2B Promote development of a strong land-based rural economy by maintaining economically productive rural lands.

ED-2C Work with economic development agencies and institutions of higher education to diversify and expand locally produced goods and services.

Goal ED-3: Encourage tourism as a component local economy.

Recommendations:

ED-3A Work with regional partners to promote tourism, not only as a source of revenue but to also promote Lansing.

Goal ED-4: Alignment with regional economic development strategies (STREDC, NYSERDA, etc.) for expansion and business start-ups, and emerging entrepreneurs.

Goal ED-5: Encourage business that minimizes the use of Town resources.

Recommendation:

ED-5A Encourage infill and redevelopment of underutilized properties.

ED-5B Ensure that Lansing has reliable access to energy resources.

Goal ED-6: Expand local wealth creation and re-circulate capital in the local economy.

Cultural Resources and Hamlets:

Cultural Resources (CR) Goals and Recommendations:

The committee offers the following goals and recommendations in an effort to protect the cultural character of the community:

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Goal CR-1: Preserve, maintain and enhance the small neighborhood, historical and natural character of the existing hamlets in the town.

Recommendations:

- CR-1A Conduct an inventory/survey of cultural and historical structures in throughout the town. Utilize the resources of Cornell University's Historic Preservation Program and potential grants from the Preservation League of New York State.
- CR-1B Promote the preservation and restoration of significant historical resources.
- CR-1C Prepare detailed National Register of Historic Places Nominations.
- CR-1D Promote the current Historic Preservation Tax Credits for residential and commercial buildings through the State of New York and Federal IRS programs.
- CR-1E Include "Form Based Codes" area that include the historic hamlets to provide appropriate design infill projects.
- CR-1F Develop safe pathways between the hamlets, schools and the emerging Town Center.
- CR-1G Add sidewalks in appropriate areas of the dense development and hamlets.
- CR-1H Improve access to public transportation.

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CR-1I Preserve and improve Myers Park in ways that enhance the park experience while retaining its natural beauty and minimizing impacts on the Myers neighborhood.

CR - 2 Goal: Develop a long-term strategy for town recreation including the active and passive recreational activities throughout the town.

Recommendations:

CR-2A Complete a park “Master Plan” for Myers Park which would include both long term and short term goals.

CR-2B Through a Five Year Capital Improvement Plan – prioritize recreational activities and program together with solicitation of matching grant opportunities.

CR-2C Continue to evaluate and implement a town wide recreational pathways program that will link significant town assets and resources.

CR – Goal 3: Cultural Tourism must be part of the overall town-wide efforts to attract visitors and establish and expand businesses that relate to the overall strategy.

CR-3A Establish a committee to coordinate efforts with the Tompkins County Tourism office linking Rouges Harbor, various area Bed and Breakfast, Lake Cottage rentals, Agricultural Tourism and Farm days efforts, together with area restaurants and town wide cultural activities currently housed at the Lansing Town Hall, etc.

CR-3B Develop a prioritized approach to Tourism and apply to participate in the Tompkins County grant programs when appropriate.

Tourism:

Tourism (T) Goals and Recommendations:

Goal T-1: The Town of Lansing will foster individual tourism initiatives that increase multi-day stays and experiences in the Town of Lansing. Expanding tourism in the Town also supports the long-term viability of local businesses and increases employment opportunities for residents.

Recommendations:

T-1A Enhance Agri-Tourism: onsite tours and farmers’ market opportunities

T-1B Develop the Lansing Village/Town Greenway and expand the trail network within the town.

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- T-1C Optimize exposure for businesses on the Town of Lansing website
- T-1D Promoting journalist connections outside of Tompkins County
- T-1E Foster creation and promotion of alternate camping facilities: additional camper and tent camping sites (The Blue-way Trail needs primitive tent camping sites by the water for multiple day paddlers).
- T-1F Create and attract special events (i.e. dog show competitions, funny boat regatta, car shows, lawn mower races, Art in the Park, geo-caching, triathlon, regional antique fair, cross country skiing, fishing competitions, etc.) When possible these events should link with other events in neighboring towns that draw large amounts of participation, such as Mackenzie-Childs sales weekend.
- T-1G Provide more variety in vacation housing and lake front rentals.

Goal T-2: Increase the ability of the Town of Lansing to encourage and incentivize tourism activities.

Recommendations:

- T-2A Increase the efforts being made to research, apply and manage grants to support development of tourism initiatives and marketing expenditures to support development within these areas.
- T-2B Increase expenditures on marketing to bring more tourists into the area (i.e. radio, television, and print ads, brochures, etc.)
- T-3B Add a part-time position of “Events Coordinator” to create, manage, and coordinate events amongst Towns, departments, local businesses and residents.

Goal T-3: Discover where gaps in tourism services exist (i.e. eateries, Bed and Breakfasts, etc.) in an effort to promote new establishments and businesses.

Recommendations:

- T-3A Create a map which outlines the present locations of tourist oriented services, and establishes locations where future services would be desired.

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Goal T-4: The Town of Lansing will support cooperative tourism initiatives that are defined, coordinated, and advertised at the County level. Participation in cooperative ventures ensures access to NY State and Federal grants. Cooperative initiatives include:

1. Blue Way Trail Plan- Cayuga, Seneca and Tompkins counties are working with a Steering Committee of local and state agencies to develop a water trail plan for Cayuga Lake.
2. Tompkins County hiking trail map that lists local spurs, as well as links to the larger Finger Lakes Trail network.
3. Tompkins County bicycle trail map- on and off-road opportunities.
4. Tompkins County list of waterfalls of note.
5. 'Cayuga's East Shore' catalogues businesses of interest between Ithaca and Montezuma Wildlife Refuge. Business categories include: Wineries, breweries, distilleries, farms, CSA's, Hotel's, Bed and Breakfasts, garden centers, dining, shopping, and recreation services.

Recommendations:

- T-4A Create a Town of Lansing committee that is devoted solely to this subject. Representatives from planning, recreation, economics, cultural resources (i.e. library, arts and theatre), and media would be essential to this effort moving forward in a timely fashion. This committee should include Town and Village representatives.
- T-4B Participate in the Tompkins County tourism initiative feedback sessions.
- T-4C Apply for grants and assistance geared towards creating and expanding local tourism initiatives that mesh with the goals of Tompkins County as a whole.

Housing and Neighborhoods:

Housing and Neighborhoods (HN) Goals and Recommendations:

GOAL HN-1: Create compact and dynamic, mixed-use neighborhoods in South Lansing

Recommendations:

- HN-1A Investigate inclusionary housing as a means to add affordable housing.
- HN-1B Open discussion with Ithaca Neighborhood Housing Services to promote affordable housing in South Lansing
- HN-1C Partner with TCAT to explore expansion of transportation services to South Lansing

GOAL HN-2: Encourage housing development with walkable streets and high access to jobs, transit, and a wide variety of businesses.

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Recommendations:

HN-2A Research location and implementation of a town center.

HN-2B Research grants for implementation of sidewalks in and around a town center expanding into nearby residential neighborhoods.

HN-2C Move towards implementing the use of form-based code in future development to allow for mixed-use neighborhoods.

GOAL HN-3: Expand the existing infrastructure to support the growing housing needs of Lansing.

Recommendations:

HN-3A Work with the Village of Lansing on plans to expand the sewer system to new development in South Lansing.

HN-3B Work with NYSEG, the Town of Dryden and Tompkins County on the means of expanding distribution of natural gas into the Town of Lansing.

HN-3C Discuss with TCAT the feasibility of expanding bus routes into South Lansing.

HN-3D Encourage denser residential development in South Lansing where access to municipal water is currently available and the potential for municipal sewer is more likely to exist.

GOAL HN-4: Provide additional housing options for Seniors to remaining residents of Lansing.

Recommendations:

HN-4 Provide an adequate supply of affordable housing options for aging populations; including seniors who wish to remain in their home, persons requiring healthcare, custodial care or support services.

- Consider expanding senior /elderly housing options, such as Woodsedge, and other housing options such as patio homes, small single family, apartments, etc.
- Encourage developers to consider low income/elderly housing options when building developments in the Lansing area.
- Provide information regarding services available to seniors such as home repairs and medical services.
- Promote energy efficient housing – look into solar and other means to reduce energy and utility costs to help reduce housing costs.
- The Town of Lansing to continue to offer reduced taxes for their senior residents to assist home ownership affordability.

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GOAL HN-5: Provide additional housing options for residents of Lansing.

Recommendations:

HN-5 The Town of Lansing to keep abreast of new housing trends/options across the country and address unique housing requirements as the need arises.

- Investigate legislation of these types of homes and what are the town's responsibilities in regards to permits, taxes, etc.
- Implements laws/ordinances, as needed, in the Town of Lansing to cover new types of housing options.
- Visit other communities with these types of housing options to explore issues and concerns.

Parks and Recreation:

Parks and Paths (PP) Goals and Recommendations:

To ensure that residents can walk or enjoy recreation safely it is necessary to work with volunteers, town committees, private landowners and prospective developers to develop a system of multi-use trails throughout the Town.

Goal PP-1: Establish a formal commitment to generate a long-range plan for Town trails.

Recommendations

- PP-1A Create a formalized process that would guide contacting landowners with property, which has the potential for trail development, and would allow for the creation of links to existing trails or with unique natural areas (UNA's) and seek agreements for property easements.
- PP-1B Establish a bank of volunteers to contact the above mentioned property owners, perhaps those from the Lansing Pathways Committee, who have appropriate oversight from the Town Board. Additionally, the Town Board, with appropriate legal counsel, should oversee and granting of easements.
- PP-1C Create a Town policy that would provide guidance for the work of all developers to incorporate trails and open spaces into their plans that link to exiting trails or planned trails.
- PP-1D Establish a clear line of communication with specific volunteer and community groups in an effort to coordinate work with the Town Parks and Recreation. Groups would include the Cayuga Bird Club, Boy and Girl Scout Troops, and Lansing Pathways Committee.
- PP-1E Designate a conservation advisory council to prepare an inventory of open spaces to be followed by a conservation board.

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Goal PP-2: Coordinate with neighboring communities to link to their trail systems, such as those in the Village of Lansing, the Town of Dryden and the Town of Ithaca.

Recommendations:

- PP-2A Seek easements for major trail connectors in the Southern part of Town. Trails that connect north – south and east – west to major destinations, is included in the appendix.
- PP-2B Encourage citizens to educate themselves on various types of easements (i.e. Temporary, Flexible, and Permanent) by reaching out to the Town Planning Office.
- PP-2C Encourage private landowner easements by providing information about the process of providing an easement on the Town web site with references for assistance.

Goal PP-3: Generate a plan to raise funds to pay for expenses and maintenance costs of trails through the establishment of a capital improvements budget, the use of volunteer groups, and grants from public and private funds.

Recommendations:

- PP-3A Where insufficient revenue exists to allow for maintenance, easements should be maintained and the trail should continue as a simple foot trail until such time as maintenance funds can be identified.

Goal PP-4: Identify potential land areas for open space and establish a policy aimed to preserve these significant open spaces. An example of this would be the current discussions occurring with regard to a proposed state forest on the east side of Cayuga Lake, adjacent to the power plant, and on land that is currently owned and managed by NYSEG referred to as Bell Station (See Land Use and Development Section).

Goal PP-5: Establish relationships with groups such as the Rails-To-Trails Conservancy to designate potential trails on former railroad beds that have been abandoned or have the potential to be abandoned, to ensure the Town of Lansing could have the right of first refusal.

Goal PP-6: Use the extensive existing recreational facilities as a marketing tool in coordination with the tourism board, realtors and developers.

Recreation (R) Goals and Recommendations:

It is important that the Town of Lansing continue to provide a wide range of accessible recreational opportunities for Lansing residents of all ages to contribute to the health and wellness of community members. Recreational activities can be active, such as hiking, playing soccer, or biking, or more

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passive, such as sitting at a park bench in an open public area to watch the sunset. In order to ensure all residents have opportunities it will be important for the Town to:

Goal R1: Support existing programs supervised by Lansing Parks and Recreation, ensuring adequate budgets, facilities, staff and volunteers to maintain them.

Recommendations:

- R-1A Utilize modern data collection methods to gather and analyze data. For example, attendance numbers at existing activities can provide extremely valuable data about uses and needs. Additionally, polling the residents of the Town should occur to determine if there are needs for more facilities or activities, and to supplement attendance data.
- R-1B Utilize the data gathered by the Parks and Recreation Department to identify any needs for budget or staff allocations.
- R-1C Data from the existing programs will be used to determine if there are any consistent demands for improvements or additions.

Goal R2: Review existing recreational sites/opportunities using current census data and community survey results to determine areas and neighborhoods where more facilities and parks are, or will be, needed. Utilize criteria such as those established by the National Recreation and Parks Association for planning, ensuring equal access to all citizens and all areas in the Town.

Goal R3: Identify lands that can become available for new recreation locations and determine how to acquire access to the lands for Town use.

Recommendations:

- R-3A Work with developers to ensure new higher density areas provide for parks, open space, and recreational areas.
- R-3B Require new developments within the Town to either include lands for recreation/parks/ trails OR provide funding to support existing programs/parks/trails in lieu of land.

Chapter 4: Future Land Use

Often times, the occurrence of different types of development working in concert with various cultural and economic changes revises the manner with which a community sees themselves. This change of view aids a community in determining that specific uses are not presently working in various areas or zones. Additionally, it assists with the discovery of new or evolving issues, while also allowing the recognition that there are aspects of current strategies that may be absent. It is the overarching goal of this Comprehensive Plan to reflect upon the changing way the community views itself and explore the issues that arise due to this transformation.

Presently, community discussions have brought to light the fact that with the rising costs of housing and agricultural land, it has become difficult for some to continue to reside in Lansing after their families have grown and left to other communities. The economic challenges, which have led to greater income equality amongst the residents of the Town of Lansing, in conjunction with the increased cost in housing and property taxes, has led developers to explore the concept of a “mixed-use” development that contains smaller sized units that would be more appropriate for a retired couple, the elderly or lower income working class citizens. This specific “mixed use” type of development is more economically feasible for the community due to the need to establish a certain level of density within the community in places where this destiny does not currently exist.

Proposed Zoning Practices:

Form Based Code:

The Town should reevaluate its traditional zoning practices and implement new mechanisms for encouraging landowners and developers to pursue the twin goals of increasing density and limiting sprawl. In this context, the town should implement a Form Based Code (FBC), which would encourage mixed usage in addition to a sense of community among neighbors. Form Based Coding addresses the relationship between building facades and the public realm, the form and mass of buildings and how they relate to one another, in addition to the scale and types of streets and blocks. Such a code includes significant and representative input from local residents, especially in the initial phase of establishing the code.

Traditional zoning practices emphasize regulating the built area by focusing upon what kind of land use is allowed. The community is then broken into zones so that housing is in one place, shopping in another, and manufacturing in yet another. While traditional zoning regulates the buildings themselves, it is usually limited to setting maximum standards, without minimum standards. As such, it sets limits on what a developer can do, without telling the developer what the community would like to see built.

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Form Based Codes (FBC) addresses quality of life issues and significant public input ensures that the impacted community is getting what it desires. Based upon community input, various ordinances would be put into place, such as noise ordinances that would limit decibel levels of car stereos and establish area quiet times, or health and safety ordinances that would apply to odors, garbage, yard maintenance, etc. If developers are aware of community expectations as reflected within the form based code and what they will be allowed to do, there is a greater level of motivation to cooperate with the Town during the development process. In addition to making the development process easier as developers are already aware of limitations and community desires, the process of development can be easier for the planning staff once the form-based code is established, as the discussion of how the community would like the area to appear would have already occurred well before an application has been submitted to the building department. At this time the planning board encourages pre-development conferences prior to submitting an application, in order to steer development in the directions that are desired, and this practice should continue.

Tompkins County's municipalities have led the way in inter-municipal cooperation over issues such as water management, municipal health insurance, fire protection, public transportation, recreation, and youth services. The best way to plan for the long-term future of the Town of Lansing is to decide regionally where the major commercial, educational, shopping, recreational, health care, agricultural, manufacturing and residential sectors will be located. The reality is that our municipalities are not in competition with each other; rather they survive in symbiotic relationships. We should build upon these cooperative relationships in land-use decisions as well, while respecting a Town's right to home rule. New York State Law delegates planning decisions to the town and city levels, but does not forbid a more coordinated process.

Five Year Capital Plan - The Town Board should take an aggressive approach to requiring appropriate transportation connection when possible, ensuring that missed opportunities are assisted through a (5) Five Year Capital Improvement Program in an effort to provide the town with the resources necessary to complete projects. This will allow the town board to prioritize where to invest its municipal resources and completed feasibility studies and cost estimates that would be required to submit for potential grant funded opportunities.

It is recommended that the Town of Lansing submit a request to the Ithaca Tompkins County Transportation Council (ITCTC) through the State of New York / Federal Transportation Improvement Program (TIP) to develop a "Complete Streets" concept center on the Rt. 34 and Rt. 34B areas that include the major transportation routes through the heart of the town. The Town Center program included these concepts to include street trees, sidewalks, lighting, signage, etc. and now it is appropriate to start a Federal Highway Design project to be included within the Tompkins County TIP Program's Five Year Capital Improvement Program (CIP).

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Area Specific Land Uses:

Over the past several years, many small changes have been made to the 2003 Land Use Ordinance Zoning Map in an effort to keep it up to date. There have been several Planned Development Areas (PDA's) adopted by the Lansing Town Board and they are noted on the attached Future Land Use Map. As noted in previous sections, the Town has had a long standing concern with regard to Agricultural Uses in zoning in general, and has ultimately adopted a Rural Agriculture (RA) use zoning plan with permitted zoning districts allowing for various uses. Over the last eight (8) years, the Town has established a working Agricultural Committee charged with the task of completing a New York State Agricultural and Farmland Protection Plan, which was formally adopted by the Town of Lansing Board in September of 2015.

- **Agriculture** - The potential changes to the current zoning map that were proposed as a part of the Agriculture and Farmland Protection Plan (AG Plan), included the creation of a new "Agriculture (A) Zone" that would be specifically geared towards more appropriate Agriculture Uses. This is a recommendation of the Ag Plan that will be reviewed by the recently appointed Agriculture Committee and when appropriate, a formal recommendation to establish an Agricultural District will be made to the Planning Board and Town Board.
- **Rural Agriculture** - The portions of the Town where current water districts exist along NYS Rt. 34B (Ridge Road) and the balance of the existing RA Zone were maintained within the future Rural Agriculture (RA) Zone in an effort to provide additional areas for more flexible development to occur in the future. This will effectively split the former RA Zone into two related uses of Agriculture and Rural Agriculture.



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- **Residential Areas** - The Town utilizes three (3) different residential development patterns: Low Density, Moderate Density and High Density Residential. In addition, the Form Based Code / Mixed use offers an opportunity to incorporate High Density Residential together with small scale related commercial activities creating mixed-use development similar to the current Planned Development Area (PDA) that the town uses. With the Town's close proximity to Cornell University and Ithaca College, the Lansing housing market continues to be one of the strongest within Tompkins County (See Housing and Neighborhoods). There exists, however, the need for more mixed-use housing; elderly transitional housing that allows elderly residents to remain within the Lansing community, has been specifically sought after and is of great interest. Additionally, affordable housing that allows young persons to purchase, or rent, property and establish roots within the community would be very helpful, especially as businesses expand, and employment opportunities are created aimed at keeping the next generation of residents within the town. Finally, the high cost of housing has made it difficult for those that have grown up within the community to afford to stay after graduation, forcing them to relocate to other communities in an effort to find housing they can afford.
- **High Density Residential** – Currently, there is a transitional land use zone between the Rural Agriculture (RA) land uses and the developed residential areas. These areas should be evaluated to identify appropriate density levels as part of an update to the Land Use Ordinance. The Village Solars / Village Circles residential development in southern portion of Town should be used as a model for appropriate density. This development occurred due to the access to the existing municipal sewer system, resulting in a much higher density of land use development and as soon as adequate sewer is developed elsewhere within the town, additional development will be able to occur. Pedestrian access, landscaping, adequate parking, mass transit connections and sensitive site design elements should be included within the site plan approval requirements.



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- **Residential Moderate Density** - The Residential Moderate Density Zone should consist of a mixed-use but primarily residential dwelling units. It has a wide range of building types: single family, two-family, and attached (i.e. row houses or condominiums). Setbacks and landscaping are variable. Streets typically define interconnecting roadways with medium-sized development blocks. Infill and redevelopment sites should be developed at a density that takes full advantage of existing infrastructure, yet remains sensitive to the established character of its setting. Related commercial uses should be permitted when appropriate. Sidewalks may be considered for areas where there is significant pedestrian traffic in competition with other modes of transportation. Bicycle lanes or shared lane markings should be established on arterial and collector streets where topography allows. Expansion of streets with limited or no interconnectivity is strongly discouraged. This zone is recommended to restrict development over 15% slopes and have an overall density target similar to the recently approved Cayuga Farms residential development project.
- **Residential Low-Density** - The Residential Low Density Zone should consist of low-density residential areas, allowing for single-family residential primary uses along with accessory home based businesses, in a semi-rural setting, while preserving the open character of the surrounding countryside. Planting is naturalistic with setback distances relatively short and interconnected neighborhoods with roads that accommodate natural conditions. Desired development forms include larger lot development with significant preservation of open space; and clustered development with a variety of detached and semi-detached housing where municipal utilities do not currently have municipal sewers exist requiring septic systems.

Development should be integrated into the surrounding agricultural and natural landscape, and sited to have a low visual impact from arterial and collector roads and view-scape corridors. Large contiguous parcels of agricultural, forest and/or environmentally sensitive land in a development area should be preserved. Acreage lot development should be discouraged, and frontage subdivision greatly restricted. Public sewer and water service should be limited to cluster development close to urbanizing and developed areas, where their availability will not encourage or exacerbate acreage or frontage development. This zone is recommended to restrict development on slopes greater than 15% and have an overall density consistent with the current minimum 40,000 square foot lot size.

- **Lakeshore** – Currently this area is configured as a distance setback from Cayuga Lake. The land-use ordinance currently permits higher density development to occur than other parts of the town. Due to the environmental concerns, it is recommended to create two distinct areas within this zone was discussed – a High Density area with direct access on the water primarily where small camps and renovated / new year round houses were constructed (currently 20,000 square foot minimum lots) and a Low Density area established further from the shoreline. Within the Low Density area it is recommended that larger building lots be required due to limitations

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established by Tompkins County Health Department and State of New York Septic System requirements and the proximity to Cayuga Lake. Additionally, there are many areas of greater than 15% steep rock and cliff overlooks, which should discourage the spreading out of future development in an effort to protect these natural resources.

- **Lake Shore Low Density** - This area includes much of the steep slopes near the lakeshore. Regulations and development standards should be 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. Within this area larger building lots should be required due to the limitations established by septic system requirements and the proximity to Cayuga Lake. Additionally, there are many areas of steep rock and cliff overlooks where development should be restricted in an effort to protect these natural areas. Site-plan review is recommended to be required for any new development in this zone. This zone is recommended to restrict development on slopes greater than 15% and have an overall density of minimum of 40,000 square foot parcel.



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- **Lake Shore High Density** - This includes most of the densely built up areas along the lakeshore. Building size should be small in relation to the underlying lot, and clustered or grouped where appropriate to preserve contiguous open lands and scenic views. The existing zone was not limited to the built up areas where higher density currently exists. The septic system challenges of the long-term development especially along Cayuga Lake should be factored into any proposed new regulations. Consideration should be given includes steep slopes which have been

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designated as Unique Natural Areas; further development in these steep slopes should be kept to a minimum. Site plan review is recommended any new development in this zone and slopes greater than 15% be restricted and an overall maximum density consistent with the existing 20,000 square foot minimum lot size.

- **Form Based Codes / Mixed Use** - Due to the varying usages within this region of town, it is recommended that the concept of a “Form Based Code” (FBC) be embraced going forward with the proposed updated Zoning Ordinance. Form Based Codes offer building envelope requirements and try to encourage mixed uses, as opposed to the typical Euclidian Zoning principles, which are often used to completely separate incompatible uses (i.e. Residential and Industrial). The larger undeveloped tracts of land such as the “former Town Center” and several southern area former farms are proposed to be included within this new land use. The majority of uses in this area would be residential however a small percentage of small scale complimentary commercial uses would be permitted. This would hopefully create a more complete “live / work environment” and reduce the dependency on individual automobiles.
- **Commercial / Mixed Use** - This area serves as the major transportation routes and governmental resources converge. This area along NYS Rt. 34 and NYS Rt. 34B has continued to transform over the years, developing a strong mixture of uses from the Extramart / Mirabito Convenience store, Rogues Harbor Inn and Restaurant (c. 1842), Crossroads Bar and Restaurant, The Lansing Market, to several small scale businesses and various operations, including a 1970’s strip mall development, elderly housing, car sales lot, several manufacturing scale buildings, professional offices, auto repair shops, restaurants, churches and several single family residential homes. A small area surrounding the current Michaeleene’s Florist and Garden Center should be designated to create smaller commercial activity nodes along the major transportation routes such as Triphammer Road, NYS Rt. 34 (East Shore Drive) and NYS Rt. 34B (Ridge Road).
- **Industrial / Business / Research Development** – Lansing is comprised predominantly of agricultural and residential use properties. There have been several businesses that have been steadfast as community institutions such as Borg Warner, Cargill Salt, and the Cayuga Operating Company Power Plant, all of which are designated as Industrial. The development of The Dutch Mill Business Park several years ago has resulted in the establishment of several newer manufacturing and business operations in the southernmost part of the town. The long-term stability of these major industries should be protected with any updates to the future Land Use Ordinance and Zoning modifications.

The proximity to Cornell University’s Business Park and the Ithaca Tompkins County Regional Airport make it critical that Lansing should develop additional land to be made available allowing for additional growth. The Form Based Code designation could also be utilized for the business park development concept with housings as an overall mixed use. With Cornell

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University as a major resource and asset, new startup companies should be encouraged and promoted, especially in the technology fields. One such example would be expanding start-ups, such as “Envisage”, whose growth should be encouraged, leading to opportunities for greater employment. The Town of Lansing should grasp every opportunity to expand the land available for mixed business development uses, and to maximize the views of Cayuga Lake, creating a contemporary technology business park setting.

- **Recreation** – The Town has a major resource in Myers Park and the adjacent Marina. The town also has access to the adjacent Salt Point Reserve and should develop a long-term Master Plan to prepare a 5 Year Capital needs assessment. There has been a strong community interest in recreational activity and Lansing has superior facilities; including that of traditional team sports such as soccer, baseball, football, hockey, etc. and the more nature oriented activities such as hiking, bikeways, viewing scenic waterfalls and visiting various lake shore parks and marinas. The opportunity to develop additional parks and natural areas may arise over time. Programs, such as the “Rails – to – Trails” programs of the 1980’s, has created a network of opportunities for the development of new parks and outdoor spaces. The Pathways Committee has strongly encouraged new residential developments to explore these opportunities and to include multi-use paths within their overall project scope, which someday may lead to an overall town linkage system. There currently may be underutilized lands that should be considered for recreational development should they become available.



Lansing Residential Center – Currently Vacant

- **Community Facilities** – There are several municipal and not-for profit / tax exempt properties that are identified on the Future Land Use Map. The Finger Lakes Residential Center is a large 109 bed residential institution that employs many area residents operated by the New York State Division of Juvenile and Opportunities for Youth. The former Lansing Residential Center was last a Woman’s Juvenile Facility originally built as Kingdom Farm complex purchase by the State of New York in the 1930’s. It is currently vacant; however there may be an opportunity to adoptively reuse the complex of buildings for other compatible uses. The Lansing Town Hall, Lansing Highway Department, Lansing Library, and the various Lansing Fire Houses are designated as Community Facilities.

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Finger Lakes Residential Center - Active

- **Planned Development Area (PDA)** – The Town of Lansing has utilized in the past a Land Use Ordinance that permits specialized site plans and overlay with mixed compatible uses. These are established by Planning Board review and recommendation to the Town Board to create a special site specific local law to develop these sites. The existing PDA’s are required to be identified on the Land Use Zoning Map and are indicated as cross hatched areas on this Proposed Future Land Uses Map. The Lansing Town Board has recently reaffirmed several of these PDA’s to be in compliance with the current town regulations.
- **Complete Streets Transportation Corridor** – Over the last 40 plus years, the planning board has required that new subdivisions must continue to have alternate access points and allow for the interconnection of various neighborhoods streets. The original large farms that were converted to residential subdivisions in the 1970’s and 1980’s tended to be isolated from each other. With a strong interest in maximizing public safety, continued linkages between neighborhoods are extremely important. The Town of Lansing should also adopt the Federal Highway “Complete Streets” guidelines for the dense areas of the town. This would include the highway commercial areas such as the intersection of Rt. 34 and Rt. 34B through to Triphammer Road and Peruville Roads (see future Land Use Map). Also the southern portions of the town where the dense residential developments should also adopt this design criteria.

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Future Land Use (FL) Goals and Recommendations:

Goal FL-1: Establish zoning practices that are geared toward encouraging future growth in a controlled and responsible manner.

- FL-1A The “Agricultural Committee” as recommended in the September 2015 - Agriculture and Farmland Protection Report has been appointed in January 2016. This group of farmers and community members will make formal recommendations to the Town of Lansing Board on what should be included in any proposed Agricultural Land Use laws or regulations changes to the Zoning Local Land Use Ordinance.
- FL-1B Designate Form Based Codes / Mixed Use areas and continue the Cornell Design Connect study of “Form Based Codes”. It is recommended that the Town of Lansing adopt this concept and include it within the upcoming changes recommended within the Zoning Ordinance. Designate specific areas to utilize such Form Based Codes, which at a minimum should include the Mixed Use – Commercial portion of the town.
- FL-1C Focus Zoning Changes away from traditional “Euclidian Use Zoning Districts” and encourage appropriate Mixed Use (Compatible with Commercial Zones and with the use of “Form Based Codes”). The next version of the Zoning Regulations should focus on form, building sizes, setbacks, buffering, etc. and less on non-compatible uses.
- FL-1D Encourage additional housing development types that utilize appropriate smaller scale development and more affordable cost options. Focus on continuous living whereby young families and working individuals can afford to purchase housing. Encouraging the development of family scale residential housing types, graduated to elderly care options.
- FL-1E Prepare a comprehensive 5 year Capital Improvement Plan (CIP) that outlines the various anticipated short-term and long-term capital needs. Prepare an overall development plan and study for areas such as the highway system and search for grants and local share for projects.
- FL-1F Establish a process to rewrite the Town Zoning Ordinance that includes the Planning Board members as a part of it. Included should be recommendations to involving new Agricultural Regulations and “Form Based Codes” which define building setbacks, heights and levels of detail, in an effort to create a new level of architectural standards.
- FL-1G Designate and adopt the “Complete Streets” approach for highway design and development in the dense areas of the town. This would complement the Form Based Design concepts also being recommended. The initial area to be evaluated would include the NYS Rt. 34, NYS Rt. 34B and Triphammer Road corridor with a focus on the Rogues Harbor intersection area.

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Reference Materials:

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- Report of the Lansing Zoning Commission with the Lansing Planning Board, December 1972
- Town of Lansing New York – Basic Planning Studies, completed by committees in 1968. This data assisted in the 701 Plan project underway by Egner & Niederkorn Associates.
- Town of Lansing Comprehensive Plan 2006, as prepared by the Town Planning Board and adopted by the Town Board November 15, 2006
- Town of Lansing – 2013 Survey Research Institute at Cornell (summary 3/8/2016).
- Agriculture and Farmland Protection Plan – Town of Lansing August 2015 as completed through a grant with the State of New York Agricultural Markets.
- Ithaca Journal Newspaper – “The Long Wait for MORE JOBS Tier’s economy sputters and stalls, March 7-8, 2015.
- Transportation Issue Assessment and Best Practices Guide, Town of Lansing, New York – Cornell Design Connect Fall 2014. Semester long project evaluating the impacts of planned and future growth patterns with the overall town wide transportation system.
- Tompkins County Comprehensive Plan 2015 by Tompkins County Planning Department.

Town of Lansing, N.Y.

Proposed Future Land Uses

September 2016 Comprehensive Plan

Land Use Areas

-  Form Based Code/Mixed Use
-  Commercial Mixed Use
-  Rural/Agricultural
-  Agriculture
-  Community Facilities
-  Recreation
-  Industrial/Research
-  Lakeshore Low Density
-  Lakeshore High Density
-  Residential - Low Density
-  Residential - Moderate Density
-  Residential - High Density
-  Residential/Commercial Mixed Use

 Planned Development Area (PDA)

 Complete Streets

 Changed Zones

 Municipal Boundaries

 Cayuga Lake

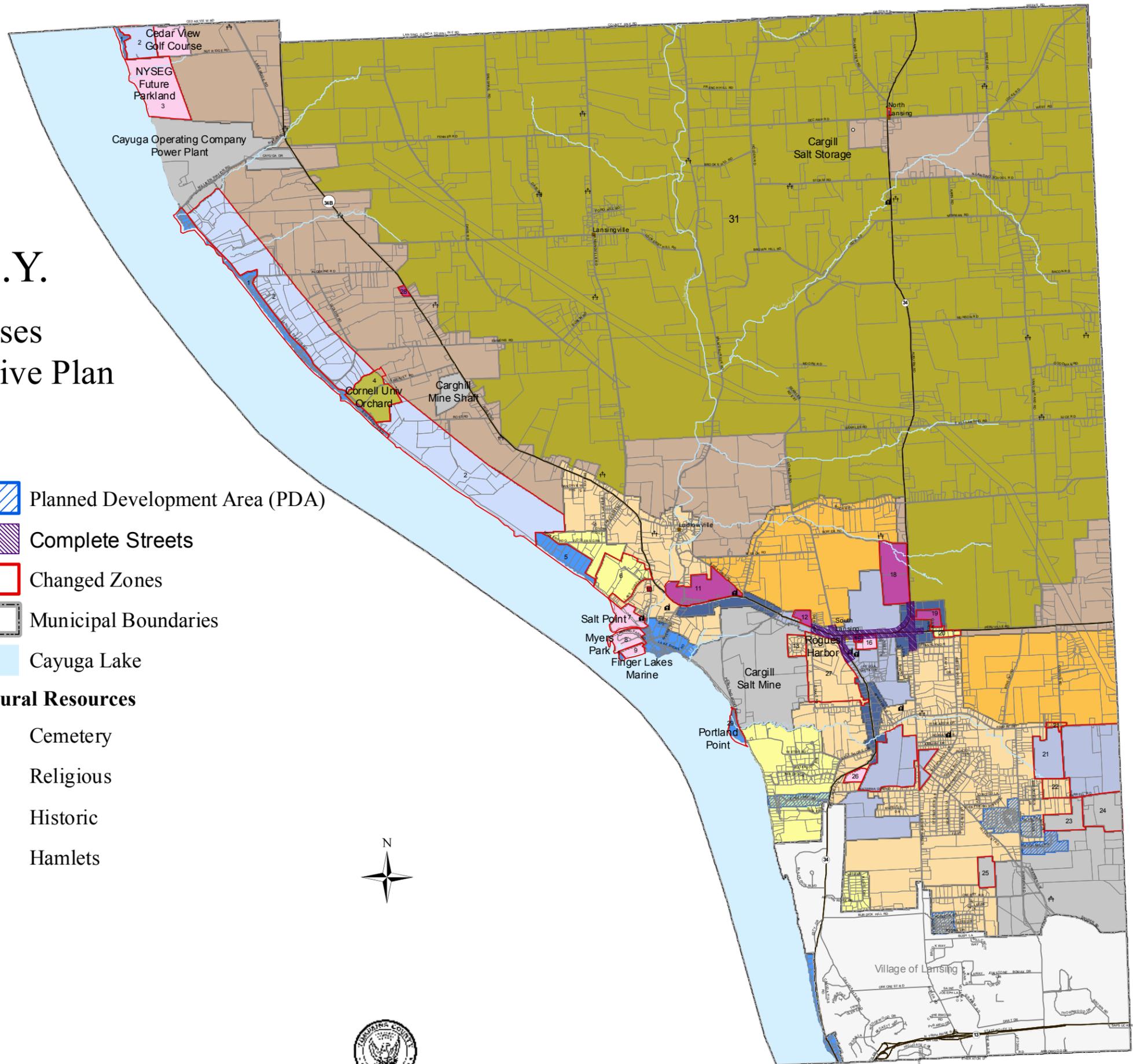
Cultural Resources

 Cemetery

 Religious

 Historic

 Hamlets



Tompkins County Planning Dept



Source: Tompkins County Planning Dept
Town of Lansing Zoning Ordinance 2003
Tompkins County Assessment 2016