



# VILLAGE OF NORTH SYRACUSE

## Comprehensive Plan 2025 Comprehensive Plan 2025

### Generic Environmental Impact Statement (GEIS)

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North Syracuse, New York*

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## *Introduction*

### **Why Plan for the Future?**

A comprehensive plan, once adopted, serves as a legal document representing a collective vision for the future growth and development of the village. It represents a consensus among the village administration, village residents, village merchants and all other associated stakeholders. A currently adopted comprehensive plan requires the village administration as well as other government agencies to utilize the plan as an important tool to guide decisions about development and growth within the Village.

An adopted comprehensive plan also requires that land use and land use regulations be in accordance with the plan. To this effect, the plan provides the Village with appropriate guidance to review future projects as well as provides the essential background information and justification for amending the Village zoning ordinance. The Plan provides guidance for developers and other project applicants and sponsors regarding where and how their projects can be developed. The Plan can also be used to help the Village facilitate the site plan review process as well as help with the detection of potential conflicts regarding proposed land use.



### **Public Participation and Civic Involvement**

The Village of North Syracuse public participation process has involved the establishment of an Advisory Committee who attended regular meetings during 2003 and 2004 to assist with the guidance and preparation of this plan. The Advisory Committee oversaw the public participation process ensuring that local residents and business owners had the opportunity to voice their opinion about the future development of the Village as well as what should be addressed within the comprehensive plan. As a result, the public participation process involved public informational meetings, business community informational meetings, a business survey, focus group discussions and public hearings.

### **Legislative Authority**

The New York State Legislature under Village Law Section 7-722 entitled Village Comprehensive Plan has granted villages within New York State with the authority to conduct and adopt a comprehensive plan and regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens. According to Village Law, “A ‘village comprehensive plan’ means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices, and instruments for the immediate and long-range protection, enhancement, growth and development of the village.”

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## SEQR Compliance

A village comprehensive plan as well as any amendment thereto is subject to the provisions of the New York State Environmental Quality Review Act (SEQRA) under Article Eight (8) of the Environmental Conservation Law and its implementing regulations. The adoption of the comprehensive plan by the Village Board is considered a Type 1 action subject to review under 6 NYCRR 617. In addition, a comprehensive plan may be designed to also serve as, or be accompanied by, a Generic Environmental Impact Statement (GEIS) pursuant to SEQRA statute and regulations.

The Village of North Syracuse Comprehensive Plan 2025 has been prepared in GEIS format to comply with SEQRA requirements. No further compliance with such law is required for subsequent site specific actions that are in conformance with the conditions and thresholds established for such actions in the GEIS and its findings.



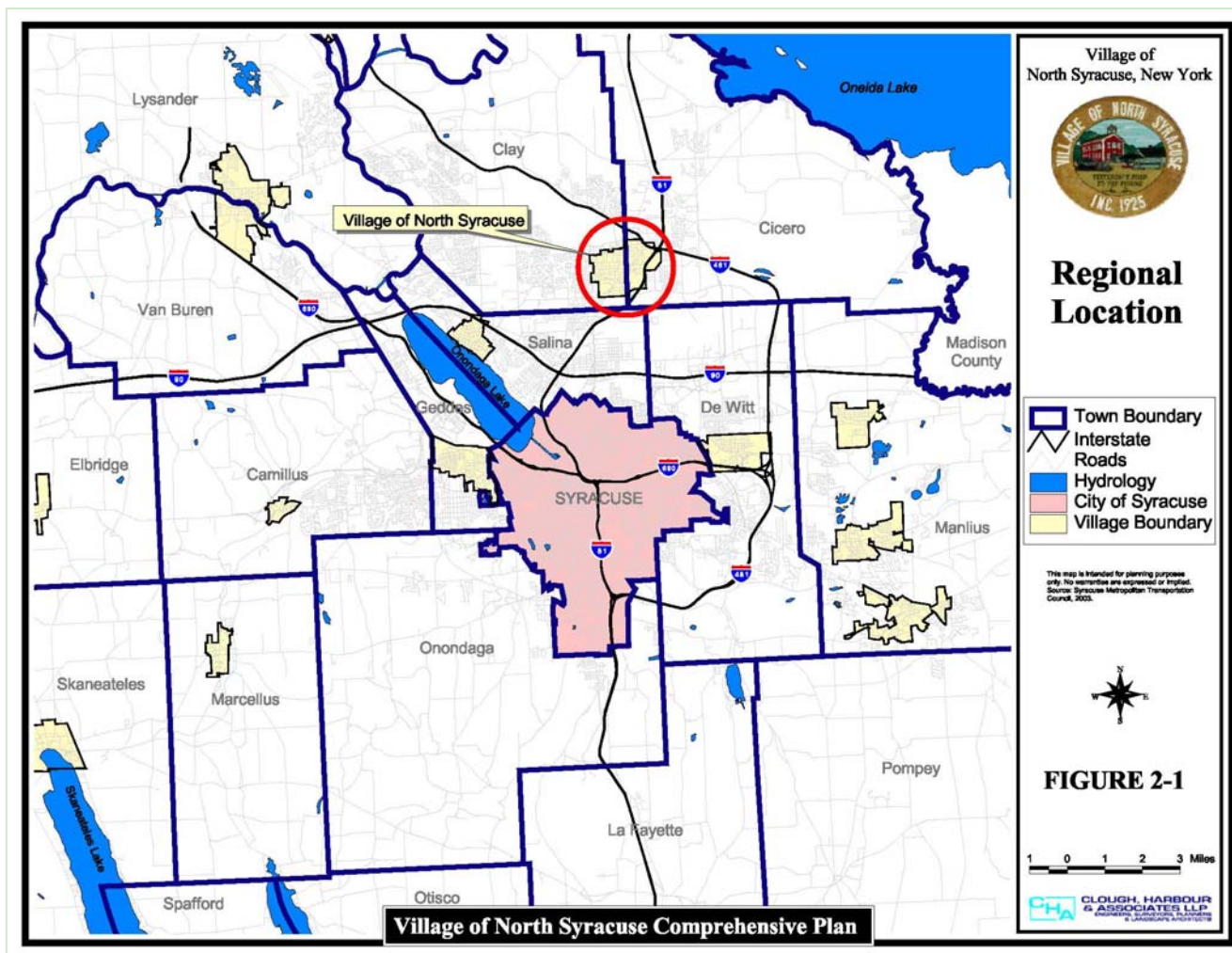
Planning for the future...

## Existing Conditions

### Location and History

#### Location

The Town of Cicero and the Town of Clay bisect the Village of North Syracuse. As illustrated in Figure 2-1: Regional Location, the Village is located approximately seven miles north of the City of Syracuse, the urban center from which the Village received its name.





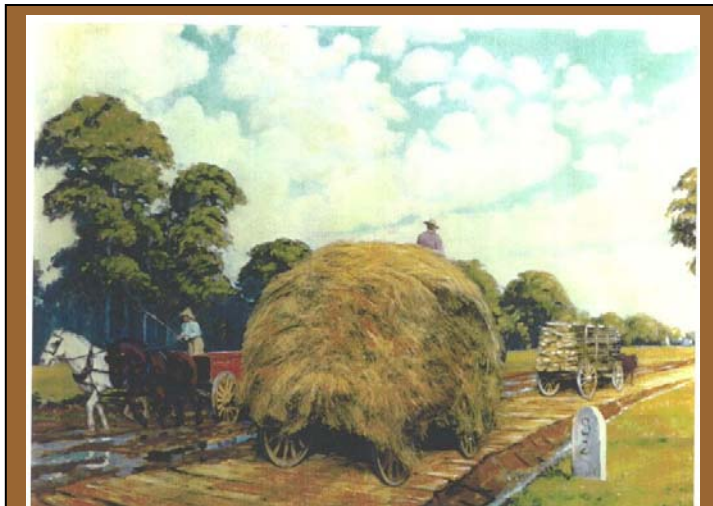
# Village of North Syracuse – Comprehensive Plan 2025

## History

The region surrounding the Village of North Syracuse was first settled during the early nineteenth century. Written records indicate that James Millard first settled the area adjacent to the present-day Village in 1810. Prior to this time, the area that is now Main Street served as part of an Indian footpath that extended from Pennsylvania to the St. Lawrence River. The Indian footpath, which was known as the Thousand Island Trail, was later utilized to transport salt from Onondaga Lake to Brewerton as the Onondaga Lake Salt Industry developed. The Salt Road, as it became known, was and continues to be an important transportation corridor.

During the middle of the nineteenth century, seasonal conditions prevented the Salt Road from being utilized year round, so plans were made to create the nation's first plank road. In July, 1846, the Salina and Central Square Plank Road Company finished the 16½-mile road at a cost of \$23,000.

The “Plank Road” helped to enhance the region’s economy and was in use until the early twentieth century when the first trolley lines were completed. The trolley lines helped to spur new growth within the region



**Plank Road**

Image Courtesy of the Village of North Syracuse Historian

north of Syracuse. Then, in November, 1925, the area several miles north of the City was officially incorporated as a Village and given the name “North Syracuse.” As the Village grew, it continued to develop along a major transportation route lined with small businesses surrounded by neighborhoods.

Another aspect of history that the Village identifies itself with is being home to the Wizard of Oz Memorial Oak Grove that is located behind the North Syracuse Junior High School running track. Local legend has it that the Oak Grove, which contains some of the largest and oldest trees in Onondaga County, served as the inspiration for L. Frank Baum’s famous Great Forest of Oz in his book and subsequent motion picture, The Wizard of OZ. Mr. Baum is said to have been inspired by the Oak Grove Forest when he spent his childhood

in the Village of North Syracuse. As a result, many local residents speculate that the Great Forest of Oz was modeled after North Syracuse’s Oak Grove Forest, an often overlooked asset that should be protected and enjoyed.

## Population Characteristics

Data were collected from the United States Census Bureau and analyzed in order to identify trends that have occurred within the Village during the past several decades. Where appropriate, trends occurring within the Village have been compared with trends occurring within Onondaga County for the same time periods.

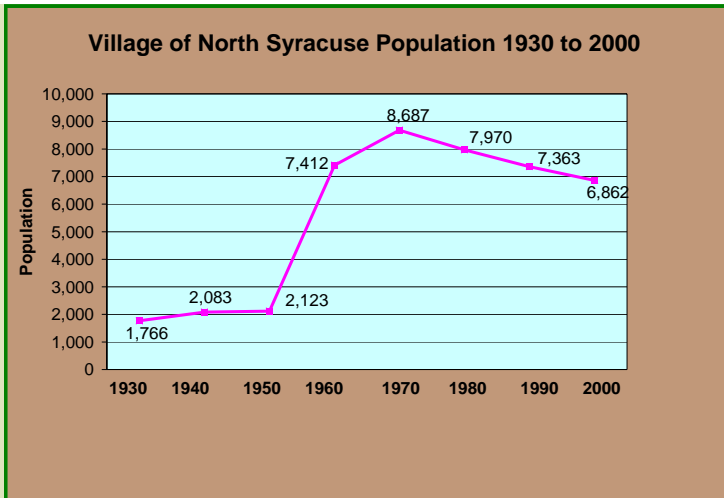
As illustrated in Table 2-1, the Village of North Syracuse experienced a very slight growth in its population during the two-and-a-half decades since its incorporation as a Village in 1925. The Village’s population was 2,123 in 1950, which represented an increase of 357 people, or about 20 percent, between 1930 and 1950. The fastest rate of population growth, however, was during the decade following World War II as shown in Table 2-1.

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In the decade following WWII, the wide-scale use of the automobile and the Nation’s new housing policies provided incentives for homeownership. These factors contributed to the Village’s rapid development as a “bedroom community” following the Second World War. For example, the Village’s population increased from 2,123 in 1950 and to 7,412 in 1960. This represented a 249 percent increase in the Village’s population during the post-war decade.

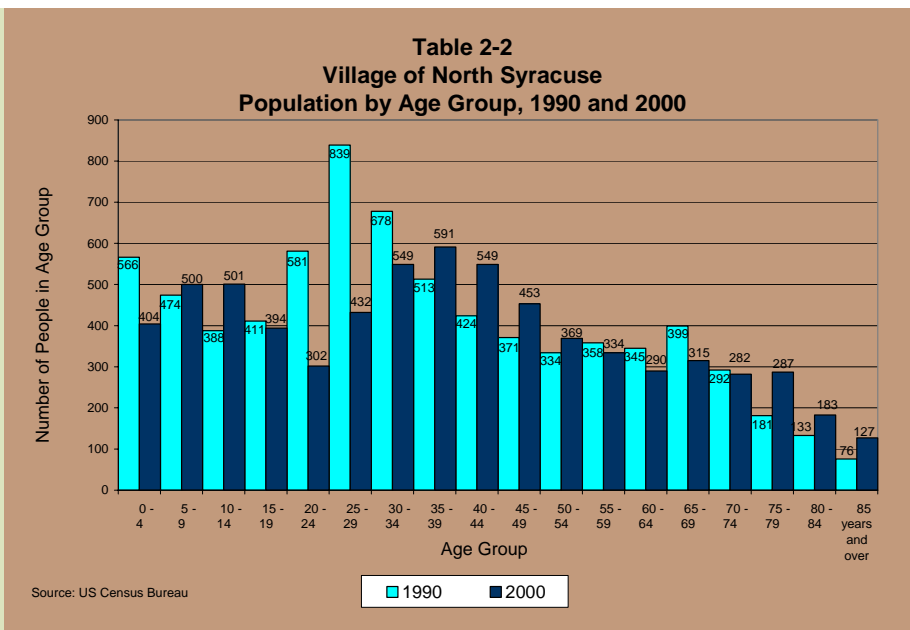
Ten years later, in 1970, the Village achieved its peak population of 8,687 people. However, rapid suburban

development in the surrounding towns began to pull residents from the Village into the newer, more modern communities. This has resulted in the Village experiencing a gradual loss of population since 1970. As illustrated in Table 2-1 the Village, which had a population of 8,687 in 1970, had experienced a loss of 717 people by 1980. The following decade also saw a decline of 608 people from 7,970 in 1980 to 7,362 in 1990 and in 2000 to 6,862 people. Onondaga County experienced a similar loss of population but to a lesser degree. For instance, the County’s overall decline in population was -2.27% from 1990 to 2000 where North Syracuse rate of population decline was -6.80% for the same period.



**Table 2-1**

## Population Breakdown



A basic age analysis of residents in the Village of North Syracuse illustrates a normal distribution of various age groups. Age distribution is important because of the overabundance or lack of one age group can affect other aspects of the community’s “health” such as demand on schools, labor force, housing, and services. As illustrated in Table 2-2, the Village of North Syracuse experienced a noticeable loss in the number of its younger residents that are between 0-4 and 15-34 years old.

Conversely, the Village has experienced a noticeable increase in its 35-54 and its 75 year plus age groups. These trends illustrate that the Village of North Syracuse is aging demographically, a trend not uncommon within villages across Onondaga County. Furthermore, the racial composition is relatively homogeneous with nearly 95 percent of the Village’s population as white according to the 2000 US Census Bureau.

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## Housing Characteristics

The following housing profile includes an inventory and analysis of the types of housing units, the value of single-family homes, trends involving the cost of rent within the Village, a break down of residential units by tenure, and a brief synopsis involving the age of homes within the Village.

## Housing and Households

As with many Villages within Onondaga County, the majority of North Syracuse's build-out land consists of residential properties. The Village of North Syracuse had 3,137 housing units in 2000, which represents an



A North Syracuse Neighborhood

increase of 59 units from the previous decade. Almost 96 percent of the 3,137 housing units were occupied in 2000; and 37 percent of all housing units were rental properties. The ratio of rental properties to owner-occupied properties is similar to those that exist at the County level. Data trends, however, indicate that the number of owner-occupied housing units is decreasing, while the number of rental-occupied housing units is increasing.

Many of the homes in the Village are “young” when compared to homes in other villages in

Onondaga County. As illustrated in Table 2-3, approximately 73 percent of North Syracuse's housing stock was built after 1950. For the majority of the villages in Onondaga County, the opposite is true; the majority of homes in other villages were built prior to the Second World War.

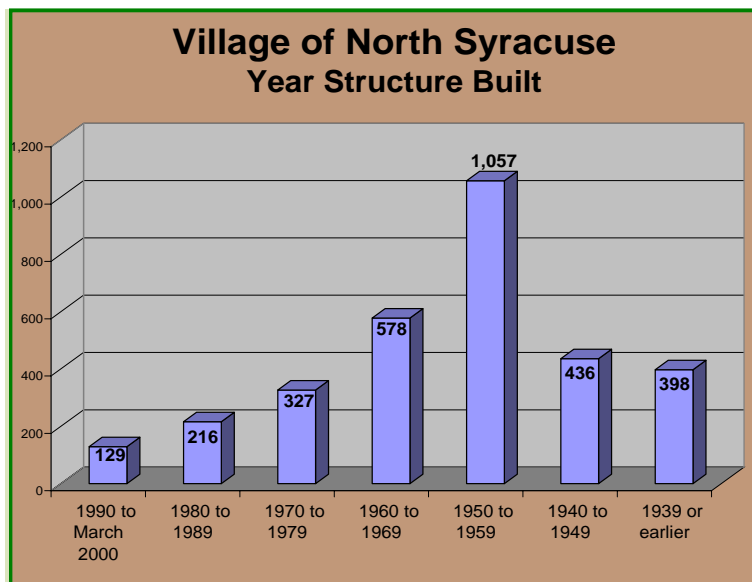
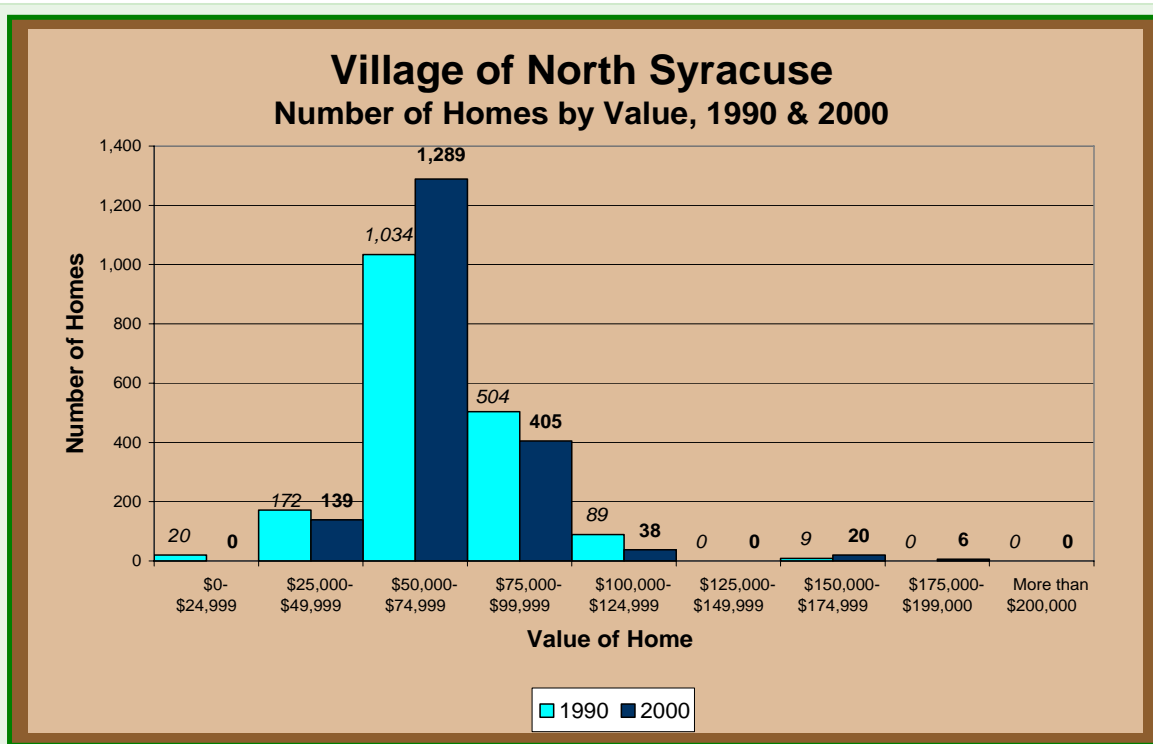


Table 2-3

The Village of North Syracuse has both a young housing stock as well as one that is considered to be affordable when compared to the average cost of housing within Onondaga County. In 2000, the average house value in Onondaga County was \$119,600. Property values within the Village, however, are much less than the County's average value. As illustrated in Table 2-4, more than 75 percent of the homes within North Syracuse were valued less than \$75,000 dollars in 2000. Approximately 21% of the homes were valued between \$75,000 and \$99,999 and only 3.4% of the homes were valued more than \$100,000 dollars. The value of housing within the Village of North Syracuse is reflective of the numerous small, post-war homes.

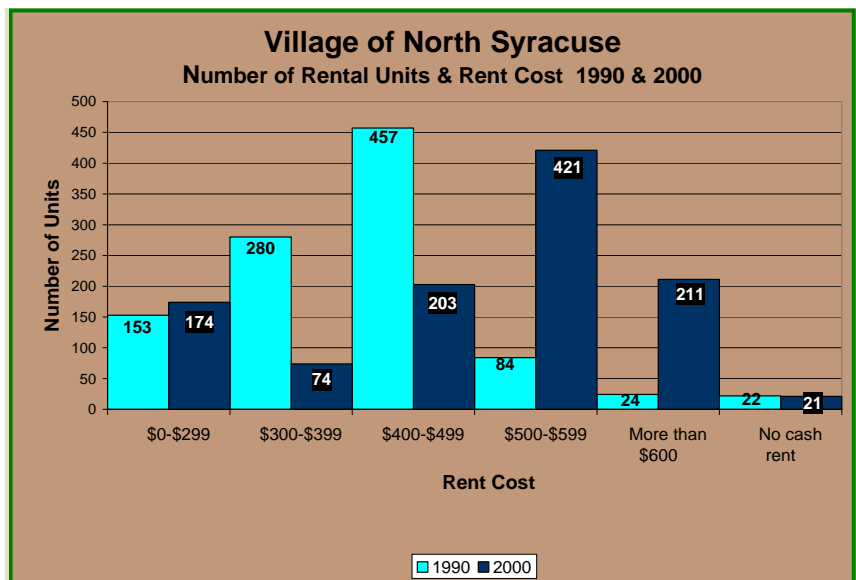


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**Table 2-4**

Although the majority of homes within the Village are valued less than the average value of homes within the County, renters, on average, pay more to rent property in the Village of North Syracuse than renters in the rest of the County. Rents in the Village dramatically increased during the 1990s. The average contract rent for the Village in 2000 was \$471 per month. As illustrated in Table 2-5, the Village of North Syracuse has experienced a loss of 439 apartments that are valued less than \$500 a month between 1990 and 2000. Conversely, the Village has experienced an increase of 523 apartments that are valued more than \$500 a month, and as a result, more than 60% of rental units within the Village are above the average rent for the County.



**Table 2-5**

## Tenure by Age Group

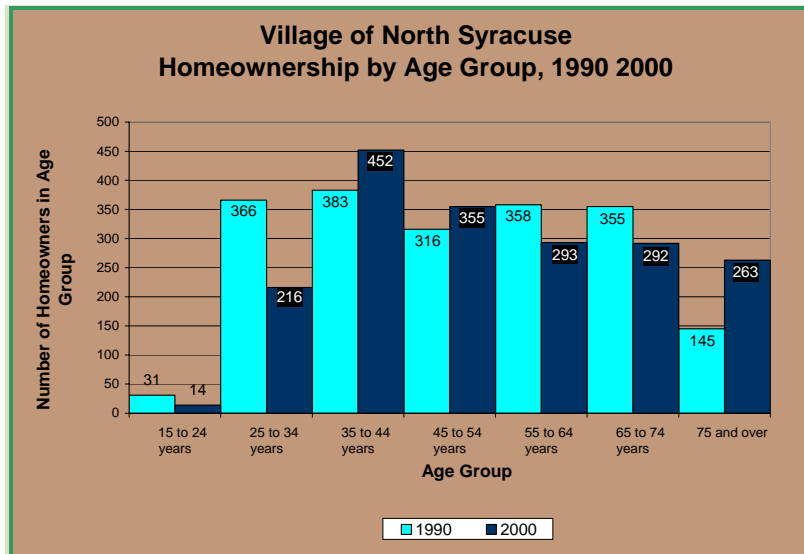


Table 2-6

As illustrated in Table 2-6, there has been a 41 percent decrease in homeownership by individuals between 25 and 34 years old, and an 18 percent decrease in homeownership by individuals between 55 and 74 years old. Conversely, the Village experienced a 13 percent increase in homeowners that are between 35 and 54 years old as well as an 81 percent increase in homeowners that are older than 75 years old. The homeownership trends experienced by the Village of North Syracuse are not uncommon to villages within Onondaga County as many villages have experienced a decline in homeownership within recent years.

## Economic Overview

The following economic overview reflects trends regarding household incomes, local and regional employment trends, an overview of the metropolitan area that explains how the Village fits into the region, and finally, educational and employment trends.

## Household Incomes

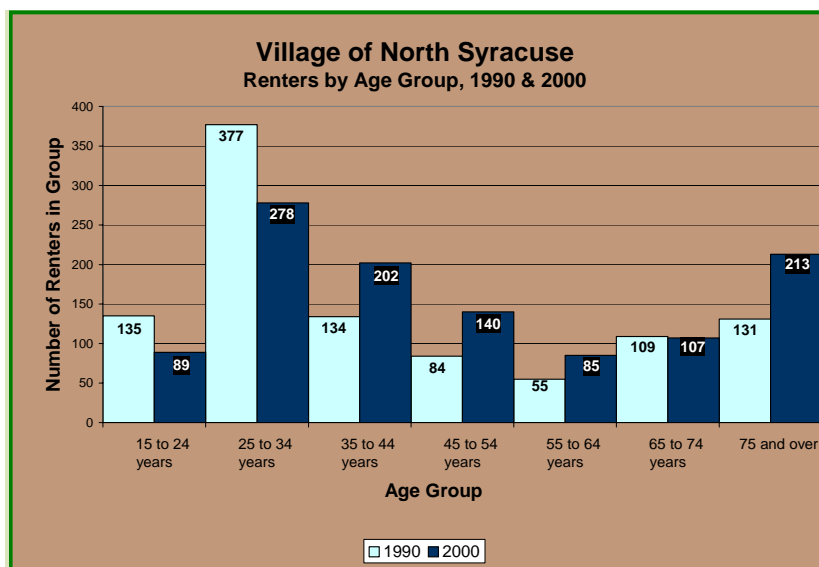


Table 2-7

On average, households in the Village of North Syracuse have experienced a 13.3 percent increase in their income during the decade of the 1990s. This is illustrated in Table 2-7, which shows that approximately 56 percent of the Village's households made less than \$35,000 in 1990.

In 2000, however, that number dropped to about 45 percent. On the other hand, in 1990, 12.5 percent of households made more than \$60,000, but in 2000, that number jumped to 25 percent. Therefore, household income has increased in the Village of North Syracuse during the 1990s.

## Local and Regional Employment

The majority of the workforce within the Village of North Syracuse works within Onondaga County, and nearly one third is employed within the City of Syracuse. Between 1990 and 2000, the Village experienced a decline in the number of its residents that work in the manufacturing, information, and construction industries. However, during the same ten-year period, the Village experienced an increase in the number of its residents who work in the service industry, which includes food preparation, educational, health, and social services, as well as recreation and entertainment services.

## Higher Education and Labor Force

During the decade between 1990 and 2000, the Village of North Syracuse experienced an increase in the number of residents who have “some college experience,” as well as an increase in the number of residents that have an Associates Degree. However, the Village experienced a decline in the percent of its residents who have a bachelor’s degree, a graduate or professional degree, and/or a high school diploma.

From 1990 to 2000, the Village of North Syracuse experienced an overall decline in its workforce (i.e. those 15 to 65 years old) of 3.8 percent. Overall, the Village’s younger workforce (i.e. those who are 20-35 years old) decreased 9.8 percent during the last decade. Conversely, during the same time period, the Village experienced a 5.3 percent increase in its 35 to 55 year old population. Both of these trends can be attributed to the loss of the Village’s younger residents during the 1990’s.

## Metropolitan Area Overview

Three regional plans were consulted during the preparation of the Village’s comprehensive plan in order to determine the Village’s role in the region and in the metropolitan economy. The three plans include *Onondaga County’s 2010 Development Guide (1998)* prepared by the Syracuse-Onondaga County Planning Agency, the *Onondaga County Settlement Plan (2001)* prepared by Duany Plater-Zyberk & Company, and *Vision 2010: An Economic Development Strategy for Syracuse and Central New York (1996)* prepared by the Metropolitan Development Association. According to three regional plans that were reviewed, the corridors within the Village of North Syracuse play a distinctive role in the service-based metropolitan economy.

The *Onondaga County’s 2010 Development Guide*, which was prepared by the Syracuse-Onondaga County Planning Agency in 1998, is based on “Smart Growth Principles” such as redirecting growth towards urban centers, capitalizing on infill opportunities, and managing growth through cost-effective infrastructure. The Village of North Syracuse, as a traditional community serviced by cost-effective infrastructure is well positioned to absorb redirected growth, in particular commercial development, through infill opportunities and traditional neighborhood development.

The *Onondaga County Settlement Plan* prepared by Duany Plater-Zyberk & Company in 2001 is based on “New Urbanism Principles.” The *Settlement Plan* views the Village as a traditional village serving as a satellite community that is part of a regional gateway. Route 11, 481 and 81, as well as the Village’s proximity to the Hancock Airport are important factors that should help guide the future growth and redevelopment of the Village. Recommendations, provided within the *Plan* include prioritizing pedestrian mobility while preserving important regional transportation linkages within the Village. In addition, the *Plan* recommends that villages within the County maintain their traditional neighborhood design and architectural styles.

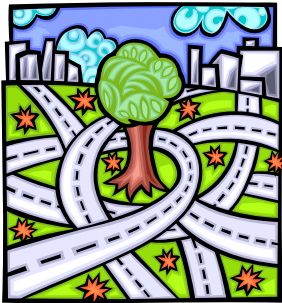
*Vision 2010* prepared by the Metropolitan Development Association in 1996 is based on improving regional economic growth. Once again, the Village plays an important role as a community that is supported by major

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interstate routes that are immediately adjacent to a major airport. *Vision 2010* states that the Village should maintain and improve transportation linkages and gateways, while enhancing the Village's role within the regional economy as a center for information management services as well as hospitality services.

## Local & Regional Transportation Networks

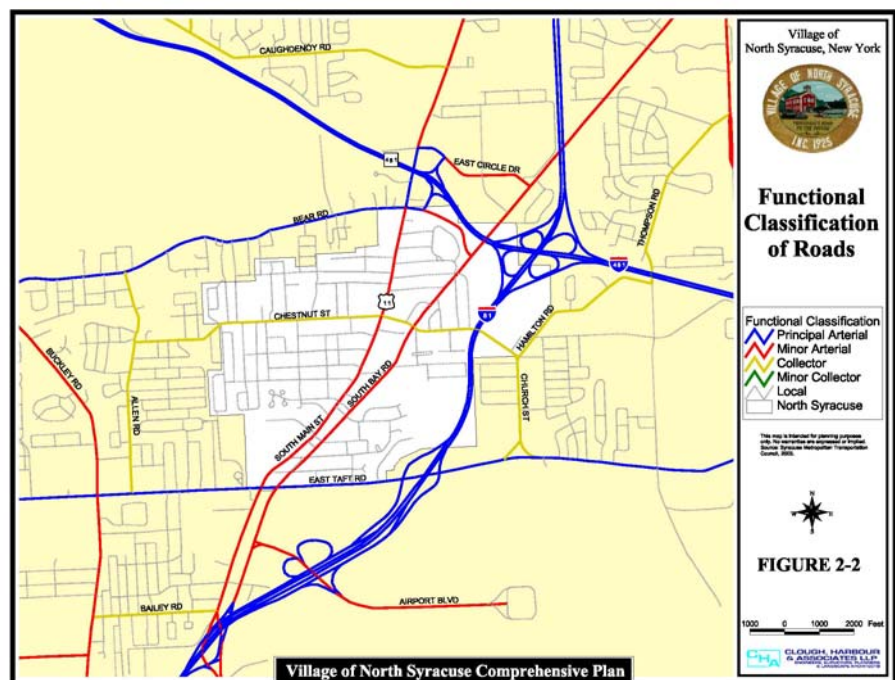
### Traffic Circulation



The evolution of the transportation system within a village and throughout a region has a reciprocating impact upon the prevailing patterns of land development and the spatial layout of the Village. Traffic is one of the more visible impacts of land development and economic activity. Traffic due to all types of land development (residential, commercial, and industrial) and economic activities that go along with different types of land uses not only affect the Village's local road network, but also impact the highway system and regional travel.

The Village of North Syracuse transportation network must serve many needs including local and through traffic and access to nearby residential areas and the business district. The map titled "Functional Classification of Roads" (Figure 2-2) illustrates the road network within the Village and surrounding environs. This map also illustrates the functional classification of the roadways within the Village. Roadways function to provide "mobility" (the ability to move from one location to another) and "access" (the ability to get to or from a specific parcel of land). To a certain extent, these functional objectives compete against each other. In general, the greater the amount of access provided along a roadway, the less mobility that roadway will provide. Some roads are designed to emphasize mobility over access and some are designed to emphasize access over mobility. Functional classification is a means of defining the relative amount of mobility versus access a specific roadway is intended to provide. Arterials are oriented toward mobility (speed and capacity) rather than access, while local streets provide high levels of access. Collectors should provide a balance between access and mobility. Functional classifications also reflect expected traffic volumes, capacity, speeds and design characteristics.

There are currently 27.2 miles of public roadways in the Village of North Syracuse, approximately three quarters (20.8 miles) of which the Village is responsible for operating and maintaining. Onondaga County operates and maintains 2.7 miles of County Routes, while the New York State Department of Transportation operates and maintains the 3.7 miles of US Route 11 that runs through the Village. The Village of North Syracuse's roadway network includes two minor arterials, a collector and numerous local streets.





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The two main routes within the Village, US Route 11 and South Bay Road are classified as minor arterials. Although minor arterials are principally designed to emphasize mobility over land access, because of the village environment, these roads are also used to access a high number of properties within the Village. This is both a benefit and a drawback in the marketability of properties within the Village. Multiple access points provide excellent access to a property, but too many points of access creates numerous conflict points and causes confusion on the part of the driver. The other purpose of a minor arterial is to connect communities with other communities and with the metropolitan highway system, which both US Route 11 and South Bay Road do.

Both US Route 11 and South Bay Road serve the Village of North Syracuse and connect to the surrounding roadway network. They both traverse generally in a north-south direction and carry the most amount of traffic in the Village. Traffic volumes collected by the NYSDOT and Onondaga County Department of Transportation show that there is approximately 13,000 vehicles per day on South Bay Road and 14,200 vehicles per day traveling on US Route 11 in 2003. These volumes are comparable to volumes that would be experienced on Route 5 in Camillus/Geddes, Route 20 in Skaneateles, and Old Liverpool Road and Teall Avenue in Salina. A review of historical traffic volumes shows that since 1990, traffic on US Route 11 in the Village has increased by approximately ½ percent per year, while traffic south of the Village has grown by almost 2 percent per year and traffic north of the Village has grown by over 3 percent per year. This compares to other villages in Onondaga County, such as Baldwinsville, Fayetteville that have lost traffic over the past ten years.

Each of these roads is primarily a two lane highway with development along both sides of the road. This adjacent development significantly hinders the ability to increase the capacity of the roadways. This is especially true of U.S. Route 11 through the Village. Localized congestion currently exists on these routes, especially during the morning and evening commuting periods due to the conflict between through traffic and local traffic. Uncontrolled driveway access, through truck traffic and parking along the front of businesses are many of the factors which contribute to congestion. In addition, due to the growth in commercial development that has occurred along the U.S. Route 11 corridor immediately north of the Village, there has been an increase in traffic volumes traveling through the Village, especially on Saturdays and Sundays. One concern that is typical of villages throughout Onondaga County and not unique to the Village of North Syracuse is the conflict that occurs between pedestrians and vehicles, particularly in the heart of the Village. Villages typically evolved around a main transportation corridor that connected nearby communities, the old Salt Road that connected the Old Salina Bank to Brewerton in the Village's case. These transportation corridors, within the



North Main Street (Route 11)

villages, were mainly pedestrian oriented as the only mode of traffic back then was horse and buggy. Within the Village, there was very little traffic on these roadways, but over the decades, as the automobile overtook the horse and buggy as a means of transportation, the pedestrian became secondary. Today, pedestrian travel within the Village is difficult at best due to the amount of traffic traveling along U.S. Route 11 and the numerous curb cuts and parking maneuvers that occur.

The vital links of the roadway system within the Village of North Syracuse are the collector and local roads. These roadways provide the connection for the residential areas of the Village to the arterial system. Although the collector and local roadway network does not currently have congestion problems, congestion problems in other parts of the Village have the ability to impact the collector and local roadways. Travelers tend to take the quickest route, although it may be longer. If congestion occurs on the arterial network, then drivers will switch to the collector and local roads to reach



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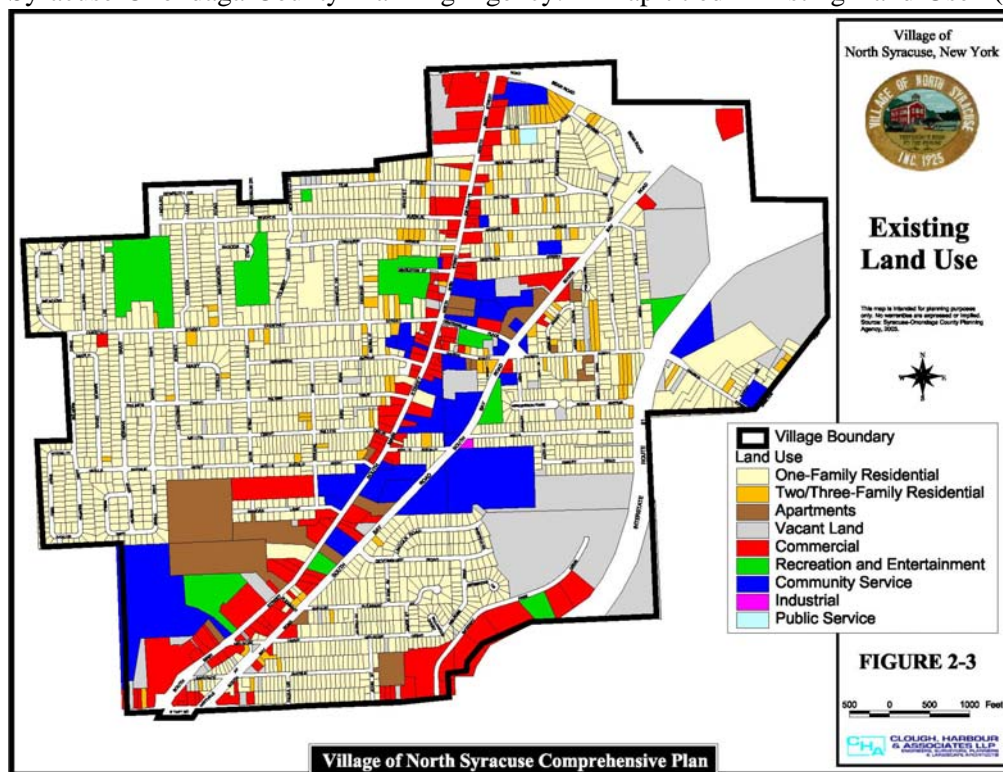
their final destination, thereby increasing traffic through the neighborhoods. To assure that traffic travels on the appropriate roadways, it is critical the Village manage congestion to avoid trip diversions into areas that were not designed to accommodate significant amounts of traffic.

Bus service to and from the Village of North Syracuse is provided by the Central New York Regional Transportation Authority (CNYRTA whose public transportation service is known as Centro). There are three Centro routes (88, 188, and 288) between downtown Syracuse and the intersection of Chestnut Street and Route 11 in the Village. Service is provided weekdays between 5:55 AM and 6:15 PM with headways ranging from thirty minutes to two hour and twenty minutes. Saturday service is provided from downtown Syracuse to the intersection of Chestnut Street and Route 11 between 8:30 AM and 5:40 PM with headways ranging from one hour to three hours and 30 minutes. The basic adult fare is one dollar.

DestiNY USA has the potential for increasing the amount of traffic traveling in and around the Village, as an estimated 40 million visitors are projected to come to the DestiNYUSA development. It is estimated that many of these visitors will likely arrive by airplane, and, as such will travel roadways near the Village. There is a potential that some of this traffic could be captured by the Village with the appropriate mix of land uses.

## Land Use Characteristics and Trends

Land uses within the Village were identified and documented by parcel utilizing information provided by the Syracuse Onondaga County Planning Agency. A map titled “Existing Land Use” (Figure 2-3) is provided to



show the pattern of land use existing throughout the Village. A summary of land use is provided below.

The Village of North Syracuse is almost entirely built out with 86% of its land actively developed. Residential land use comprises 60% of the total land area in the Village with recreation and entertainment uses, as well as community services, and public services totaling 15%. Commercial uses make up 11% of Village land area with a very small

percentage devoted to industrial uses. Vacant land totals 14%, much of which is covered by wetlands.

The Village of North Syracuse has 2,091 residential parcels; many of single-family residential properties consist of smaller, post-war style homes. In recent decades, new residential development within the Village has reflected consumer demand. For instance, Figure II-3 shows the establishment of cul-de-sacs within the Village’s southeastern corner. The single-family residential properties found on these larger lots consist of larger homes, which are more typical of late-twentieth century suburban development.

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**A North Syracuse Neighborhood**

The Village has experienced an increase in the number of multifamily homes during the last two decades with them scattered throughout the Village.

Commercial development, once concentrated within the center of the Village, has expanded along the U.S. Route 11, which extends through the Village to other parts of the region. This commercial development is a mixture of strip and stand-alone commercial development. Residential homes have been converted or torn down for new business sites. Uncontrolled

driveway access onto Route 11 and along certain sections of South Bay Road contributes to existing traffic congestion. The numerous commercial signs which exist along both corridors add to the visual clutter created by the variety of building styles, shapes, and sizes. Sidewalks and curbing are sporadically located along Route 11 with drainage problems apparent as illustrated with water often collecting along the edge of the road. Commercial parcels located adjacent to the residential parcels are in most cases too small to accommodate proper buffers to protect the privacy of surrounding properties.

Two strip malls exist at either end of Route 11 as it extends through the Village. Both strip malls consist of a mix of office and retail uses with sufficient room for parking. The strip mall located at the intersection of Taft

Road and Route 11 is presently struggling to maintain its tenants. The plaza located at the north end of Route 11 at the intersection of Bear Road and Route 11 appears to be thriving.



**Large-scale Retail Development**

The type of retail and service uses located in the Village has changed over the past decade. Uses which primarily serve the local residents, such as grocery stores, dry cleaners, and doctors have largely been replaced by specialty shops and auto-related services such as gas stations and repair shops. Many of the retail and service uses have relocated to enclosed strip malls located

outside of the Village's boundaries. Big box retailers such as Wal-Mart and Target have located outside of the Village along Route 31 in the Town of Clay and along the northern section of Route 11 in the Town of Cicero. This has resulted in Village residents having to travel farther to acquire goods and services. This is a problem, primarily for the increasing population of seniors and for those who enjoy walking from home to shop for day-to-day needs.

Gateway Park located in the eastern section of the Village was established to attract office and warehouse type uses. Wetlands and other environmental constraints have made it difficult to develop all of Gateway Park.



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Community services, which include such institutional uses as libraries, churches, schools, government buildings, emergency services, and cemeteries are scattered throughout the Village. The Village redeveloped some vacant land north of Church Street to create Centerville Place, a new mixed-use development that contains a public library, senior living centers, and a community center.

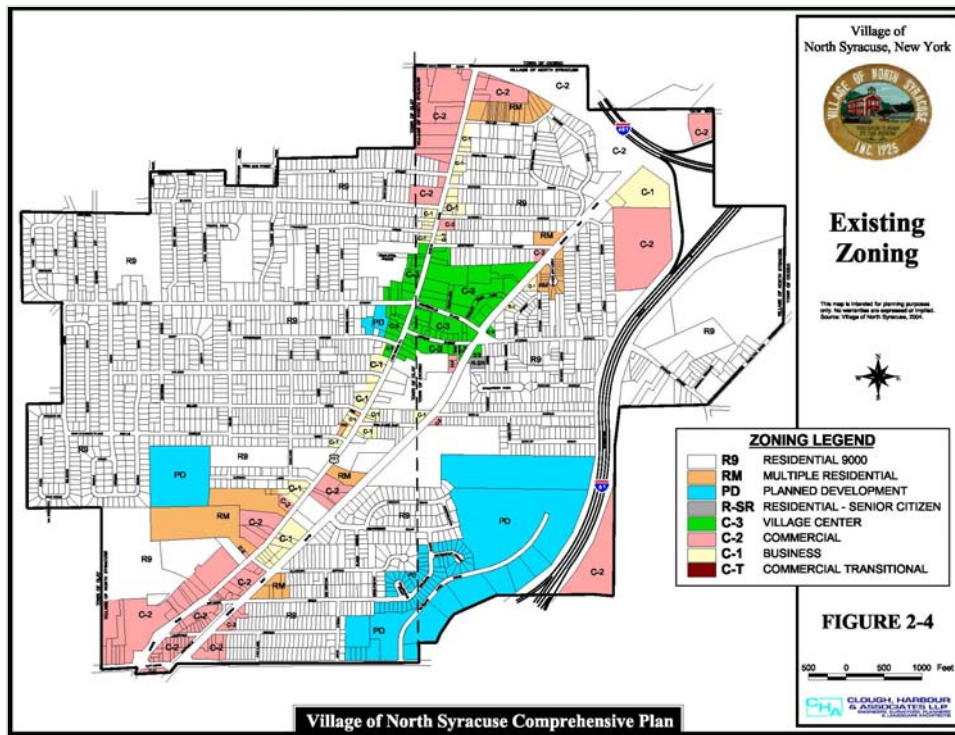
The Village Central Business District (CBD) is located along Route 11 at the center of the Village. The actual boundaries of the CBD are unclear because of the lack a cohesive commercial focus and architectural continuity. Traffic along Route 11 also presents unique problems to the CBD, such as parking and pedestrian access issues.



The Village of North Syracuse contains five public parks. Currently, many of the parks and their associated facilities are suffering from years of use, and in some cases, years of neglect. These public facilities have been identified to be one of the Village's strongest assets that are in need of future investment and rehabilitation.

## Growth Management

### Zoning



The Village of North Syracuse current zoning code serves as regulatory tool utilized by the Village to manage growth and development. Figure 2-4 shows the current zoning map for the Village of North Syracuse.

As shown on the map above, the zoning within the Village has been broken down into the following eight districts: (R-9) Residential 9,000 District; (RM) Multiple Residential District; (PD) Planned Development District; (R-SR) Residential Senior Citizen District; (C-1) Business District; (C-2) Commercial District;

(C-3) Village Center District; and the (C-T) Commercial Transitional District. Table 2-8, provides a brief summary of uses permitted by right within each district as well as uses subject to special permit.

# Village of North Syracuse – Comprehensive Plan 2025

**Table 2-8**

**VILLAGE OF NORTH SYRACUSE, NEW YORK, ZONING DISTRICTS, PERMITTED USES AND USES  
SUBJECT TO SPECIAL PERMIT, 2004**

| <b>PERMITTED USES</b>                          |   | <b>USES SUBJECT TO SPECIAL PERMIT</b>  |
|--|---|--|
| <b>PD<br/>Planned<br/>Development</b>          | Planned Development   | NA   |
| <b>C-T<br/>Commercial<br/>Transitional</b>     | Retail, personal service and restaurant, professional and business offices, municipal uses  | Similar Uses of Similar Character  |
| <b>C-1<br/>Business</b>                        | Multiple-family dwellings, small retail and personal service uses, small professional and business office uses, schools, mortuary/funeral homes, public utility substations and accessory uses and structures       | Public outdoor recreation, community centers, private clubs, residential units in combination with nonresidential uses, and religious institutions   |
| <b>C-2<br/>Commercial</b>                      | Retail, professional and business office uses, religious institutions, clubs and community centers, schools, funeral homes, multiple-family dwelling, public utility substations, and accessory uses and structures | Public outdoor and indoor recreation, drive-in service, restaurants, motor vehicle sales and repairs, hotels, shopping centers, and residential units in combination with nonresidential use         |
| <b>C-3<br/>Village Center</b>                  | Retail, professional and business office uses, religious institutions, clubs and community centers, schools, funeral homes, multiple-family dwelling, public utility substations, and accessory uses and structures | Include public outdoor and indoor recreation, drive-in service, restaurants, motor vehicle sales and repairs, hotels, shopping centers, and residential units in combination with nonresidential use |
| <b>R-M<br/>Multiple-<br/>Residential</b>       | One, two and multiple-family dwellings, schools, cemeteries, public utility substations, and accessory uses and structures  | NA   |
| <b>R-9<br/>Residential 9000</b>                | One-family dwellings and accessory uses and structures  | Home occupation, public outdoor recreation, community centers, religious institutions, golf courses, schools, cemeteries, and public utility substations   |
| <b>R-SR<br/>Residential<br/>Senior Citizen</b> | Senior citizen housing  | Home occupation, public outdoor recreation, community centers, private clubs, and religious institutions   |

## Infrastructure and Utilities

Interviews were conducted with representatives from the Village of North Syracuse Department of Public Works (DPW), as well as with the Onondaga County Water Authority to obtain information regarding the current conditions and future needs of infrastructure and utility service within the Village.

## Infrastructure Maintenance

The Village of North Syracuse Department of Public Works (DPW) is responsible for maintaining and repairing much of the infrastructure within the Village. Major responsibilities include maintaining the roads, sidewalks, streetlights, street trees, parks, several buildings, and miles of sewers. Currently, the DPW has nine full-time employees who utilize a variety of equipment to help maintain Village infrastructure. When necessary, the Village DPW will coordinate efforts with State and County agencies to repair infrastructure that services the Village businesses and its residents.

## Water

Water is provided via a system of pipelines through the County into the Village from both Lake Ontario and Otisco Lake. Currently, the water system requires little to no improvements and experiences little to no disruptions. The Village and the Onondaga County Water Authority do not have any major capital improvement projects scheduled in the near future.

## Stormwater, Wastewater and Sewage

The Village is served by the Onondaga County Metropolitan Sewage Treatment facility located along the east shore of Onondaga Lake in the City of Syracuse. The Village sewer system was built in three phases during the mid 1960's. Today, the sewer system services Village households and businesses. Currently, the sewer system requires little to no improvements and experiences little to no disruptions. However, during the next few decades, the sewer system will meet and/or exceed its expected lifespan.

The Village is responsible for the maintenance and repair of the sewer system within the Village. However, due to the complexity of servicing major repairs, the Village has to contract out to either Onondaga County or to a private party to properly service the system. The trunk sewers that connect the Village's sewer network to the County's network are County-owned, and thus, are serviced by Onondaga County.

The Village stormwater drainage system is completely separated from the sanitary sewer system and connects with the County trunk mains. Currently, the Village does not have any major capital improvement projects scheduled for the sewer or stormwater system.

## Electrical and Gas

Electric and natural gas service is primarily provided by Niagara Mohawk Power Corporation a subsidiary of National Grid. There are no major electrical generation or electric and natural gas distribution facilities within Village boundaries.

## Communication Systems

The Village is provided with telephone, cellular and cable communication services provided by a variety of service providers in the Central New York region.

## Municipal Solid Waste

Private contractors provide refuse collection services within the Village. Collection is available to residential properties on a weekly basis as curbside pick-up. In addition, the Village DPW holds a household pickup for heavy items such as couches and furniture twice a year during May and in September. The items removed by the Village are deposited at Ley Creek Sanitary Landfill Facility, which is operated by Onondaga County in the Town of Salina. Moreover, the Village DPW collects yard waste on a constant basis throughout the year. The collected yard waste gets recycled into mulch at Last Chance Recycling in the Town of DeWitt. Solid waste, which is collected by the private contractors get transported to Onondaga County's solid waste incinerator located in Jamesville NY. The Village also participates in the County's mandatory recycling program.



## Roads, Sidewalks, and Lighting

The Village of North Syracuse has 26 miles of roadways. The DPW is responsible for repairs and maintenance, including snow removal on all Village roads. Also, the DPW is responsible for the construction and maintenance of the three to four miles curbing and sidewalks within the Village, and, in addition, there is one special lighting district located in Centerville Place, which is also serviced by the DPW.



North Main Street (Route 11)



Church Street (Village Center) looking west

Currently, there are no major capital improvement projects currently scheduled for streets, sidewalks and lighting within the Village.

## Existing Parks and Recreation Facilities

The Village of North Syracuse maintains one of the most extensive park systems for a community of its size within New York State. Six parks and a community center are all accessible to Village residents. The use of the parks throughout the years has taxed their infrastructure and amenities, and, as a result, many of the Village's parks need to be reorganized and rehabilitated. The following provides a brief description of each park, their amenities, and their needs for the future.

### Lonergan Park

Lonergan Park is located off of Main Street, adjacent to the Wood Wind Garden Apartments. The park boasts one of the top Little League facilities in the upstate region, which includes a new batting cage and a modern baseball field that is equipped with lighting for night games. The park also contains a gazebo and a seating area that is used for summer concert performances. In addition, Lonergan provides two playgrounds as well as public restrooms for use by park patrons.



The Gazebo at Lonergan Park

# Village of North Syracuse – Comprehensive Plan 2025

The building which contains the public restrooms has deteriorated during the last several years. The interior of the building needs to be updated with new floors, walls, and bathrooms. Additional needs of the park include new bleachers for the ball fields, six grills, six new picnic tables, new play facilities, and a drinking fountain.

## Kennedy Park

Kennedy Park, which is located off of Grove Street in the Village's northeastern corner, contains a swimming pool and pavilion that are open to the public. Individuals also can reserve the use of the pavilion for parties or other social events. The pump house for the pool has recently received upgrades to the pump and filter system. The roof on the park's pavilion, however, is in a state of disrepair and needs to be replaced. There is also a need for six new picnic tables as well as a new play facility. The entrance to the park also needs to be enhanced and better signage needs to be provided.

## Heritage Park

Heritage Park is located off of Chestnut Street on the Village's western side. The park is perhaps the most visited area within the Village due to its wide variety of recreational opportunities for residents. Heritage is home to basketball and tennis courts, softball and soccer fields and a community pavilion. Finally, Heritage Park is the largest park within the Village, and thus provides the most open space for Village residents.

The fields located at Heritage Park need to be reconditioned and maintained. In addition to the required field work, new bleachers are needed as well as six new picnic tables. The basketball courts need to be refurbished and a new children's playscape needs to be installed. The parking lot also needs to be repaved and the walking trails need restoration.

## Centerville Park

Centerville Park is located on the eastern side of South Bay Road in the Village. The park has one basketball court, hills for sledding, a warming building and a playground. The building located at Centerville Park is in a state of disrepair and needs to be refurbished. In addition to rehabilitating the building, future needs of the park include rehabilitating the basketball court, providing a drinking fountain, and obtaining six new picnic tables. Future goals for the park include building an ice rink for public use.

## Toll Road Park



Toll Road Park is located along the western side of Main Street north of the Village Business District. Facilities and amenities at Toll Road Park include a softball field, two playgrounds, a school house that serves as a museum, and Plank Road Village that features historical exhibits on display outdoors. The softball field needs to be rehabilitated as a result of the outfield settling and becoming uneven during the past several years. Landscaping within the park also needs to be enhanced and six new picnic tables need to be provided. Future plans for the park include installing restrooms within the current storage room facility, reorganizing the historical exhibits, and providing six new picnic tables for park patrons.

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## Goettell Park

Goettell Park is located in the heart of the Central Business District on Main Street. The park includes a brick sitting area surrounded by shrubbery and decorative landscaping. Current needs of the park include rehabilitating the brickwork and enhancing the current landscaping. Future plans for the park that are now underway include removing the kiosk and providing additional seating.

## Community Center



The North Syracuse Community Center is located in the center of the Village off of Church Street in Centerville Place. The Community Center has two large rooms, one of which features hardwood floors, the other a full kitchen. Both can seat 70 to 80 guests and are often used for a large array of social gatherings. Other rooms on the first floor of the building, however, are in a state of disrepair and need to be revitalized. The upper levels have been rehabilitated and are currently in use. The Center also has an

inadequate supply of parking to meet its needs when the facility is hosting multiple events.

## Historic Resources

There are very few historic structures within the Village as a result of it being a community largely built out following World War II. In 1980, however, the Preservation Association of Central New York (PACNY) completed a survey of about 50 properties within the Village they determined to have historic attributes.

In addition to the PACNY survey, which outlined potentially historic structures, the Village of North Syracuse has worked to preserve its history associated with the Plank Road through the establishment of Plank Road Village located in Toll Road Park. Plank Road Village includes an old school house that serves as a museum that contains a variety of historic items from the Plank Road era on display both indoors and out. Volunteers from the Plank Road Historical Society help maintain the Plank Road Village.

## Natural Characteristics

### Wetlands

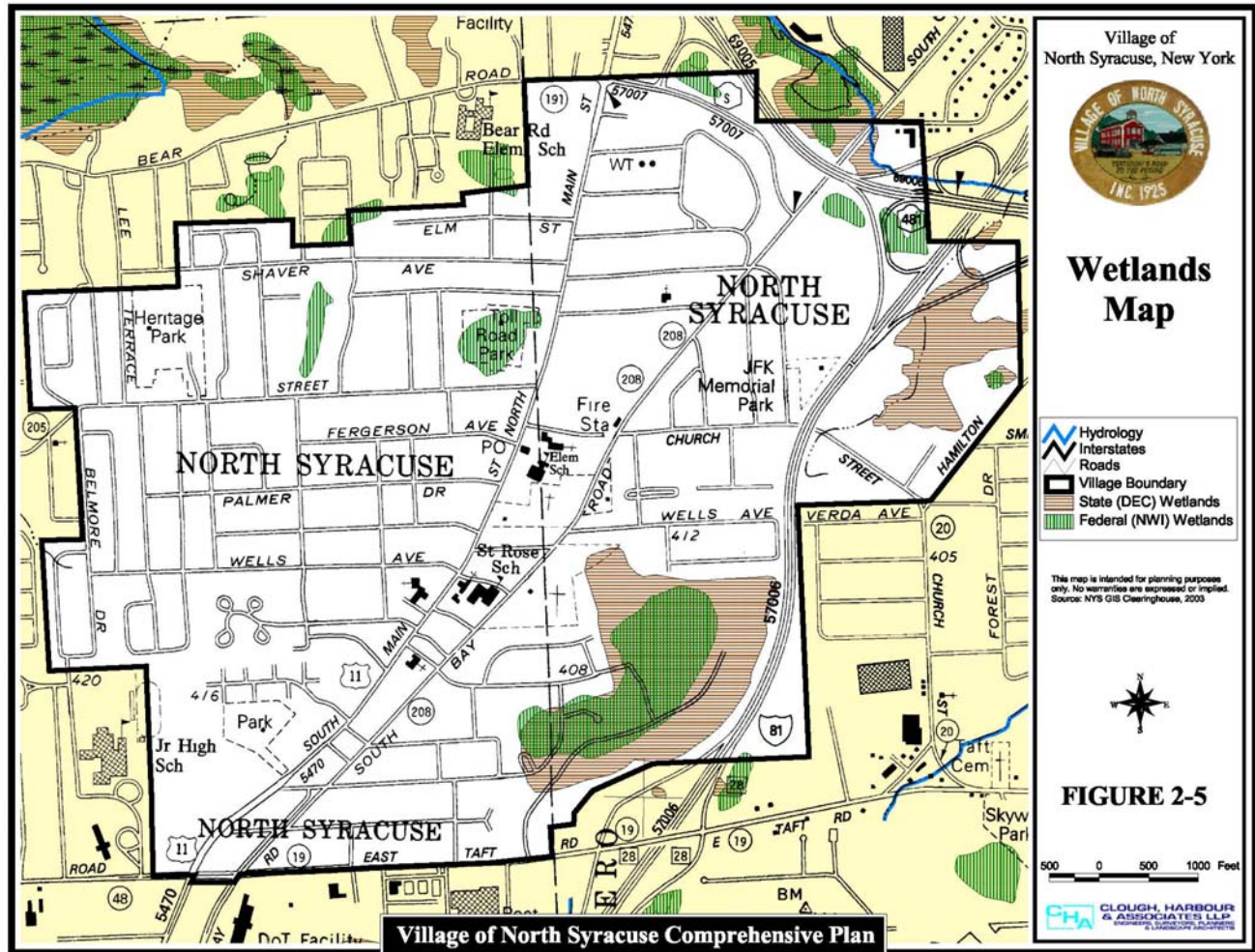
Regulatory agencies, environmental groups, and the scientific community define wetlands differently. However, for the purposes of village planning, discussion is limited to those agencies that regulate wetlands in New York State. They include the N.Y.S. Department of Environmental Conservation (NYSDEC) and the U.S. Army Corps of Engineers (Corps).

The State defines wetlands based primarily on vegetation typically adapted to wet conditions. The State also requires a minimum size of 5 hectare or 12.4 acres to be mapped and regulated. A 100-foot buffer zone is extended upland from the wetland boundary to protect the wetland from encroaching development and related impacts.



# Village of North Syracuse – Comprehensive Plan 2025

The highest classification is Class I and is afforded the highest level of protection; the lowest classification is Class IV. As illustrated in Figure 2-5, the Village contains about 110 acres of State Class II wetlands. Any work occurring within the wetlands or their buffer zones requires a permit from NYSDEC pursuant to Article 24 of the Environmental Conservation Law.



The Village also contains federal wetlands as illustrated in Figure 2-5. By virtue of their administrative role, the U.S. Army Corp of Engineers has jurisdiction over all water of the United States, including wetlands. Federal jurisdiction is determined by the identification of three criteria: vegetation adapted to wet conditions, flooding, and hydric soils. Further investigation is necessary to confirm the exact location of federal wetlands within the Village for site-specific projects. It is important to note that federal jurisdiction extends to State regulated wetlands, providing these wetlands exhibit the three required criteria.

As illustrated in Figure 2-5, the Village contains approximately 21 acres of federal wetlands. Any work occurring within the wetlands or their buffer zones requires a permit from the U.S. Army Corps of Engineers.

## Topography

USGS topographic information indicates very little change in elevation across much of the Village. Elevations range from 423 feet along the Village's southwestern side to 400 feet in the Village's northeastern side. The most readily apparent change in local topography occurs in the Village's southeastern corner as you head north and east.

# Village of North Syracuse – Comprehensive Plan 2025

## Community Services

Interviews were conducted with representatives from the Police, Fire, Ambulance, Library, and the Cicero-North Syracuse School District. Each representative was asked about their current status and if they had any major needs or capital improvement projects scheduled for the future. Below is a summary of the phone interviews.

### Police Services



The North Syracuse Police Department (NSPD) provides police services to the Village of North Syracuse. The NSPD includes a staff of 14 full-time police officers and two administrative personnel. The Police Department possesses eight vehicles and is housed at the Village Hall, which is located at 608 South Bay Road. In addition, the Department has off-site facilities where the Police Department stores evidence and police records.

There has been a slight, but steady increase in demand for police services during the last several years. For instance, in 2002, 14 full-time police officers responded to approximately 6,000 calls, which was several hundred more than the previous year. The NSPD has out grown its current facility as the demand for police services has grown. It is in the best interest of the police department to acquire a single facility that is large enough to meet the department's storage and administrative needs. To meet its current and future needs, the police department would like to acquire a single facility that can provide space for an evidence room, a police lab, and at least three interview rooms, a holding room for juveniles, a booking room, a police record storage room, several offices, and a waiting room. In addition, the police department needs a secured garage that has at least five to six vehicle bays.

### Fire Services

The North Syracuse Fire Department (NSFD) provides fire protection services to the Village of North Syracuse. The NSFD was established in 1913 and has become known as one of the premier fire departments in Onondaga County.

The department currently operates two stations and 13 pieces of apparatus. Station One is located at 109 Chestnut Street and Station Two is located at 7309 Thompson Road in the Town of Cicero. Both stations serve the Fire District, which consist of the Village and parts of the Town of Clay and the Town of Cicero. In addition to providing fire and medical services to the Village of North Syracuse, the department assists neighboring fire departments with personnel and equipment when requested. North Syracuse is also one of the founding and current members of the Onondaga County Hazardous Materials Response Team.

In 2000, the fire department responded to 1,062 calls, consists of 80 fire related emergencies, 195 rescue calls, 247 emergency medical service calls, and 540 emergency calls classified as "other." As with many volunteer fire departments, NSFD is in need of additional volunteers and must maintain safe and reliable equipment and training programs.



# Village of North Syracuse – Comprehensive Plan 2025

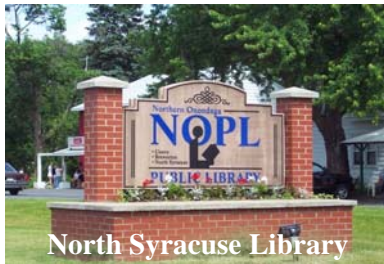
## Ambulance Services

North Syracuse is also served by the North Area Volunteer Ambulance Corporation Incorporated (NAVAC), which provides emergency medical services to the northern portion of Onondaga County, including the Village of North Syracuse. Ambulance services are dispatched from the nearest facility located at 603 North Main Street in the Village of North Syracuse. NAVAC services an area approximately 63 miles in size. The staff consists of 20 paid personnel (paramedics), and 150 volunteers that consist of emergency medical technicians (EMTs) and paramedics. In addition NAVAC has three administrative staff members.

NAVAC also utilizes several Advanced Life Support Certified (ALS) emergency vehicles, which include four ambulances and two squad vehicles. Outside funding is required to support the purchase of medical supplies and equipment, including ambulances. Every five years (or around 100,000-125,000 miles) NAVAC services the ambulance vehicles, which undergo a major refurbishment. This saves NAVAC money as the cost to refurbish an ambulance is about half as much as it would be to replace the vehicle. After 10 years, or approximately 200K miles each vehicle is replaced.

Major trends affecting NAVAC include the hiring of new paramedics to supplement the lack of volunteers. Currently, NAVAC is housed in a four-year old facility that is sufficient for NAVAC's needs during the next ten to fifteen years. Currently, there are no major capital improvement plans for NAVAC's facility.

## Library Services



The Village of North Syracuse Library, located at 100 Trolley Barn Lane in the Village of North Syracuse. The library was opened in June of 1997 to serve as a branch of the Northern Onondaga Public Library system. The library provides 10,000 square feet of space, which includes a community room available for use by the public, a children's room and Internet computers available to patrons. The library is open 6 days per week and services approximately 190,000 patrons each year.

## Education Services

The Village is encompassed by the North Syracuse School District and is home to the Main Street Elementary School, which is located at 205 South Main Street. Approximately, 230 students are currently enrolled at the school. The North Syracuse School district enrollment has remained constant at about 10,000 for the past several years and there appear to be no additional trends within the school district. Capital improvements for the Main Street Elementary School include internal renovations for FAA sound proofing during the next several years. No other Capital Improvement Plans are in place that would affect the school and associated facilities.

# 3

## *Vision for the Future*

*“Quaint ..... Vibrant..... Friendly”*



Village Center Looking South

*“The Village of North Syracuse will be a vibrant, quaint village with friendly neighborhoods, beautiful parks and a village center that is inviting to residents and shoppers alike.”*

This is the vision for the Village of North Syracuse the future. It speaks to the character of the Village as it is transformed in the years to come. The Advisory Committee began the visioning process by brainstorming words that they felt described their community. Above all, words like “quaint,” “vibrant,” “robust,” and “friendly” came immediately to mind. During subsequent meetings, the public was also asked to describe their vision for the Village. Not surprisingly, residents and business owners alike used similar terminology to describe their Vision for the Future. This Vision Statement is intended to set the course for the future of the Village as well as provide guidance for achieving the Village’s collective vision.

Began the  
visioning process  
by brainstorming  
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felt described  
their community.

## ***Goals and Strategies***

*Goals and strategies for the Village-wide topics of Economic Development, Transportation, Public Infrastructure and Community Facilities, Housing and Neighborhoods, Parks, Recreation and Open Space, and Historic Resources are presented below. When implemented, these goals and strategies will achieve the Village's Vision for the Future as stated above. The goals describe a desired end to be reached. The strategies provide a specific course of action to be taken to reach the stated goal.*

### **Economic Development**

Collectively, residential properties consist of the largest land use (approximately 60%), and serves as a significant source of tax revenue for the Village. Although it comprises the largest land use within the Village, the majority of the residential properties (96.6%) have a value less than \$100,000. As a result, residential property taxes provide a limited tax base to support the provision of community services and the implementation of major capital improvement projects. To this effect, the Village needs to increase its tax base through economic development opportunities to offset the some of the tax burden placed on homeowners.

Increasing the Village's tax base through the generation of new economic development opportunities raises several issues that the Village has to address within the Comprehensive Plan. First, the Village has a limited amount of developable land suitable for medium to large scale development. Likewise, existing commercial development has occurred, for the most part, on small lots along major transportation corridors within the Village. Commercial uses located along Route 11 and South Bay Road exhibit no sense of continuity or pattern, thus creating a lack of identity and aesthetic appeal.

Route 11 and sections of South Bay Road serve as high volume thoroughfares connecting the City of Syracuse with the suburbs to the north. These corridors, both within the Village and in the surrounding towns, have experienced high levels of commercial sprawl. Competition with the surrounding Towns has challenged the stability of businesses within the Village, and, in some cases, has resulted in the closure and/or relocation of stores. As a result, the Village must cope with vacant structures, lost tax revenue, and increased commercial blight.

In a recent business survey, the majority of the respondents indicated that increasing the visual aesthetics of the commercial corridor, especially within the Central Business District (CBD), is important for recruiting and retaining businesses. The Village's commercial areas currently, consists of sporadic sign placement, architectural inconsistency, varying degrees of landscaping, insufficient access management, and lacks a critical mass of identifiable features such as ornamental lighting, benches, flagpoles, and street trees. Streetscape improvements, proper building design, and building materials, the location of signage and utilities, as well as the conditions of roadways, sidewalks, and curbing are critical elements required to improve corridor aesthetics, create a sense of identity, and enhance the local economy.

By and large, economic development within the Village has been influenced by auto-oriented commercial development trends occurring in the Village and in the surrounding Towns. In particular, commercial development has been encouraged to spread haphazardly along the entire length of Route 11 with little control of site layout and architectural style. This has resulted in an overall sense of commercial sprawl and lack of community identity. Within this sprawl atmosphere, the Village has begun to establish an identity for itself with the development as a niche market for wedding shops and other complimentary uses. This niche market will be discussed in more detail in Chapter 4: Strategic Revitalization Areas.

# Village of North Syracuse – Comprehensive Plan 2025

Currently, Gateway Park, a business park located in the southeastern portion of the Village is not reaching its market potential. Many of the buildings located in the park are currently vacant. Potential economic development opportunities exist within the site, in particular, because of its proximity to Interstate 81 and Hancock International Airport provide unique opportunities for economic development within the Village.

The purpose of the following goals and strategies is to provide some general strategies to improving the overall economic climate of the Village. More specific strategies for revitalization of the Village's commercial areas are provided in Chapter 4: Strategic Revitalization Areas.

## Goal

*It is the goal of the Village of North Syracuse to increase its tax base.*

## Strategies

- Identify vacant and/or underutilized properties that are appropriate for commercial development. Market these properties for businesses that will strengthen the Village's identity through the continued establishment of a critical mass of niche market(s) such as wedding shops and other complimentary uses.
- Cause small lots along Route 11 and South Bay Road within the Village to be consolidated to allow for larger, more intensive economic development opportunities.
- Regulate land use by updating zoning and village codes to address issues of commercial sprawl along Route 11 and South Bay Road.
- Market services, businesses, and other commercial uses that complement, and don't compete with, the larger more stable businesses and commercial uses within the surrounding towns.
- Create incentives, such as the utilization of state and federal tax programs, to market vacant commercial buildings and/or sites.
- Determine the feasibility of mitigating wetland issues in areas that prohibit future economic development potential.
- Market the Village as a place to conduct business based, in part, on its proximity to the Syracuse airport as well Interstates 481 & 81.

## Goal

*It is the goal of the Village of North Syracuse to enhance and celebrate its identity.*

## Strategies

- Provide tax and other incentives to existing commercial/business owners to maintain and enhance the aesthetics of their building and facilities.
- Review current building codes and ensure proper enforcement and compliance.
- Review the existing sign regulations to be assured that they current effectively address the preferred placement, size, sign material, and function.
- Create a Business Center Overlay District that addresses, among other things, the location of building setbacks, parking, color schemes, building design, building materials, and building façades.
- Utilize community development funds for streetscape improvements such as sidewalk and curbing replacement, establishment of ornamental lighting districts, planting of street trees, and the placement of flags and public benches.

# Village of North Syracuse – Comprehensive Plan 2025

- Create a “theme” overlay district such as the Plank Road Overlay District that requires new businesses and encourages existing businesses to adapt historic attributes associated with the Plank Road Era into their building design and streetscape treatments.

## ***Potential Environmental Impacts Associated with Land Use and Economic Development Proposals:***

The Village of North Syracuse is primarily a built out community that is serviced by municipal water and sewer infrastructure. It is the Village’s intent to develop and redevelop properties in the most efficient and environmentally sensitive manner possible as described in the goals and strategies presented above for Land Use and Economic Development.

Developing currently vacant land may have an environmental impact in many areas currently undeveloped due to the potential existence of state and federal wetlands. Further investigation will be warranted if new development was to occur within these areas and federal and state permits may be required prior to commencing with development.

## **Transportation (Pedestrian & Vehicular)**

Traffic congestion has been identified as an issue along Route 11, South Bay Road, Taft Road, and Bear Road, especially during morning and afternoon rush hour. This is caused, in part, by the numerous curb cuts from the large number of homes and businesses located within these corridors. Multiple businesses and residences developed on small lots each with direct access to Route 11 and South Bay Road contribute to traffic congestion as traffic backs up waiting for business patrons to turn into or out of business establishments. Furthermore, parking within the central business district is poorly defined and is perceived to be insufficient to meet the needs of business patrons.

As highly traveled regional connectors, Route 11 and South Bay Road influence the Village by enticing through vehicular traffic and discouraging local pedestrian traffic. This trend is anticipated to continue in the future, especially as new development continues in the Towns of Cicero and Clay north of the Village. Pedestrian access along sections of Route 11 and South Bay Road discourage pedestrian activity because of a discontinuous sidewalk network and a lack of accessible crosswalks.

Some streets within the surrounding neighborhoods are being used for cut through traffic in particular Chestnut Street, Church Street, Wells Avenue and Parkway Drive. Speeding through these streets poses safety and quality of life issues for neighborhood residents and further deter pedestrian activity within these areas.

## **Goal**

***It is the goal of the Village of North Syracuse to maintain a proper balance of vehicular traffic flow, while at the same time, allowing for safe pedestrian mobility throughout the Village.***

## **Strategies**

- Regulate and restrict the number of curb cuts along Route 11 and South Bay Road.
- Require shared access ways along Route 11 and South Bay Road.
- Consolidate small lots along Route 11 and South Bay Road to allow for a reduction in number of direct access points.
- Maintain and enhance existing traffic calming techniques such as on street parking where appropriate, pedestrian crossing signs, sidewalk bump-outs, and brick pavers at crosswalks.
- Regulate parking lot aesthetics by creating parking standards.



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- Provide a continuous, well maintained sidewalk network along the commercial corridors within the Village.
- Provide adequate buffering between residential areas and roadways to reduce traffic noise, calm traffic, and improve aesthetics.

## ***Potential Environmental Impacts Associated with Transportation (Pedestrian & Vehicular):***

The strategies listed above will result in positive environmental impacts Fewer curbcuts, increased curbing, shared paring and entranceway faculties, less congestion and therefore less vehicular idling, and increased vegetation within landscaped buffers will provide positive environmental impacts for the Village.

## **Public Infrastructure and Community Facilities**

The Village of North Syracuse is a relatively young community that is serviced by infrastructure that is currently well within its expected lifespan. During the 1960s, the Village experienced significant upgrades to its water and sewer network to service the entire community. Currently, the Village receives few if any disruptions to either of these services and has no major capital improvement plans scheduled for the near future. During the next 20 to 30 years, however, the majority of the public infrastructure within the Village will meet and/or exceed its anticipated lifespan. Significant investment into public infrastructure will likely be required at the same time, thus creating the potential for a major financial burden for the Village in years to come.

Other public infrastructure, such as sidewalks and curbing, has been developed within the Village, but at a limited scale. For instance, many residential neighborhoods do not have sidewalks or curbing, while Route 11 suffers from the impacts of numerous curb cuts, discontinuous sidewalks, and a lack of visual appeal. Street trees and streetlights are also part of the infrastructure and are considered to be valuable assets that need to be protected and enhanced within the Village. Demand for community services such as police protection, public facilities maintenance, and administrative services have increased during the previous decade. Consequently, existing public facilities no longer meet the space and technology needs of Village Administrative officials, the Police Department, and the Department of Public Works (DPW).

## **Goal**

***It is the goal of the Village of North Syracuse to maintain its infrastructure and high quality service provision by proactively enhancing public infrastructure and public facilities.***

## **Strategy**

- Maintain an inventory of all public infrastructure, which would include information pertaining to its age, condition, next expected upgrade, and its cost and capacity.
- Determine future intervals for infrastructure replacement and upgrades and plan accordingly.
- Proactively maintain and/or improve the Village's bond rating and seek financial support to upgrade infrastructure.
- Collaborate with other agencies and governments such as Onondaga County and the Onondaga County Water Authority for future improvements to water and sewer service.
- Prioritize public infrastructure improvements for the expenditure of community development and village-generated funds.

# Village of North Syracuse – Comprehensive Plan 2025

- Prepare a streetscape plan for Route 11 designed to reduce the number of curb cuts through driveway consolidation and the development of access roads where appropriate.
- Work with Cornell Cooperative Extension to determine and create a Village Forest Master Plan that focuses on the protection, maintenance and replanting of appropriate tree species within the Village to help maintain its character.
- Relocate Village administrative and police services to another site within the Village Center.
- Relocate the Department of Public Works to a location that is not surrounded by residential properties. Or investigate collaborating (leasing space and/or consolidating services) with the New York State Department of Public Works facility on Taft Road.

## ***Potential Environmental Impacts Associated with Public Infrastructure & Community Facilities:***

Given that the majority of the Village has up-to-date and well maintained infrastructure no negative impacts are anticipated regarding Public Infrastructure. The potential impact of relocating the Village's public facilities will need to be addressed on a case-by-case basis.

## **Housing and Neighborhoods**

Designed as a postwar bedroom community with many small “starter” homes following World War II, neighborhoods within Village of North Syracuse have changed very little over time. To a large degree, this has put the Village at a competitive disadvantage as consumer demand for larger homes on larger lots has swept across the nation.

Many single-family homes have also been sold and converted into multi-family units during the past several years, which, in some cases, has reduced the quality of life within Village neighborhoods. This trend is further exacerbated by the fact that housing values have remained constant and the profits generated from rent revenues has increased. Currently, the Village is being proactive in trying to reverse the trend of multifamily housing conversions to protect the Village's quality of life.

Other issues confronting several neighborhoods located within the Village include the increased number of code violations, especially in areas that have experienced conversions of single family homes into multifamily units. Code violations can increase as issues associated with increased population density, especially as the need for more parking and increased safety restrictions take effect. Traffic calming has also become an issue in some neighborhoods as commuters speed through local neighborhood streets.

The Village has the unique opportunity to market itself to first-time homebuyers as well as young families. When compared to the rest of Onondaga County as well as to surrounding towns, the Village of North Syracuse has a very affordable supply of housing. In addition, the majority of the homes within the Village are relatively young when compared to other homes in neighboring villages. North Syracuse's neighborhoods also offer a friendly community setting within walking distance of public amenities including several public parks. These distinct neighborhood attributes allow the Village to meet a niche market for singles, young families, first-time homeowners, and senior citizens.

## **Goal**

***It is the goal of the Village of North Syracuse to maintain high quality neighborhoods that are safe, clean, friendly, and conveniently located near parks and community facilities.***

## **Strategies**

- Increase homeownership levels by marketing the Village and its many assets such as neighborhood parks, community facilities, and the provision of high-quality services.

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- Proactively cite code violations within neighborhoods and encourage compliance by providing gift certificates and other incentives for “most improved property of the month”.
- Regulate two-family and multi-family properties within the zoning ordinance by only permitting them directly adjacent to the Village Center and commercial corridors (Route 11 and South Bay).
- Encourage the formation of neighborhood associations such as neighborhood watch groups and neighborhood clean up days.
- Ensure that neighborhoods have proper access to parks and other community facilities through safe streets, and where appropriate, a sound sidewalk network with proper lighting and year round maintenance.
- Market neighborhoods as starter homes for young adults, new families, and empty nesters.
- Discourage multi-family home conversions through updating zoning restrictions and building codes.
- Establish a revolving loan fund to encourage homeownership and property improvements.
- Ensure the proper placement of road signs, buffering, and traffic calming within neighborhoods to ensure residential and pedestrian safety.

## ***Potential Environmental Impacts Associated with Transportation Housing and Neighborhoods:***

No adverse environmental impacts are anticipated to occur with the recommended strategies associated with Housing and Neighborhoods.

## **Parks, Recreation & Open Space**

For a village of its size, the North Syracuse contains one of the most extensive park systems in Central New York. Park land and open space is distributed across the Village and is within walking distance from neighborhoods. The community views the abundance of parkland within the Village as one of the largest assets that need to be preserved for future generations. However, a lack of funding for the proper maintenance of park facilities serves as a major challenge for the future health of the Village Park network. Furthermore, many of the parks within the Village may no longer properly serve the needs of the existing residents as the Village experiences a loss in the number of its younger residents. Likewise, vacant land and other open spaces and historic sites within the Village, such as the Wizard of Oz Memorial Oak Grove, need to be protected, assessed and evaluated to determine their appropriate use.

### **Goal**

***It is the goal of the Village of North Syracuse to protect and enhance its park, recreation and open space network.***

### **Strategies**

- Create a Village Park Master Plan that assesses the conditions, needs, and provides recommendations to enhance the Village Park network.
- Maintain proper access to parks for all residents, young and old alike, and provide appropriate facilities to meet the needs of local residents.
- Research funding opportunities for park improvement and maintenance efforts.
- Encourage residents to form park associations that consist of volunteers who help maintain the park.

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- Work with Cornell Cooperative Extension to catalog mature trees, especially within the Wizard of Oz Oak Grove, and create a maintenance plan for their preservation.
- Market the parks and open spaces as a method to attract first-time homeowners and increase the chance to acquire park funding and volunteer opportunities.

## ***Potential Environmental Impacts Associated with Parks, Recreation & Open Space:***

The creation of a Park Master Plan will identify new recreational opportunities within the Village as well as potential environmental impacts associated with new facilities. Development within Toll Road Park will potentially have an adverse environmental impact due to the potential presence of wetlands. Further investigation will be warranted if new development was to occur within these areas and federal and state permits may be required prior to commencing with development

## **Historic Resources**

History plays an important role in identifying and maintaining an identity that is unique to the community. Although the surrounding region is full of history, the Village of North Syracuse is a young community that is less than 80 years old. As such, the Village identifies itself with historic themes of the region such as containing the nation's first plank road. Today, Route 11 delineates the path of the original plank road and continues to serve as a major thoroughfare that influences land use within the Village.

Another aspect of history that the Village identifies itself with is being home to the Wizard of Oz Memorial Oak Grove that is located behind the North Syracuse Junior High School running track. Local legend has it that the Oak Grove, which contains some of the largest and oldest trees in Onondaga County, served as the inspiration for L. Frank Baum's famous Great Forest of Oz in his book and subsequent motion picture, The Wizard of OZ. Mr. Baum is said to have been inspired by the Oak Grove Forest when he spent his childhood in the Village of North Syracuse. As a result, many local residents speculate that the Great Forest of Oz was modeled after North Syracuse's Oak Grove Forest, an often overlooked asset that should be protected and enjoyed.

## **Goal**

***It is the goal of the Village of North Syracuse to celebrate local and regional history.***

## **Strategies**

- Further develop and enhance Plank Road and Wizard of Oz Oak Grove theme.
- Develop design guidelines to encourage new businesses to incorporate appropriate historic attributes into the design of their building.
- Work to create "new" history as the Village is only 80 years old. This fact thus allows the Village to, at this very moment; define what it wants to be known as in years to come. Therefore, develop your historic legacy now.
- Provide a public education campaign regarding the Wizard of Oz Memorial Oak Grove.

## ***Potential Environmental Impacts Associated with Historic Resources:***

Protecting the Village's historic resources will be beneficial to the community and environmental aspects of the Village.



## *Strategic Revitalization Areas*



Village Business District at Village Center

The Village of North Syracuse has developed specific strategies for six “revitalization areas” for the purpose of strengthening the Village’s tax base and enhancing its character and identity. Proximity to the Hancock Airport as well as major Interstates such as Routes 81, 481, and 11 provide the Village with a wonderful opportunity to revitalize its three main

commercial corridors: Taft Road, Route 11, and South Bay Road. To this effect, North Syracuse has identified six revitalization areas within these corridors based on unique features such as type of use, site layout, and building design.

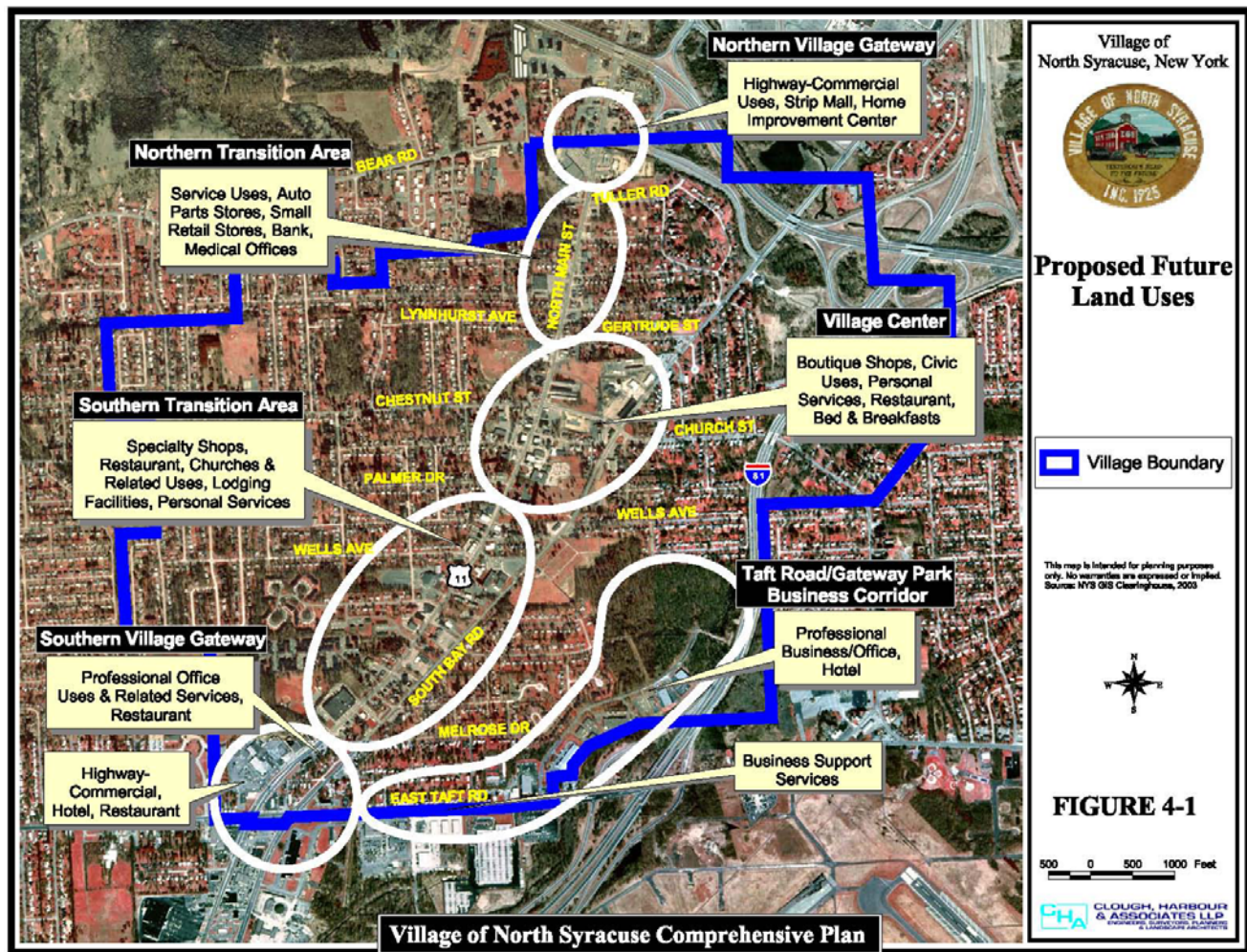
The six revitalization areas include: the Taft Road/Gateway Park Business Corridor, the Southern Village Gateway, the Southern Transition Area, the Village Center Area, the Northern Village Transition Area, and the Northern Village Gateway. The Village has determined appropriate uses that are consistent with the vision for each revitalization area. A Future Land Use Map (Figure IV-1) identifies proposed uses for each of these areas. This map will be used by the Village to assist with updating its zoning ordinance to ensure that land use regulations are consistent with the Village’s Vision for the future.

### **The Taft Road/Gateway Park Business Corridor**

The Taft Road/Gateway Park Business Corridor is comprised of two sub-areas. The first sub-area includes the Gateway Business Park located along Gateway Park Drive. The second sub-area includes those properties located along the northern edge of East Taft Road extending from Gateway Park Drive west to Paula Drive. Proximity to Interstate 81 and Hancock International Airport provide unique opportunities for economic development within the Village, especially within the Taft Road/Gateway Park Business Corridor. The Village of North Syracuse should work to increase its tax base within the business park revitalization area as its full potential has yet to be realized.

Gateway Park serves as a well planned business park that has a large supply of undeveloped land available for future development, great interstate access, and is close to the Hancock Airport. The Village should work with the owner of Gateway Park to aggressively market the site for professional business offices and actively recruit new tenants to fill vacancies and encourage new development. However, as new development occurs within the undeveloped portion of the site, wetland mitigation will be required. Furthermore, the owner of the Park should be encouraged to enhance Gateway Park Drive’s entranceway as it currently lacks definition and identity. The Village should also require adequate buffering to screen new development from the surrounding neighborhoods within the sub-area.

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Residential properties located on the northern edge of Taft Road have experienced some development pressure in recent years. As this continues and as residences convert to business uses, the Village should require that small lots be merged to create lots large enough to allow for adequate parking, reduced curb cuts, residential buffering, and aesthetically pleasing landscape treatments. Future use of these properties should be geared towards business service type uses that would be compatible with the Gateway Business Park.

The Gateway Business Park should contain professional business/office uses and hotels or motels uses that are compatible with the surrounding area. The Taft Road Business Corridor should contain business support services, which include uses such as copy service centers, mail service stores, phone service stores, electronic service centers, and job or lithographic printing services.

## Vision

*The Taft Road/Gateway Park Business Corridor will be a business-friendly corridor with an identifiable entranceway, shared driveways and, where appropriate, shared parking areas. Business uses such as professional offices and related services will be compatible with neighboring residences through form and function as well as through the preservation of tree buffer zones, proper setbacks, and appropriate landscaping. Signs and lighting will also be compatible with the needs of the businesses as well as the surrounding community.*

## Strategies

- Sponsor a market analysis for the Gateway Business Park to determine the highest and best use of the site.
- Develop design guidelines for professional businesses.
- Ensure access management through shared driveways and parking lots.
- Update and enforce a sign standard ordinance.
- Collaborate with the property owners to enhance economic development opportunities within the Taft Road/Gateway Park Business Corridor.
- Identify vacant and/or underutilized properties that are appropriate for commercial development and market accordingly.
- Provide incentives such as tax breaks, “most beautified property” notices, and so on to have business owners maintain their streetscape.
- Create an overlay zone that would require small residential lots along East Taft Road to be consolidated to allow for larger, more intensive economic development opportunities as market trends encourage commercial development.
- Market services, businesses, and other commercial uses that would benefit from close proximity to the Airport and surrounding Interstates.
- Create incentives, such as the utilization of state and federal tax programs, to market vacant commercial buildings and/or sites.
- Determine the feasibility of mitigating wetland issues in areas that prohibit future economic development potential.

## The Southern Village Gateway

Building upon the Village’s identity and enhancing the Village’s economy have been identified as major goals to enhance the Village as a destination unto itself. Gateways into a community play an important role in fostering an identity for a community. As major entranceways into the Village of North Syracuse, the intersection of Route 11 and Taft Road as well as the intersection of South Bay Road and Taft Road serve as gateways into the community and thus need to exhibit the very best qualities of planning and urban design.

Major entranceways into a community should be identifiable, not just regarding elements such as archways and fancy signs, but through the practice of good urban design, which includes things such as landscaped setbacks, tree-lined streets, community flags, unique building façade standards, and so on. Regional corridors such as Taft Road and Route 11 have high traffic volumes, which encourage large-scale commercial uses on larger lots with more parking.

Large lots create opportunities for quality design through principles such as maintaining shared points of access along major routes, providing landscaped islands and setbacks that have deep buffer zones, regulating and maintaining building aesthetics, and beautifying sidewalk and streetscape aesthetics. Improvements to this



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area should build upon the Village’s identity as a small, quaint community that is visually unique from the rest of the development within the surrounding towns. Adequate vegetation buffers between residential and commercial districts are also necessary to improve aesthetics and create a sense of place within each residential and/or commercial zone.

Smaller commercial and residential properties exist in the northern section of this revitalization area. These properties should be carefully monitored, especially if economic trends continue to change and render their use, building, and lot size along a high trafficked corridor obsolete. The Village should encourage the consolidation of parcels and curb cuts, and allow larger types of commercial uses to develop on larger parcels located between Route 11 and South Bay Road.

The Southern Village Gateway should contain highway commercial uses at the Taft Road Intersection. Highway commercial uses include large scale commercial development such as supermarkets, big-box retail outlets, household equipment and appliance stores, home improvement center stores, video rental stores, and grocery stores, hotels, restaurants, and catering services are also appropriate for this area, and within the northern section of this area, appropriate uses include restaurants, professional offices and related services.

## Vision

*The Southern Village Gateway will be a well maintained commercial gateway into the Village that is beautifully landscaped with deep vegetated buffers between the road and the building. Desired development includes highway-commercial uses such as large supermarkets and big box retail outlets located in the southern section of this area and professional office type uses in the northern section of this strategic area all of which serve the surrounding region as well as Village residents.*

## Strategies

- Utilize shared driveways & parking and restrict the number of curb cuts along Route 11, Taft Road, and South Bay Road.
- Consolidate small lots along Route 11 and South Bay Road to permit larger commercial development opportunities if the market continues to support such uses.
- Consider the feasibility of encouraging uses that would complement the Airport such as well-maintained hotels and motels if the currently existing big box retailers along the western side of Route 11 relocate or close.
- When a parcel has frontage on both Route 11 and South Bay require that access is provided to each roadway.
- Require the planting of trees and other vegetation within deep vegetated setbacks between roadways and large commercial properties.
- Create building (big-box) design standards.
- Provide incentives such as tax breaks, “most beautified property” notices, and so on to have business owners maintain their streetscape.
- Develop design guidelines for strip malls and individual retail shops.
- Update and enforce a sign standard ordinance.
- Maintain a safe pedestrian network of sidewalks to provide safe access for walkers and bike riders.
- Provide adequate buffers between commercial and residential uses.
- Utilize access roads such as Hoytville Street, Lawrence Avenue, and Melrose Drive whenever possible.
- Require landscape islands within parking lots whenever possible.



## The Southern Transition Area

The Southern Business Transition Area is located between Melrose Drive and Palmer Drive along Route 11 and between Melrose Drive and Wells Avenue along South Bay Road. The Village selected this area because it provides a zone of transition between the more heavily trafficked intersections to the south and the traditional “main street” uses directly to its north at Village Center. This area has the opportunity to develop uses such as specialty shops and Airport tourist accommodations.

There are a range of issues involving the many different uses and structures located along the Southern Business Transition Area that need to be addressed in order to beautify and enhance Route 11 and South Bay Road. Currently the area has numerous curb cuts onto Route 11 and South Bay which contribute to traffic congestion especially during peak rush hours. In addition, there are several houses that have been converted to businesses, numerous small lots, and several small strip malls that have parking areas directly fronting Route 11. Pedestrian connections need to be provided along Route 11 and South Bay Road, especially near the Village Center. This would allow shoppers to park at one location and walk to the various shops fronting the roadways. This area is also compatible for neighborhood-oriented shops that service the surrounding residences as well as shops that service commuters passing through the Village. Businesses that have frontage on Route 11 and South Bay should provide access to each road as a means of reducing the congestion resulting from a single entranceway.

The Southern Business Transitional Revitalization Area should contain uses that attract customers from Hancock Airport and provide an identity through specialty shops that distinguishes the Village as a unique place unto itself. Moderately priced restaurants as well as lodging facilities such bed & breakfasts and motels would help to attract airport patrons. Specialty shops such as wedding dress stores, tuxedo shops, and book stores help build upon the Village’s identity as well as attract outside visitors into the Village. Churches and other related uses such as cemeteries and funeral homes and personal services such as beauty salons, barber shops, banks, and medical offices provide services to the local community.

## Vision

*The Southern Business Transition Area will be an area that provides uses such as restaurants, tourism support industries, hotels, motels, bed & breakfasts, wedding stores and other specialty shops, which transition between large scale development to the south and traditional neighborhood development to the north. Route 11 and South Bay will be pedestrian friendly, well maintained, and aesthetically pleasing; businesses will have shared points of access and shared parking and they will provide services to local residents as well as commuters.*

## Strategy

- Require the planting of street trees along the sidewalks that are parallel to Route 11 during site plan review.
- Enhance the Village’s identity by marketing the Village as a location for bridal-related shops, restaurants and other appropriate uses.
- Market the Village by providing signage near the airport informing visitors about the restaurants and other opportunities within the Village.
- Develop design guidelines for strip malls and individual retail shops.
- Ensure access management through shared driveways and parking lots.
- Update and enforce a sign standard ordinance.
- Consolidate lots where appropriate and provide access to both Route 11 and South Bay Road whenever possible.
- Provide pedestrian access via a continuous sidewalk network.

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- Require sufficient vegetated buffers to shield neighboring residences from commercial/retail use.
- Discourage front-loaded parking that requires patrons to back into main roads to exit.
- Provide incentives such as tax breaks, “most beautified property” notices, and so on to have business owners maintain their streetscape.

## The Village Center

During the creation of the Onondaga County Settlement Plan, world renowned Town Planner, Andres Duany, praised Onondaga County stating that its greatest asset “is its collection of traditional neighborhoods, embodied by the County’s hamlets, villages, small towns and urban communities.”<sup>1</sup> Traditional neighborhoods have centers where civic and social activities abound, where government uses are centralized, and where pedestrian activity flourishes. The “Village Center Revitalization Area” provides the Village with the opportunity to capitalize on such qualities and thus supports the Village’s Vision as a quaint community with a lively business center.

North Syracuse recently worked to strengthen its Village Center by providing civic uses such as the local library and the community center within this centralized area. Thus, the Village Center provides an ideal setting for the future relocation of Village administrative facilities as well as for compact retail development that provides services to local residents who can walk to the store. The development of several senior citizen complexes as well as the multi-family, two-family, and single-family uses within and directly adjacent to the Village Center will ensure a vibrant social atmosphere for traditional shops, civic spaces, and Village government service facilities.

A variety of issues confronts the Village Center which include: a lack of an identifiable “main street uses,” a lack of architectural continuity, insufficient way-finding signage, unimproved civic spaces such as public parks and community facilities, a lack of community aesthetics including streetscape improvements, a perception of insufficient parking, inconsistent setback regulations, and conflicting governmental land uses within an adjoining residential neighborhood. Numerous opportunities exist to enhance the Village Center such as shared municipal parking opportunities, streetscape enhancement potential, land redevelopment opportunities, neighborhood/pedestrian access improvements, DPW relocation possibilities, and the potential relocation of Village Hall and related services back into the heart of the Village.

The Village Center along Route 11 should contain a variety of boutique shops such as outdoor cafes, book stores, antique shops, clothing stores, pawn shops, and restaurants. Civic uses such as Village administrative facilities, police services, public parks, community centers, and a public library are to be encouraged. Due to its central location, high density housing such as senior citizen homes, multifamily, and two family properties should be provided to allow for a readily supply of business patrons for a vibrant social atmosphere. Personal service uses such as barber shops and beauty salons would also be appropriate uses to locate along Route 11.

## Vision

*The Village Center will be a vibrant social gathering place that provides centralized governmental services, entertainment venues, civic spaces, and wide variety of mixed-use residential above retail shopping opportunities all within a pedestrian-friendly environment that is within walking distance of Village neighborhoods, senior centers and multifamily housing. Buildings will front Route 11 as to provide an inviting atmosphere for walkers and shoppers who wish to visit street side cafes and shop in distinct stores within a quaint environment.*

<sup>1</sup> Quote found on Page 7 of the *Onondaga County Settlement Plan, the Regional Plan and Pilot Projects*; Duany, Plater-Zyberk & Company, February 2001.

## Strategies

- Create a business improvement district (BID) that focuses its effort on providing streetscape improvements in front of participating businesses.
- Consider leasing space and/or sharing equipment through an inter-municipal agreement with the facility located at the intersection of Taft Road and South Bay to reduce the burden on the existing Village DPW facility and surrounding residences -OR- investigate the feasibility of relocating the Village DPW facility to another site outside of the Village Center.
- Provide incentives such as tax breaks, “most beautified property” notices, and so on to have business owners maintain their streetscape.
- Investigate the feasibility of relocating the Village Hall and associated services to a location within the Village Center, perhaps at the location of the current DPW facility.
- Update and enforce a sign ordinance that is specific to the Village Center.
- Create a Village Center Overlay Zoning District that would encourage rear-loaded parking, mixed uses, suggested building materials, and increased density.
- Investigate the feasibility of burying the aboveground power lines within the Village Center.
- Provide specialty streetscape improvements including public benches, ornamental lighting, Village flags, street trees, improved sidewalks and curbing.
- Develop design guidelines Village Center retail shops.
- Ensure access management through shared driveways and parking lots.
- Provide appropriate signage and wayfinding for parking lots, especially as it relates to parking behind the buildings within the Central Business District (CBD).
- Update and enforce a sign standard ordinance.

## The Northern Transition Area

The Northern Business Transition Area is located along Route 11 between Lynnhurst Avenue and Tuller Road. Uses within this area consist of smaller businesses many of which have been converted from residential properties. Similar to the Southern Business Transition Area many of the commercial uses exist on small lots which once contained residential properties. Furthermore, the Northern Business Transition Area serves as an area that transitions from uses reflecting large commercial establishments to the north and traditional “main street”/village center uses to the south.

Many of the issues which are of concern to the Village are similar to those observed within other districts. Those issues being smaller lot sizes, conversion of residences to commercial uses, uncontrolled curb cuts, insufficient sign regulations, and in some cases, deteriorating properties that no longer serve their function. The Village should encourage uses similar to the Southern Transitional Area, but at a smaller scale.

The Northern Transition Area should contain service uses such as hardware stores, auto part stores, building repair and maintenance shops, and small dining establishments. Ambulance services and small individual retail stores are also appropriate for this section of Route 11.

As development occurs within this area vegetated buffers should be utilized to shield surrounding residences from commercial uses. Front-loaded parking lots should be landscaped where possible, sidewalks should be provided along Route 11, which are lined with street trees, and lots should be consolidated to allow for the development of larger buildings. Access to the businesses also needs to be managed as to control the number of direct connections onto Route 11.

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## Vision

*The Northern Business Transition Area will be a tree-lined corridor that contains uses geared to serving the needs of commuters as well as local residents. Pedestrian activity will be encouraged through a continuous sidewalk network to ensure a pedestrian-friendly atmosphere.*

## Strategies

- Restrict the number of curb cuts permitted on Route 11.
- Identify parcels that are appropriate for consolidation and encourage developers to purchase and build larger structures.
- Review the zoning ordinance and make sure that it permits the type of use described above.
- Regulate signs and lighting to ensure compatibility with surrounding neighborhoods.
- Provide vegetative buffers between businesses and residential properties.
- Require the planting of street trees along the sidewalks that are parallel to Route 11 during site plan review.
- Develop design guidelines strip malls and individual retail shops.
- Ensure access management through shared driveways and parking lots.
- Update and enforce a sign standard ordinance.
- Provide incentives such as tax breaks, “most beautified property” notices, and so on to have business owners maintain their streetscape.

## The Northern Village Gateway

The Northern Village Gateway extends along Route 11 from Bear Road to Tuller Road. The Route 11 and Bear Road intersection serves as a major entranceway into the Village from the towns of Cicero and Clay, and has similar uses as the Village’s southern gateway as a result of being a high trafficked intersection. Thus, many of the recommended strategies for the southern gateway also apply to this area.

The Village’s main northern gateway experiences similar uses to its southern gateway. Larger retail/commercial establishments have located at the corners of this intersection as well as a strip mall that contains several tenants. Highway commercial uses such as supermarkets, big-box retail outlets, home improvement and appliance stores, and video rental stores are appropriate uses for location within this area. Currently, commercial activity at this intersection appear to be flourishing and provides economic stability to the area. There are, however, several issues relative to the corridor as it pertains to a major gateway into the community.

The intersection at Bear Road and Route 11 is often highly congested with traffic and contains multiple signs directing traffic to the various interstates and surrounding communities. Thus, it is difficult to identify this area as an entranceway into a Village as the currently existing uses are difficult to decipher from the uses within the towns of Clay and Cicero.

## Vision

*The Northern Village Gateway will be a bustling entranceway into the Village of North Syracuse that provides well placed signs along a landscaped corridor with medium to large scale commercial uses such video stores and grocery stores that portray an identity that is distinct and inviting for commuters and pedestrians alike.*



## Strategies

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- Encourage tree-planted islands within large parking lots and along the sidewalk network parallel to Route 11
- Develop design guidelines for large retail (Big Box and Strip Mall) facilities.
- Provide incentives such as tax breaks, “most beautified property” notices, and so on to have business owners maintain their streetscape.
- Ensure access management through shared driveways and parking lots.
- Update and enforce a sign standard ordinance.
- Regulate sign use to ensure that roadways are not too cluttered.
- Require large vegetative buffers between large retail establishments and Route 11 as well as surrounding residences.
- Market complementary businesses that will not compete with but compliment businesses within the surrounding towns.

## 5

### *Alternatives*

Chapter 5 outlines alternatives to comprehensive planning including the no-action alternative and the alternative planning strategy alternative to provide Village of North Syracuse with an informed decision-making process.

#### **SEQRA Compliance**

To comply with the State Environmental Quality Review Act (SEQRA) the Village of North Syracuse must consider alternatives as part of this Generic Environmental Impact Statement (GEIS). The Village of North Syracuse Comprehensive Plan involved a public participation process that extended over a period of a year from 2003 to 2004, and ultimately resulted in the public identifying a series of issues and opportunities as well as goals and strategies. The planning process included an inventory and analysis of existing conditions within the Village including an assessment of its current land use, transportation, infrastructure, and community facilities. The Comprehensive Plan reflects public consensus regarding a shared vision for the future and provides the necessary framework for achieving that vision.

#### **No Action Alternative**

The no-action alternative would involve the Village of North Syracuse continuing on its present course and not undertaking a planning process that would result in the preparation of a comprehensive plan. The result of this no-action alternative would be a possible and probable worsening of some of the key challenges and issues facing the Village as well as a loss of an opportunity to build public consensus about a shared vision for the future that guides decision-making and resource allocation toward collective goals.

These challenges include: a continued loss of community character and identity, an increased demand for services and a declining tax base, worsening traffic conditions along the Route 11 and South Bay Road within the Village; a continuation or worsening of the pedestrian-unfriendly environment; increasing vacancies within the commercial corridors and within the neighborhoods; continued isolation of elderly residences within high-trafficked commercial corridors; continuing changes in land use in some residential areas that potentially affect neighborhood stability; possible stagnation or decline of the local business climate; and finally, the possibility of a decline in the aesthetic character and overall quality of life in the community.

#### **Alternative Planning Strategies**

The Village of North Syracuse has, throughout the planning process, evaluated and considered alternative land use, transportation, and development scenarios as part of refining the community's vision for the future. Six revitalization areas are presented which represent preferred scenarios for future development and growth.

The Village of North Syracuse is a mature, built-out community, which offers few opportunities for new development. To this effect, the Village must rely on infill and redevelopment opportunities, especially along

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Route 11 and South Bay Road. Many existing conditions as well as market forces within the area limit redevelopment scenarios for the Village and thus limit the number of planning alternatives available for consideration. Business and tax base enhancements are high priorities for the Village as well as neighborhood revitalization. Residential neighborhoods are for the most part well-maintained, but are experiencing conversions of single-family homes to multi-family and non-residential uses. Therefore, many planning strategies have been limited to infill and redevelopment opportunities. Finally, because the Village of North Syracuse is a mature, built-out community, alternatives to the proposed land use and development scenarios presented in this plan are limited.

## 6

### *Implementation Plan*

The Village of North Syracuse Comprehensive Plan 2025 will serve as a key reference for all future decisions made by Village officials and department heads regarding growth and development of the Village during the next twenty years. This implementation plan provides a process for ensuring that Village decisions and actions will comply with the public’s vision as expressed within the comprehensive plan and also provides a process for monitoring implementation progress and updating the plan.

#### **Plan Adoption**

The Village of North Syracuse Comprehensive Plan should be adopted within three months of completion. The Plan as well as any amendment thereto is subject to the provisions of the New York State Environmental Quality Review Act (SEQRA) under Article Eight (8) of the Environmental Conservation Law and its implementing regulations. The adoption of the comprehensive plan by the Village of North Syracuse is considered a Type 1 action subject to review under 6 NYCRR 617. To this effect, the Village’s Comprehensive Plan has been developed as a Generic Environmental Impact Statement (GEIS) pursuant to SEQRA statute and regulations. No further compliance with such law is required for subsequent site specific actions that are in conformance with the conditions and thresholds established for such actions in the GEIS.

#### **Priority Actions**

The following list of actions have been identified as important building blocks that the Village should undertake to implement the comprehensive plan, and ultimately, achieve the Village’s vision.

#### **Update Zoning Ordinance**

The Village of North Syracuse should update its zoning ordinance to implement the Village of North Syracuse Comprehensive Plan. The overall vision, goals, and strategies for the Village and the corresponding visions and strategies for each strategic revitalization area provide a solid foundation to review and update the zoning ordinance to ensure compliance with the comprehensive plan. Immediately following the adoption of the plan, a zoning committee should be formed to review the ordinance and propose revisions as necessary to be adopted by the Village Board.

#### **Prepare a Park Master Plan**

The Village’s park network has been identified as one of the community’s greatest assets within the Comprehensive Plan. It is the goal of the Village to preserve and enhance the park network to ensure that each park is enjoyed by current and future residents for years to come. Due to the large number of parks and their many unique challenges, a park wide master plan should be prepared to assist the Village with determining appropriate park facilities that will meet the needs of the local residents. This effort should be undertaken with assistance from the Cornell Cooperative Extension as unique forest attributes including the Wizard of Oz Oak Grove exist within the Village. The Oak Grove as



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well as other forested and open space areas should be considered part of the Village park network, and thus, should be addressed within the plan.

## Route 11 Streetscape and Access Management Master Plan

The Village of North Syracuse should create a Route 11 Streetscape Master Plan as Route 11 serves as a major commercial corridor that portrays the strongest image of the Village. The master plan should support and reflect the Vision, character, and identity as expressed within the discussion of the strategic revitalization areas. One component of the plan would be to address in greater detail, egress and traffic congestion issues along Route 11.

In addition to updating the zoning ordinance as recommended within an action described above, the Village should determine what specific types of streetscape improvements it would like to have done and where they should occur along the Route 11 corridor. The New York State Department of State (NYSDOS) has just appropriated 20 million dollars into the “New York Main Street” program to help communities revitalize their main streets. This program should be considered and reviewed as a potential funding source to help the Village prepare and implement the plan.

## Prepare a Village Center Plan

The Village Center has also been identified as a major asset for the community, but has been recognized as an area that could be further enhanced to more appropriately incorporate civic and governmental uses. Issues that should be addressed include the availability of parking within the business district, identifying locations appropriate for governmental services, building upon the Village Center’s identity, and marketing it to recruit new businesses, uses, tenants, and shoppers.

## Create a Village-wide Marketing Strategy

The Village of North Syracuse should build upon its comprehensive plan by marketing its business and community assets to help entice new residents and businesses to locate within the Village. Efforts should be made to coordinate with local economic development agencies such as Onondaga County, the Central New York Regional Planning and Development Board, and the Metropolitan Development Association to help market developable sites within the Village. The Marketing Strategy should also include a brochure, which provides a summary inventory of vacant lots and infrastructure capacities, identifies incentives for doing business within the Village, and describes opportunities unique to the Village such as its proximity to major interstates and an international airport.

## Relocation of Village Services Feasibility Study

During the comprehensive planning process, it was determined that the Village Hall and the Village Department of Public Work (DPW) facilities no longer meet the Village’s needs. The police department and the Village administration currently require more space than what is provided within the Village Hall facility on South Bay Road. To this effect, there has been discussion regarding the need to relocate to another area that is centrally located within the Village. A feasibility study should be produced to determine if the Village could relocate its police and administrative services to an area within the Village Center. In addition, the Village DPW facility is inappropriately located within a residential district. A similar feasibility study should be completed to determine if the Village could relocate this facility to another area outside of the Village Center. Currently, an opportunity exists for the Village to talk with the New York State Department of Transportation to acquire space through an intermunicipal agreement within the State DPW facility located along East Taft Road.

## Village-wide Infrastructure Inventory Study

As a relatively young village that is serviced by newer infrastructure that is still within its expected lifespan, the Village has a great opportunity to “plan for the future” by acting now to inventory all of its infrastructure to identify what will need to be maintained/upgraded and when. The Infrastructure Inventory Study will enable the Village establish a maintenance schedule and prioritize what infrastructure needs to be repaired and/or upgraded. It will also serve as a valuable tool to help coordinate infrastructure improvement activities (ex. Install pipes then pave the road.) among the Village Department of Public Works as well as with other governmental agencies and authorities. By prioritizing infrastructure upgrades and establishing a routine maintenance schedule the Village can most efficiently use its resources to ensure quality and reliable public infrastructure.

## Plan Monitoring

To ensure that the Village of North Syracuse Comprehensive Plan remains up-to-date, it is important to develop ways of monitoring its effectiveness and approaches for keeping it current as circumstances change over the years. The Village must review the Plan every five years and update as required to ensure that it remains as an effective tool that guides growth and development change. Planning is an ongoing process and adopting a comprehensive plan is not the final step to the process; it should be considered the first step of the process.

The Village of North Syracuse should initiate a process to revise the Comprehensive Plan five (5) years after its adoption. The plan should be reviewed and updated every five (5) years. The revision process should include:

- Creation of a Comprehensive Plan Advisory Committee
- Updating the Comprehensive Plan Existing Conditions
- Preparation of an evaluation report documenting the effectiveness of the Comprehensive Plan and implementation efforts, identifying constraints upon implementation, and summarizing conditions and trends that have changed in the period since the plan adoption; and
- Revise the goals and strategies to reflect changing circumstances, emerging needs and opportunities, and expressed citizen priorities.