COMPREHENSIVE PLAN 2002

for the

TOWN OF DEWITT, NEW YORK

* * *

Prepared for:

Town of DeWitt Planning Board

by

PLANNING/ENVIRONMENTAL RESEARCH CONSULTANTS
310 West State Street Ithaca, NY 14850

Transportation Component

by

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

April 2002
Adopted by the Town Board 10 June 2002

Town Board 2002

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Dedicated in 1990

Town of DeWitt

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Michael J. Lazar, Chairman

April 1, 2002

James G. DiStefano, Supervisor
Town of DeWitt
PO Box 159
3400 Butternut Drive
DeWitt, NY 13214

Dear Jim:

Almost two years ago the Town Board instructed the Planning Board to review and rewrite the Town's 1961 development plan. For the past 15 months six people, informally known as the Working Committee, have been meeting regularly to carry out that challenging and interesting assignment. We have now completed our work and are pleased to present for your consideration - *The Comprehensive Plan 2002 for the Town of DeWitt.*

This current plan examines the Town as it is today. Existing development patterns and land use trends have been reviewed; potential opportunities and concerns for the future have been identified; alternative policies affecting the most important aspects of Town development have been discussed and choices made.

Although there have been major changes over the past 40 years, we quickly found out that basic values prized by DeWitt residents--quality neighborhoods, good schools, unique natural resources and open spaces--still exist and, in many ways, are much more important now than in 1961. One of the goals of our planning effort was to strengthen and preserve for the future these underlying values.

I want to thank you and the Town Board for having the vision to encourage the development of this plan. I want to thank the Working Committee for a superb effort in the development of this plan. To be noted particularly is the foresight of Eleanor Steinholtz, Norris Schick and Dick Robb who initially argued forcefully and effectively for preparation of this plan and who have contributed throughout the effort. I'd like to thank our prime consultant, PERC and the two principles, Barbara Blanchard and Tom Niederkorn for the commitment and insight they brought to this project. And lastly, Syracuse Metropolitan Transportation Council is to be thanked for its efforts in preparing the transportation component.

We are also indebted to the Focus Group established to provide a cross-section of opinion and reaction to planning concepts and goals. Insight and suggestions from this group have been invaluable and have helped to shape many of the planning concepts.

This plan can become an important guideline for future public and private decisions that will be made in the Town of DeWitt. Achieving many of its major goals and objectives now becomes the challenge for us all.

Sincerely,

Michael J. Lazar

Michael J Lazar
Town of DeWitt Planning Board, Chairman
Comprehensive Plan Working Committee, Chairman

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April 2002

Michael J. Lazar, Chairman
Town of DeWitt Planning Board
Town Hall
5400 Butternut Drive
DeWitt, NY 13214

Dear Mike:

It is our pleasure to transmit herewith the Comprehensive Plan 2002 for the Town of DeWitt. We have been working with diverse groups on the preparation of such plans for many years and are frank to admit that this was one of the most positive and pleasant experiences we've had. This was due primarily to your effective leadership of a Working Committee of interested, interesting and very capable people.

We wish to acknowledge and thank the Working Committee--Rosemary Chappell, Carl Masten, Dave Osborne, Norris Schick, Eleanor Steinholtz, Kerry Mannion from the Town Board and Dick Robb, Director of Development and Operations and you as Chair--for providing us with a very satisfying and professional experience. In the years to come the Town of DeWitt will be well-served by your dedication and hard work.

Very truly yours,
PLANNING/ENVIRONMENTAL RESEARCH CONSULTANTS

T. Niederkorn Barbara Blanchard

Thomas Niederkorn Barbara Blanchard

COMPREHENSIVE PLAN 2002

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I. INTRODUCTION

PURPOSE

In 2000, the Town Planning Board obtained authorization from the Town Board to proceed with the development of a new Comprehensive Plan. This document would present a strategy and vision for the Town identifying guidelines and actions that the community would follow to achieve its goals and objectives. Developing a comprehensive plan is essential to the future of any municipality. It is a planning tool that identifies opportunities for economic growth as well as the means for preserving community resources and character. The existing Comprehensive Plan, adopted in 1961, had served the community well but an updated version was needed. This report, Comprehensive Plan for the Town of DeWitt 2002, is the product of that effort.

ORGANIZATIONAL STRUCTURE

In order to best utilize limited community funds, the organizational structure for the project placed heavy emphasis on the expertise of local people already involved in planning, conservation and development issues. The Planning Board, authorized by the Town Board to be the primary body with oversight responsibilities for the project, created a Working Committee and assigned it the detailed task of preparing the Plan. The Working Committee engaged Planning Environmental Research Consultants (PERC) to assist with the process of plan development. The Committee and PERC sought technical input from the Syracuse Metropolitan Transportation Council and from committees, departments and representatives from Town government. In addition, to assure a broad perspective, a Focus Group was formed with participation from various organizations, businesses and other representatives of the larger community.

METHODOLOGY AND PROCESS

Understanding the underlying community values that will shape decisions about future land use and development is crucial to a successful planning program. Recognizing this, one of the first tasks undertaken by the Working Committee was the identification of shared values that would guide the planning process. To develop this understanding, a simple value-scan exercise and planning philosophy survey were completed by the committee. These results were combined with a more detailed discussion about needs.

Committee members were able to develop consensus positions on a number of concepts that would form the basis for the Plan. These included (1) the recognition that quality of life values are an important characteristic of the Town, (2) the need to evaluate the Town's natural resources and determine which are most important to preserve, (3) the importance of improving and cleaning up deteriorated properties, (4) the importance of maintaining DeWitt's neighborhood identities and (5) the positive impact that strong land use and development regulations can have on the Town. The complexity of planning issues facing the Town was emphasized by the

need to blend growth and economic development with neighborhood improvement and open space preservation.

STRENGTHS, WEAKNESSES AND PLANNING PRINCIPLES

Working through the process of consensus-building led to identification of the Town's Strengths and Weaknesses and the development of a set of Planning Principles that guided the planning process throughout. Strengths, weaknesses and planning principles, as outlined below, reflect the current core values of the community as interpreted by the Working Committee and the Focus Group.

Strengths

- Good value in home prices
- Excellent school systems and choices
- Central location; good transportation system
- Excellent shopping and recreation resources
- Safe living environment
- Diversified real estate tax base
- High level of services
- Green areas preserved

Weaknesses

- Arterial highways divide community
- Pass-through traffic using DeWitt as a corridor
- Not pedestrian or bike friendly
- Lack of large-scale community recreation facility
- Not enough small neighborhood parks
- Not enough buffering of residential areas
- Airport noise

Planning Principles

- a planning approach that reflects realistic goals and reasonable expectations with regard to the preservation of property values, improved enforcement techniques, long-term community improvement and economic development,

- the quality of older neighborhoods to be maintained and strengthened to ensure that they remain attractive to homeowners,

- badly deteriorated vacant properties to be eliminated and the level of property maintenance in older areas to be upgraded and increased as feasible and appropriate,

- cut through traffic in residential neighborhoods to be reduced, substandard intersections to be improved and traffic flow on collector and arterial roads to be improved by working cooperatively with County and State agencies.

- strategies to be established for incorporating open space and important natural resources into future development proposals and capital investment planning,

- design elements to be considered that will improve the quality of renovation projects and new development: lighting, landscaping, sidewalks, open space preservation, etc.

- visual pollution to be reduced through improved sign regulations, use of underground utility connections, architectural review procedures and similar measures.

Specific planning goals and objectives emerged from these principles as the Comprehensive Plan project progressed.

RELATED STUDIES

An analysis of traffic and transportation systems and conditions constitutes a very important part of the comprehensive planning process. In DeWitt, traffic movement is a major factor in any assessment of current conditions and plans for the future. To provide this analysis, the Town engaged the assistance of the Syracuse Metropolitan Transportation Council.

The SMTC traffic review and analysis resulted in an extensive and detailed report containing 10 chapters and 12 maps. SMTC examined and evaluated existing data including an analysis of traffic movement in and through the town, accident and congestion locations, public transit and possible future traffic volumes on the DeWitt road system. Also included are chapters covering traffic calming measures, bicycle and pedestrian transportation, air transportation, rail and truck transportation, water transportation and implementation of the State regional canal plans. Four potential traffic scenarios were analyzed to provide an indication of the nature and extent of DeWitt traffic conditions in the future.

A summary of the SMTC study is included as Appendix C of this Comprehensive Plan report. The full study and report as prepared by SMTC is available for review at the DeWitt Town Hall.

II. BASIC BACKGROUND INFORMATION

This section of the Plan contains demographic information about the Town of DeWitt as well as information on existing land use, infrastructure and natural features. It is presented in outline form accompanied by maps and charts. It should be noted that at the time of preparation of the Comprehensive Plan, there was not a great deal of available information based on the 2000 Census. As this information is released over the next year or so, additional insight into the Town's population and economy will be possible.

POPULATION AND HOUSING

- The table that follows shows how population has changed in Onondaga County, the Town of DeWitt and comparison communities over the last 40 years. With the exception of the City of Syracuse, Onondaga County and its constituent communities including DeWitt gained population between 1960 and 1970. Note that all figures exclude the Village of East Syracuse.

- Between 1970 and 1980, this trend reversed and both the County and the Town lost population. The Town's population has continued to decline over the years from a high of 24,865 in 1970 to 21,764 in 2000.

- Over the same period, 1970 - 2000, the County lost over 14,000 residents. The City of Syracuse lost upwards of 70,000 while the Towns of Cicero, Clay and Manlius showed relatively strong growth trends.

- The number of households in DeWitt grew from 7,122 in 1970 to 8,675 in 2000. At the same time, household size was gradually declining from 3.31 persons in 1970 to 2.40 persons in 2000.

- The occupational mix for residents of DeWitt has remained quite constant over the years with approximately 75 percent employed in managerial, professional, technical, sales or administrative positions.

- Median household income in DeWitt grew from $14,993 in 1970 to $32,276 in 1990. Census 2000 data on household income is not yet available but it is reasonable to anticipate continued high earning power for DeWitt's residents.

- At the opposite end of the spectrum, 474 of the Town's household units were considered to be below the poverty level in 1990 which, for a family of four, was $12,674. (Poverty status is determined by a number of indicators and is related to family and household size).

- Between 1970 and 2000, the number of housing units in the Town increased from 7,256 to 9,191. Continuing the historical trend, ownership continues to be the most popular form of tenancy with over 75 percent of the 8,675 occupied units in the Town owner-occupied.The Town's housing supply consists mostly

of single-family homes, slightly over 71 percent in 1990. Mobile homes accounted for 4 percent of the units. Apartment complexes with between 3 and 9 units accounted for 13.6 percent; there were 636 units in complexes of 10 to 49 units, about 7 percent of the total.

Table 1. POPULATION CHARACTERISTICS DEWITT AND COMPARISON AREAS 1960-2000

Place	1960	1970	% change	1980	% change	1990	% change	2000	% change
Onondaga County	423,028	472,835	11.8	463,920	-1.9	468,973	1.1	458,536	-2.3
Syracuse	216,038	197,297	-8.7	170,105	-13.8	163,860	-3.7	146,435	-0.6
DeWitt*	18,032	24,865	37.9	23,456	-5.6	21,805	-7.1	21,764	-0.2
Manlius*	11,205	14,535	29.7	14,935	2.3	17,899	20.1	19,515	9.0
Cicero*	11,019	18,196	65.1	19,704	8.3	21,879	11.0	24,548	21.3
E. Syracuse	4,708	4,333	-8.0	3,412	-21.3	3,343	-2.0	3,178	-4.9
Manlius	1,997	4,295	115.1	5,241	22.0	4,764	-9.1	4,819	1.2
Fayetteville	4,311	4,996	15.9	4,709	-5.7	4,248	-9.8	4,190	-1.4
Minoa	1,838	2,245	22.1	3,640	62.1	3,745	2.9	3,348	-10.6

* Town figures exclude villages
Source: US Census of Population 1960 - 2000

EXISTING LAND USE

Existing Land Use information on Map 1 (pg. II-7) is based on the uniform classification code developed by the NYS Office of Real Property Services as recorded in the Onondaga County Real Property File in July 2000. There are nine basic categories of land use and a number of sub-categories. Each parcel in DeWitt is assigned to one of these nine land use categories. Development since July 2000 will not be reflected on Map 1.

- Like other suburban communities that have developed over many decades, land in DeWitt is used for a wide variety of purposes. While political boundaries define DeWitt and separate it from its neighbors, land use patterns on the east side of Syracuse blend into those of this adjacent suburb.

- The land use map illustrates the great diversity of DeWitt. Graphically, the Town appears to be roughly divided by the diagonal of East Genesee Street. To the north are large concentrations of commercial and industrial activities and, to a lesser extent, residential neighborhoods and scattered-site housing. Except for the quarry, housing dominates the character of developed land south of Genesee

Street. It is reasonable to expect that these general development patterns will continue in the future.

- Large areas of land in DeWitt are occupied by portions of the region's arterial highway system. This complex of highways facilitates high-speed, high-volume traffic of all types and promotes development; it also effectively segments the Town and creates significant visual and physical barriers. Both of these highway-related impacts affect local land use decisions and community character.

- Hancock International Airport at the northwest corner of the Town, and the Jamesville Quarry near the southeast corner, are the largest single-purpose parcels in DeWitt. The economically dynamic activities resulting from the presence of these large-scale land uses have influenced the development potential of adjacent and nearby land and will continue to do so.

- Land classified as some form or variety of "commercial" use dominates development in the geographic center of DeWitt between Erie Boulevard and Routes 481 and 690. Similar major concentrations of commercial uses are located west of Thompson Road and north of the Thruway. These concentrations are large employment centers and heavy traffic generators.

- Aside from the Jamesville Quarry operation, land classified as "industrial" is largely concentrated between the Thruway and the northern boundary of East Syracuse. Two large industrial operations in this area provide the greatest concentration of jobs in DeWitt.

- Land classified as "recreational" includes golf courses, the state park and smaller Town parks in scattered locations. A very important component of the recreation opportunity available in DeWitt is provided by the numerous schools, which show on the land use classification map as "public service" uses.

- Despite extensive development that has occurred in DeWitt, some sections of the Town contain a number of large and small parcels that were classified as "vacant" in 2000. While vacant or undeveloped parcels of various sizes can be found in most areas of the Town, there are concentrations in the northeast corner and along the Town of Manlius boundary. While there is reason to believe some of this vacant land should always remain undeveloped (see Map 3 (pg. II-9 Development Limitations), much of it is suitable for development.

- Full development of all available residential land in DeWitt is a plausible consideration even though this might take many years. To evaluate the impact of this potential, the approximate acreage of all vacant land zoned for residential development was calculated. Total vacant acreage was reduced by an arbitrary 30 percent to account for new streets, topographic limitations and other likely constraints. The remaining acreage was divided by the minimum area for each lot as specified by zoning. While this build-out calculation is rough, it indicates that

2,000 to 2,100 additional dwelling units could be built in the Town based on current zoning regulations and constraints.

RESIDENTIAL NEIGHBORHOODS AND EMPLOYMENT CENTERS

DeWitt is a community with long established as well as newly emerging residential neighborhoods. Many of these neighborhoods have a distinct identity and social organization. In addition to a desirable residential setting, the regional economic importance of DeWitt as a significant center of employment is also widely acknowledged.

Map 2 (pg. II-8) indicates the general location and configuration of DeWitt's major residential neighborhoods. The location of the Town's largest employment centers is also shown with the approximate number of employees.

- DeWitt residential neighborhoods offer a wide variety of environmental settings and generate substantial resident identity and pride. Typically, they consist of single-family dwellings on individual lots with consistent yard setbacks determined by zoning regulations. In some neighborhoods there is also a scattering of multifamily residences; townhouse development has succeeded in some locations.

- Between East Genesee Street and the Thruway, older neighborhoods that have developed over a number of years have generally smaller lots that are similar in size and shape. Topography permits the traditional grid street system. Relatively long, straight and parallel streets provide easy access to adjacent home sites and were well-suited for the low-volume local traffic of the period.

- The design impact of zoning regulations is clearly demonstrated in the more recent housing development south of East Genesee Street. Topography in this area is often steep and has had a direct influence on street layout and lot subdivision. Many of these neighborhoods are still developing, as demonstrated by the number of residential building permits issued in the six-year period from 1995 to 2000.

- While more new housing construction can be anticipated in the Town's newer neighborhoods, infill development and some upgrading of older homes is the likely activity in those neighborhoods that have been developed for many years.

- Residential development north of the Thruway is scattered and uses the existing street system rather than new streets created as part of a subdivision. The location and extent of nonresidential development in this area has significantly impacted the amount of residential growth.

- Development in Jamesville has occurred slowly over many years and reflects the type of picturesque mixed land uses that typically occurred at major crossroads and railroad stops.

- The location of major employment centers north and south of East Syracuse reflects the impact of commercial and industrial development on the demand for residential land in these parts of DeWitt. This impact can be expected to continue into the future, affecting both traffic patterns and the location and type of future housing development.

DEVELOPMENT RESTRICTIONS

Map 3 (pg. II-9) illustrates existing conditions that can be expected to restrict or otherwise influence future development in DeWitt. Development restrictions included on this map consist of wetlands defined and regulated by New York State, 100-year flood plains established by the Federal Emergency Management Agency (FEMA) and those areas of DeWitt that are not expected to have public sewers in the next 10 to 15 years.

- Surface water drainage in DeWitt is generally to the north by way of Butternut Creek and the north and south branches of Ley Creek. An inventory made in 1980 by the Onondaga County Environmental Management Council indicates that there are 20 wetlands in the Town that are 12.4 acres or larger and thus regulated by the state. There are also numerous smaller wetland areas.

- When the inventory was undertaken, wetlands occupied a total area of almost 2,600 acres. Most are located along the Town's eastern boundary (Butternut Creek) or the northern boundary (Ley Creek). Consequently, development has been less intense in these areas.

- After a heavy rainfall, wetlands become valuable storage areas and absorb significant amounts of flood water runoff. Among other things, they function as retention basins and moderate the volume and speed of storm water flow. Even so, there are large areas near the creeks and adjacent to wetlands that FEMA has designated as 100-year flood plains. Additional runoff created by development can increase flooding potential.

- Portions of Interstate 481 were constructed in or adjacent to wetlands of Butternut Creek. Affected areas stretch roughly from the Jamesville Road intersection to the Kirkville Road intersection. The large land area occupied by the complex 481/690 intersection, and all the area between Cedar Bay and the railroad, is impacted by wetlands and the 100-year flood plain.

- The North Branch of Ley Creek traverses the northern part of DeWitt. The broad, shallow basin and poor soils of this drainage way have produced extensive wetlands and flood plains along the Cicero border and into Manlius. This has tended to restrict development to date despite extensive development to the northwest and southwest.

- A long, narrow wetland between the Jamesville Quarry and Woodchuck Hill Road has been identified by the Nature Conservancy and other environmental

interests as a valuable natural resource. This area is currently in single ownership which helps to limit potential development pressures and to promote the preservation of a unique resource.

- With the exception of the Doubletree neighborhood in the Town's southwest corner, the area generally south of Woodchuck Hill and Nottingham Roads does not have public sewage disposal services. An area east of I-481, from the railroad to the Thruway, is similarly restricted. Several private disposal systems serve portions of this area, such as Jamesville, but the need for individual septic systems will continue to impact general development pressures and the minimum lot size for dwellings.

HIGHWAY TRANSPORTATION AND TRAFFIC MOVEMENT

At the request of the DeWitt planning program the Syracuse Metropolitan Transportation Council (SMTC) agreed to review and present summaries of basic transportation background information, project future traffic conditions based on several development scenarios and prepare a series of maps showing existing transportation and traffic conditions in the town. This detailed and important study by SMTC is contained in a separate report; a summary is included as Appendix C of this Comprehensive Plan report.

- Traffic congestion in Dewitt has increased for two major reasons: the Town has become a major industrial and retail employment center and the number of commuters within and through the Town has increased substantially.

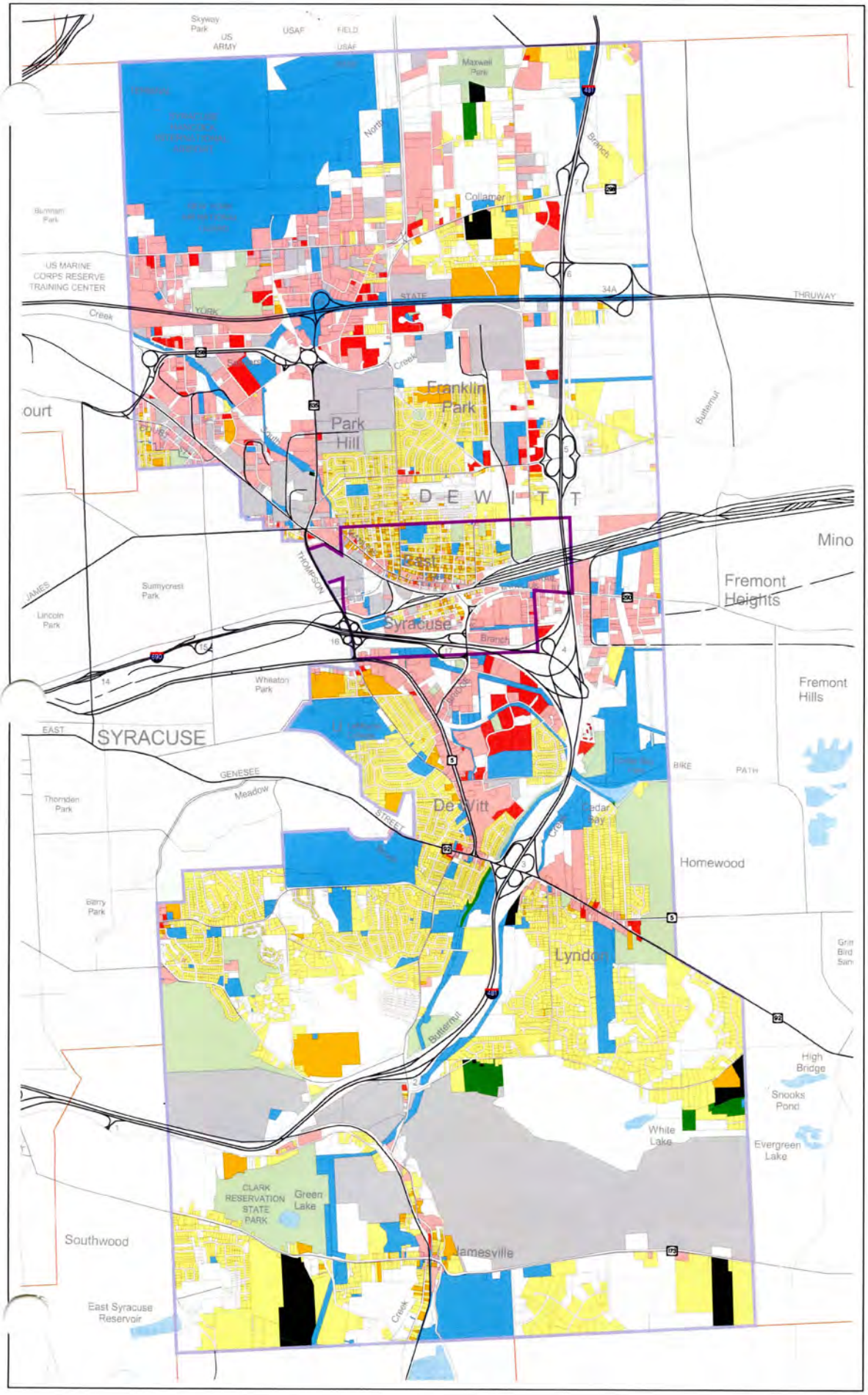
- Modeling of four possible future traffic scenarios suggests that traffic on DeWitt roads will increase less than one percent per year for the next ten years. The largest increases are projected to be along Route 5 east of Lyndon Corners.

- Public transit service is predominantly a hub-and-spoke system. One of the three primary hubs is located at Shoppingtown Mall. Expansion of the number of suburban transit centers with interconnections has been recommended to the Regional Transportation Authority.

- Implementing traffic calming measures on specific roadways could lower traffic volumes by about two percent. There would be a slight traffic redistribution to major arterials and away from local roads currently used as shortcuts.

- If CSX Transportation plans for expanding the intermodal freight facility at the DeWitt yard are realized, truck traffic is expected to increase.

AFTER II-6 (1)



Planning-Environmental Research Consultants
310 West State Street Ithaca, NY

MAP 1: Assessed Land Use

Key to Features

Assessed Land Use
- AGRICULTURAL
- COMMERCIAL OTHER
- COMMERCIAL RETAIL
- INDUSTRIAL
- PUBLIC SERVICE
- PUBLIC/SEMI PUBLIC
- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- RECREATIONAL
- VACANT
- No Data

- City of Syracuse
- Town Boundaries
- Town of DeWitt
- Village of East Syracuse
- Waterbodies



Locator Map

Map Information

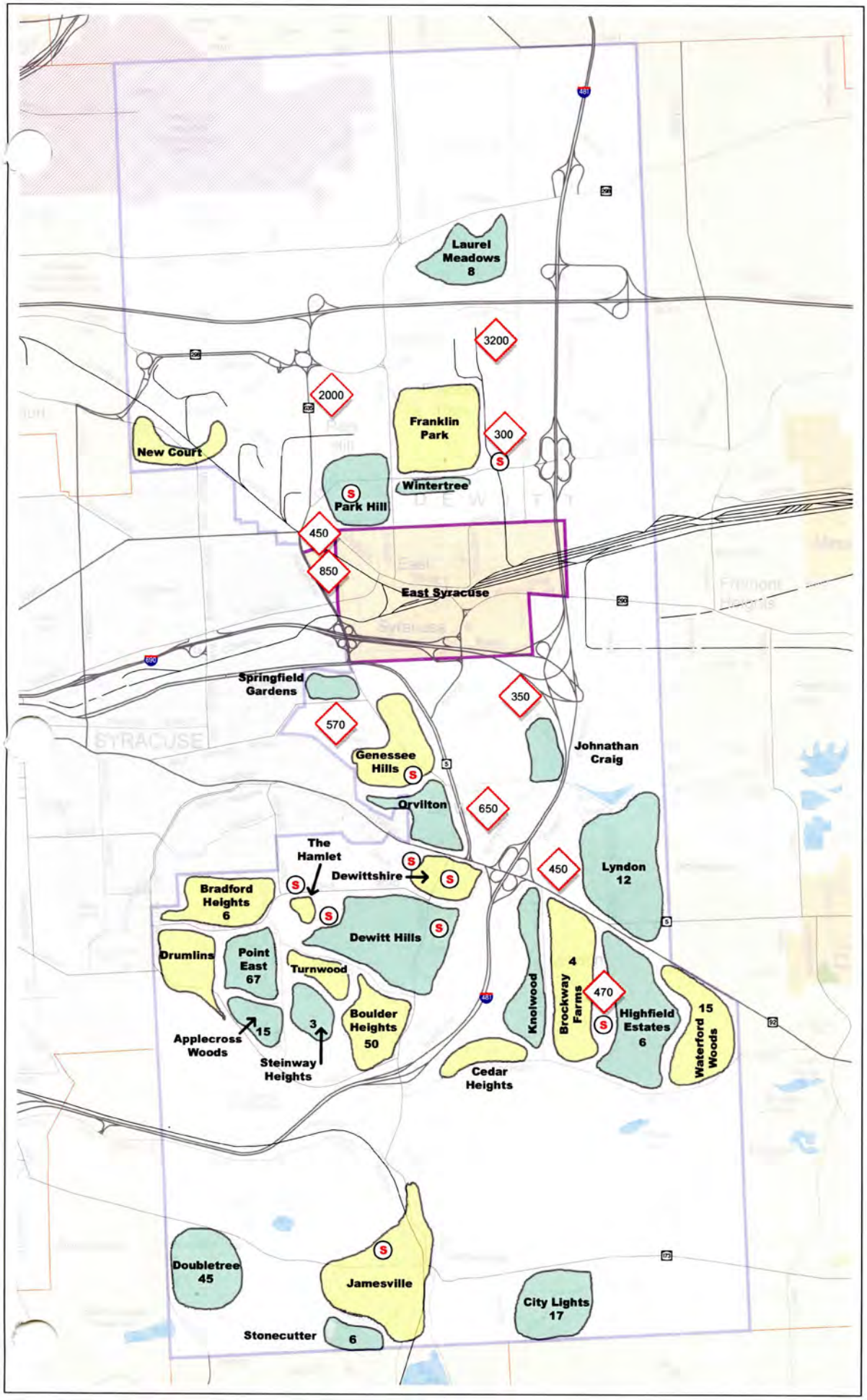
Data Sources: NYSDOT, SOCPA
Land Use - - Onondaga County Office of Real Property Services 7/00
Projection UTM NAD83 meters

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This map is for presentation purposes only. The SMTC is not responsible for the accuracy or completeness of this map.

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0 1000 2000 3000 4000 5000 6000 7000 8000 Feet



Planning-Environmental Research Consultants (2)
310 West State Street Ithaca, NY

MAP 2: Residential Neighborhoods and Employment Centers

Key to Features

- APPROXIMATE BOUNDARIES
- (S) SCHOOL SITES
- # RESIDENTIAL BUILDING PERMITS ISSUED BETWEEN 1-1-95 AND 12-31-00
- 300 MAJOR EMPLOYMENT CENTERS AND APPROXIMATE NUMBER OF EMPLOYEES

SOURCE: Development & Operations, Town of Dewitt

Base Map from O'brien & Gere



Locator Map

Map Information

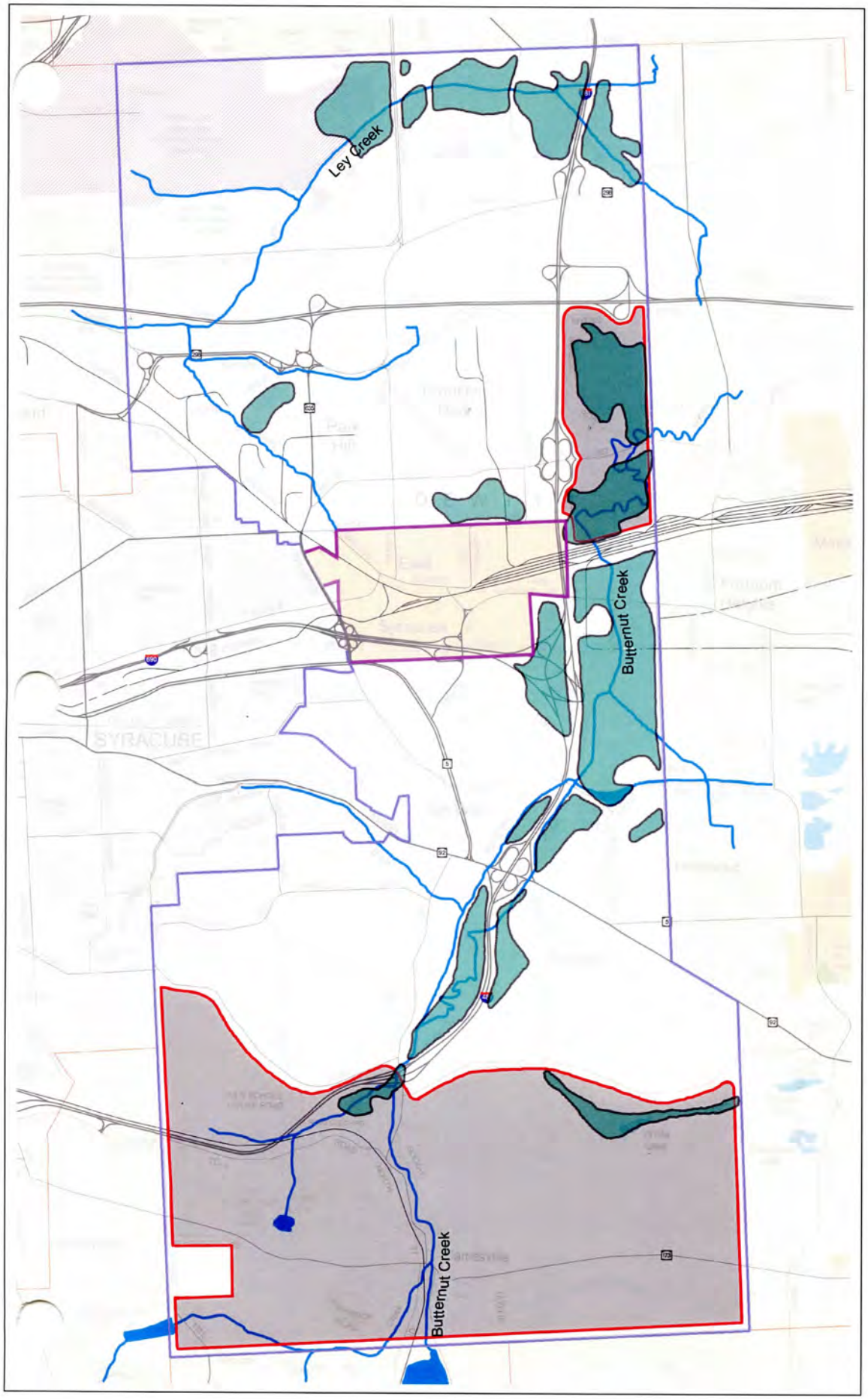
Data Sources: NYSDOT, SOCPA
Zoning - - Town of DeWitt, revised 10/13/97
Projection UTM NAD83 meters

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N W E S

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0 1000 2000 3000 4000 5000 6000 7000 8000 Feet



Planning-Environmental Research Consultants
310 West State Street Ithaca, NY

3

MAP 3: Development Restrictions

Key to Features

MAJOR DRAINAGEWAYS

WETLANDS AND FEMA 100-YEAR FLOOD PLAINS

AREAS NOT SERVED BY PUBLIC SEWER

SOURCE: information obtained from the Syracuse- Onondaga County Planning Agency



Locator Map

Map Information

Data Sources: NYSDOT, SOCPA
Zoning - - Town of DeWitt, revised 10/13/97
Projection UTM NAD83 meters

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III POLICY, GOALS AND ACTIONS

REGIONAL CONTEXT

As part of Onondaga County's developing urban core, the Town of DeWitt will be affected by long range policy and planning at the County level. While DeWitt must determine its own development future, local planing efforts should properly be related to the broader context of the surrounding region.

In 1998, the County Legislature adopted the 2010 Development Guide for Onondaga County. The Development Guide sets forth a vision for future land use, strategies for responding to change, policies related to development and recommendations for implementation of the Guide. Statements below have been extracted from the Guide and have special relevance to planning policy in the Town of DeWitt.

General Concepts

- Anticipated growth over the next 15 years can be accommodated within the area currently served by water and sewer infrastructure. The County's land use vision does not project significant growth in new urban land.

- The best way to accommodate growth is by reinvesting in existing neighborhoods and historic community centers.

Natural Resource Areas

- Protection of natural resource areas from premature or inappropriate development is essential to long-term benefit of the community. Resources include: prime agricultural soils, public parks and protected open space, major wetlands, floodplains and local sand, gravel and limestone deposits.

Existing Communities

- Onondaga communities must maintain, restore and revitalize existing neighborhoods and main streets.

Obsolete and Vacant Sites

- Obsolete and vacant sites should be redeveloped and this might require financial incentives, flexibility in development regulations and careful design review.

Existing Infrastructure

- The County must make full use of existing infrastructure to achieve the maximum return on investment. Maintenance and replacement of current facilities has fiscal priority over expansion of the urbanized area.

Preserve Transportation Assets

- The highway network will not be expanded or dramatically enhanced in the foreseeable future; preservation of the existing system (by appropriate land use patterns, site design and access management) is essential.

Wastewater Treatment

- The County will update the Comprehensive Sewerage Study and use town comprehensive plans for guidance in proposing changes in the sanitary district service area. Realistic assessment of growth and needs for new sewers will be determining factors.

- Onondaga County will expand public sewer service within the County Sanitary District in relation to the realistic need for additional urban land.

- A fiscal strategy for County-owned sewage treatment facilities will use the following priorities: 1. maintain existing facilities; 2. meet federal effluent standards; 3. replace worn out facilities; 4. address demands for new service and capacity.

Highways

- Towns are encouraged to create a network of local streets scaled for pedestrians and designed to promote low-speed traffic; collector streets should direct traffic to well-located and designed intersections.

- Direct connections between residential subdivisions are encouraged to reduce local trips on collector streets or arterials and to promote walkability.

Land Use Intensity and Density

- Urban area municipalities should use all available tools to maintain the viability of established neighborhoods.

- Suburban towns should discourage the construction of houses in locations which are not served by public water and sewer.

Consistent with the general context and intent of the County's 2010 Development Guide, DeWitt has considered various alternatives policies related to future development and land use within the town.

TOWN POLICY, GOALS and ACTIONS

A series of policy statements, reflecting a realistic assessment of current attitudes and community values, are the foundation upon which the Comprehensive Plan is built. These policies will form the basis for future decisions on land use and land development regulations. One or more goals have been identified for each policy coupled with specific actions that should be taken to achieve the goal. In Section V, *Implementation Profiles* for each of these actions are outlined in more detail including assignment of responsibility and priority. This series of policy statements and supporting goals and actions will result in DeWitt's continued success as a quality community with a stable tax base and a high level of public and community services.

GROWTH

The Town agrees with population projections in Onondaga County's Framework for Growth (1998). This study predicts population stability or very slow growth in the County for the next decade. Little change or a small decline is anticipated in the number of people living in DeWitt during this period. It is the Town's policy to promote population stability and to attempt to prevent possible future declines by enhancing living conditions in existing housing areas and accepting new residential development in appropriate locations. The Town will strive to maintain and promote the high quality-of-life standards that are reflected in existing residential neighborhoods and to ensure that high standards prevail as new non-residential growth occurs.

Goals:

A. A long-range and comprehensive land use plan for both developed and vacant land that is based on anticipated and desired changes in resident population and on non-residential development opportunities.

B. Revised zoning regulations and standards for future development that are consistent with long-range planning goals and capital investment programs.

C. A schedule for capital projects aimed at upgrading neighborhoods and public places.

D. A system for measuring and evaluating quality-of-life in the Town.

E. A mechanism for attracting non-governmental resources to support community services and facilities that are beneficial to the DeWitt community.

Actions:

1. Complete public presentations of the Comprehensive Plan, revise as appropriate, submit to Town Planning Board, complete a SEQR review and determination, submit to county planning for review and present to the Town Board for adoption.

2. Develop an information base about specific sites in residential, and non-residential areas where infill development or major rehabilitation of obsolete buildings and sites would be appropriate. Make this available for use by Realtors and others in assembling land or attracting clients.

3. Formalize a format and procedure for the preparation of a capital budget and a five-year capital improvements program.

4. Prepare a capital budget and five year capital improvement program.

5. Review the Town Zoning Ordinance (Chapter 192) to identify zoning inconsistencies with policies and goals of the Comprehensive Plan (see zoning-related actions for other policies below).

6. Based on the review described in Action 5, prepare revisions and amendments to the zoning ordinance, complete SEQR review, submit to county planning and recommend to the Town Board for adoption.

7. Develop a set of Community Indicators that can be used to monitor quality-of-life.

8. Research best practices of other communities related to governmental/not-for-profit partnerships and identify the most appropriate models for the Town to explore.

9. Create a non-profit, autonomous organization to work in concert with the Town to obtain resources, receive gifts, organize and execute community projects and programs and to own/operate community services beneficial to the DeWitt community.

EXTENSION OF UTILITIES

Development of suitable land within the current service boundaries of the Consolidated sanitary district should occur before public infrastructure is significantly extended into presently non-served areas. It is the Town's policy to support development within existing districts and to request expansion of current boundaries only to adjacent areas that can be effectively served by an extension of infrastructure already in place.

Goals:

A. Programs to encourage the use of undeveloped parcels (infill) in areas where water and sewer services are currently available.

B. Land use regulations that reflect appropriate development densities in existing and new utility service areas.

C. Zoning and land subdivision regulations that allow for an increase in development density in unsewered areas if a public sewage disposal system becomes available.

D. A full understanding of the potential implications of new development that will be served with public water but rely on private sewage disposal systems.

E. A clear and rational program for extension of utilities that is based on the Town's comprehensive development plan.

Actions:

1. Prepare a map for Planning Board use of areas that are not included in a public sewer service area or where capacity is limited; do the same for public water.

2. Identify areas or portions of the existing sewer and water system that are deteriorating or obsolete and need replacement within the next five years.

3. Review zoning and subdivision regulations and consider the effectiveness and appropriateness of current standards and requirements related to water and sewer infrastructure.

HOUSING

DeWitt is an attractive and desirable residential community as well as a center of commerce and industry. Housing in its many residential neighborhoods is predominantly single-family owner-occupied in a variety of styles and price ranges. Rental housing has been developed in a number of areas throughout the Town providing housing options for renters with a range of prices; according to the 2000 Census, rental units comprised about 23 percent of the occupied housing units in the Town. It is the Town's policy to maintain and preserve existing patterns of residential development, particularly single family homes on lots of various sizes and clustered housing that promotes cost effective development while retaining open space.

Goals:

A. Maintenance of owner-occupancy as the prevailing form of tenancy.

B. Sufficient housing choices to accommodate the families and individuals who choose to make DeWitt their home.

C. Rental housing that is well maintained and responsibly managed.

Actions:

1. Undertake a housing study that identifies the impact of key trends such as changes in household configuration, aging of the population and income trends on housing supply and demand with particular emphasis on housing for seniors.

2. Review assessment practices to ensure that regular maintenance and improvements to property are supported and not penalized by significant tax increases.

NEIGHBORHOOD CHARACTER

DeWitt's residential neighborhoods comprise one of its strongest assets. In most cases, these neighborhoods are identifiable with distinct boundaries and signature architectural styles that provide continuity and create tradition. It is the Town's policy to support and affirm existing neighborhoods by investing in the elements that establish character and identity and enhance safety and convenience such as lighting, sidewalks, signage, entry and street plantings etc., and to require developers of new neighborhoods to provide the same level of amenities. The Town will also encourage a high level of property maintenance and adherence to local ordinances, and will prevent the intrusion of conflicting land uses into residential neighborhoods. Public-private part-

nerships with neighborhood groups will be sought to engender grassroots support for neighborhood initiatives.

Goals:

A. Continued strong neighborhood identity within recognizable geographical areas.

B. New development that reflects neighborhood identity concepts.

C. Land use patterns that enhance livability and support civic life.

D. Safe neighborhoods that emphasize pedestrian safety.

E. Strong neighborhood associations that participate actively in community decision-making.

Actions:

1. Develop a neighborhood design manual that provides guidance on appropriate lighting, entry and street plantings, transit stops and shelters, traffic calming techniques and other design features.

2. Evaluate the need for a local ordinance that establishes a minimum standard of exterior maintenance for all properties.

3. Establish a prototype neighborhood planning program that can be used by neighborhood groups to identify specific needs and recommend improvements.

4. Improve lighting and pedestrian amenities along major thoroughfares as needed.

5. Encourage the establishment of and continuing support for new Neighborhood Watch groups and strengthen those that already exist.

6. Encourage the placement of utilities underground whenever possible.

NON-RESIDENTIAL DEVELOPMENT

Recognizing that DeWitt has location and transportation network advantages that are attractive to various types of non-residential development including business, retail, industrial and office, it is Town policy to accept appropriate and beneficial new non-residential activity and to promote and encourage the continuing upgrading of older properties. The Town also recognizes that economic benefits of such development must be balanced with the associated public cost to maintain a high quality of life. The Town will continue to work for an increase in quality job opportunities through projects that complement existing businesses, are needed by the community and do not unduly generate additional traffic pressures on existing streets and neighborhoods.

Goals:

A. Maintenance of a healthy balance between assessed value of residential and nonresidential development.

B. Development and landscaping plans that will help to reduce the visual and environmental impact of large buildings and extensive parking lots.

C. New, revitalized or upgraded projects that are compatible with adjacent and surrounding development in terms of use, size, architectural character and landscaping treatment and that can efficiently capitalize on available utility infrastructure and the existing system of roadways and traffic controls.

D. Reduction of the overall adverse impact of signs and similar advertising and identification methods.

E More efficient use, reuse and upgrading of obsolete or vacant sites with development potential.

F. Flexible programs to support rehabilitation of existing non-residential buildings that have deteriorated or are abandoned or obsolete.

Actions:

1. Examine zoning regulations affecting non-residential development, particularly site plan review regulations and requirements, to assess adequacy and effectiveness in light of current goals and actual experience.

2. Identify areas of deterioration and research best practices in dealing with these areas.

3. Compare existing non-residential development patterns with the zoning map to assess the need for amendments of zoning district classifications and boundaries.

4. Review sign regulations to assess adequacy, current applicability and effective ness.

NATURAL RESOURCES

It is the Town's policy to protect natural resources such as drumlins and other geologic features, streams, wetlands, floodplains, important habitat and similar areas from inappropriate development. Within this context, and recognizing that quarrying is an economic activity of great importance, the Town will seek assurance of appropriate land reclamation upon cessation or reduction of quarrying operations. When reviewing subdivision applications and development proposals the Town will give high priority to conservation opportunities, focusing on preserving resources that are significant and sensitive to development.

Goals:

A. A comprehensive inventory of publicly and privately owned natural resources and environmental features.

B. Proactive programs to protect and preserve exceptional natural features and environmentally sensitive areas whenever possible.

C. Land use plans and regulations that clearly acknowledge the existence of a variety of natural features and resources.

D. Incentives to incorporate important natural features into development proposals.

E. Procedures for purchasing development rights, obtaining conservation easements or accepting donations of open space.

F. Reclamation plans that capitalize on the natural amenities of the area to be reclaimed.

Actions:

1. Develop a natural resources inventory with information about environmental features as well as ownership.

2. Building on the natural resources inventory, evaluate the advisability of designating Critical Environmental Areas within the Town in accordance with NYS Environmental Conservation law.

3. Investigate various tools for protection and preservation of natural resources and environmentally sensitive areas such as overlay districts, easements, and incentives for developers, and others as may be applicable.

4. Determine measures needed to implement the natural resources goals of the Comprehensive Plan.

5. Participate in the development of reclamation plans to ensure that innovative concepts for reclamation and reuse of quarry sites are considered.

RECREATION

It is Town policy to support the work of the Parks and Recreation Commission and to incorporate its work into the Comprehensive Plan. It is also Town policy to encourage the development of partnerships between the Town and other municipalities, school districts and private interests to implement recommendations contained in the Parks and Recreation Master Plan.

Goals:

A. A Park and Recreation Master Plan that is regularly reviewed and modified as necessary to fully capitalize on available resources.

B. An effectively integrated and coordinated recreation program including State, County, Town and School District facilities as well as programs sponsored by the private sector .

C. A rationale for assessing the need for, and type of, new community or neighborhood parks and recreation facilities and for evaluating potential sites.

D. Investment of cash contributions, in lieu of parkland, that is based on a comprehensive assessment of need, type of facility and suitable location.

E. New or improved trails and bikeways that will become part of a town-wide system. (See Appendix D.)

Actions:

1. Ensure that a procedure is in place to periodically assess status of the Parks and Recreation Master Plan.

2. Review current recreation programs and resources available to Town residents and identify gaps or underused programs or facilities.

3. Identify new facilities that should be integrated into a Capital Program and establish a process for bringing these projects forward in a systematic way.

4. Evaluate the role and function of the Town park system in the context of changing community needs.

TRAFFIC AND TRANSPORTATION

Increased traffic on regional and local roads is anticipated as a byproduct of continued expansion of DeWitt and the adjacent towns. The Town acknowledges this likely impact but will examine and implement techniques that can reduce through traffic and speeding, especially on neighborhood streets. In addition, systems that can safely accommodate pedestrians and bicycles as well as automobiles on local streets will be promoted in subdivision design and capital improvement budgets. It is also Town policy to encourage increased public transit usage and to participate in cooperative efforts with State and County agencies to improve problem intersections and manage traffic effectively.

Goals:

A. A highway system that provides the Town with an integrated network of local, collector and arterial streets to enable efficient traffic movement and minimize points of conflict and delay.

B. A local street system that discourages through and "short-cut" traffic and promotes safe, low-volume, low-speed vehicular movement within and between neighborhoods.

C. Subdivision layouts that promote the rational inter-neighborhood connection of local streets without promoting cut-through traffic.

D. Public transit routing and scheduling that offer maximum opportunity for use.

E. A long-range plan for an inter-connected system of pedestrian and bike ways. (See Appendix D.)

F. Realistic off-street automobile parking requirements for public and private land uses.

G. Design standards for all streets that are based on the desired traffic-carrying function of such streets and the needs of neighborhoods.

H. A land use plan that incorporates the optimum use of arterial, rail and air transportation systems within the Town.

I. A proactive relationship between the Town, SMTC, County DOT, CENTRO and NYS DOT to effect needed infrastructure improvements and traffic management strategies.

Actions:

1. Review road construction standards and requirements of the Town subdivision rules and regulations to assess consistency with goals of the Comprehensive Plan.

2. Institute a pavement management system that results in a five-year capital plan for improvements to existing streets

3. Review off-street parking requirements and parking area design standards.

4. Examine potential traffic calming techniques that can reduce through traffic and speeding on residential streets and identify streets where such techniques should be considered.

5. Develop an understanding of the services and resources available from County, State and regional transportation agencies.

6. Identify important pedestrian generators (schools, churches, etc.), activity nodes (playgrounds, community parks, etc.) and destination points (municipal offices, libraries, trailheads, etc.) that could be beneficially linked by pedes-

trian walks and bicycle paths to complement those included in the Canal Recreationway Trail and other existing and proposed walks and paths. (See Appendix D.)

7. Formalize Town policy and standards for location, design, construction, maintenance and retrofitting of sidewalks.

DEVELOPMENT REGULATIONS

For policy related to land use and development regulations, see Section V. *Implementation.*

IV. COMPREHENSIVE PLAN

ASSUMPTIONS OF THE PLAN

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

- General growth trends in DeWitt will reflect those of the past decade resulting in a relatively stable population base with little or no growth over the next 10 to 15 years.

- Family size will not increase in the future but the number of people in older age groups (over 50) will constitute a larger percentage of the total population.

- Most new residential development in Onondaga County will occur in areas to the north and east of DeWitt.

- DeWitt will capture a proportionately greater share of commercial and industrial development with trends in pre-planned industrial park and office park development continuing strong into the foreseeable future.

- No major new roads will be constructed in DeWitt and adjacent areas.

- The number of vehicles circulating within, and passing through, DeWitt will continue to increase.

- Rail and air service will continue to be an important factor in the overall economy of DeWitt.

- The extensive quarrying operations in the southern part of the Town will continue in its present form for the foreseeable future.

- Expansion of water and sewer districts will not occur in any significant way.

LAND USE CHARACTER AREAS

As illustrated on the Proposed Land Use Character Areas Map (pg. IV-8) the Comprehensive Plan proposes that the Town be divided into identifiable areas based on the nature of existing and proposed land use. In most cases, character areas are geographically distinct, each with similar physical characteristics and settlement patterns. Each character area has important qualities which either exist at present and are to be enhanced or preserved, or are desirable and achievable as change occurs in the future.

A general description of each character area follows. Desired characteristics of the natural and built environment are discussed and specific planning concerns related to future change and development identified. Zoning and other land use and development regulations can be tailored to address these planning concerns with appropriate controls.

A. Hamlet Development

The hamlet of Jamesville is a small but concentrated neighborhood with a strong historic and social identity. While it is viewed primarily as a residential cluster, an historic mixture of nonresidential land uses, or multiple land uses in one structure, has added to the visual and physical diversity of past development and is appropriate for the future. Historically, development has clustered around road intersections or has located along main roads serving the hamlet. Traffic is generally slow-moving due to a relatively inefficient road system, topographic variation and an at-grade railroad crossing in the hamlet center. These conditions are characteristic of the hamlet atmosphere. In the future, some hamlet characteristics might be replicated in areas like Collamer and Lyndon Corners.

The actual physical extent of the hamlet area must be flexible since it tends to blend into adjacent areas at the edges. Planning issues relate to maintaining the historic integrity of the area, supporting a variety of new land use activities that are compatible with existing development, adjusting to inevitable traffic increases and providing adequate water and sewer services to accommodate new growth.

B. Residential Development: Traditional

These areas describe portions of the Town where concentrated housing development has occurred over an extended period of time and where identifiable neighborhoods have been established. Density, lot size and dwelling type vary but the prevailing and desired character is that of relatively dense, single-family housing concentrated in an urban setting. Schools and small parks are often focal points of cohesive neighborhood activity. In some locations small concentrations of retail and personal service businesses have been established and have survived. These businesses provide land use diversity and a measure of convenience to residents of the surrounding area.

Planning concerns in traditional residential areas include the need to maintain the historic character of various neighborhoods, encourage sensitive and compatible development on the few lots that remain vacant, improve visual and environmental quality through landscaping, lighting of public spaces, building sidewalks as appropriate and encouraging a high level of property maintenance. Limiting extraneous vehicular traffic in these areas is also a challenge of considerable magnitude that should be a high priority for the Town.

C. Residential Development: Emerging

These are areas where development is relatively recent or currently in process. The predominant and desired land use is single family, detached housing; density is consistently lower than in traditional residential development areas. A limited amount of residential clustering has occurred and more would be suitable. Established as well as developing neighborhoods are found in these areas and schools often provide a strong community focal point. Topography, always a factor in land subdivision, can result in a road system that is free form and curvilinear to accommodate steep slopes. "Emerging" residential areas have enough undeveloped land served by public water and sewage disposal systems to accommodate substantial additional development. A continuation of the current land use character and development style is appropriate.

As emerging residential areas develop, there is a concern that road systems in independent subdivisions be tied together to provide appropriate continuity for intra-neighborhood traffic. Consistency of road design, street lighting and new landscaping will also be important to the future aesthetic character of these areas. Even though development density is low in suburban residential areas, the opportunity for establishing small, strategically placed, neighborhood areas for passive recreation, possibly through clustering, should be pursued.

D. Residential Development: Rural

Agriculture is not a major activity in DeWitt. A few farming areas survive near town boundaries and will probably be sustained for another decade or two. Such areas are not currently served by public sewer systems and probably will not be served in the foreseeable future. The road system serving these areas and connecting them to other parts of the region is not extensive. Some nonfarm development, mainly residential, has occurred; more can be expected and would be suitable if the essentially open character now existing can be preserved. Land subdivision and development in rural residential areas is probably marketable but should, if possible, be delayed until most available vacant land in emerging residential areas has been used and an extension of utilities can be justified.

Planning concerns in rural residential areas relate to the ability to limit the extent of nonfarm development and retain the existing rural character until public utilities are available. If development pressure occurs before utility districts are expanded, the density of such development should be low with lots large enough to meet performance standards for on-site sewage disposal systems. Large lots will minimize the impacts of surface water runoff and erosion.

E. Conservation Areas

These areas consist of environmentally sensitive land or features. Extensive floodplains and designated wetlands associated with Butternut and Ley Creeks are in this category as is White Lake, which has been the object of much study

over the years. There is great concern that the unusual geology and any rare species of fauna and flora found in the White Lake area and in the vicinity of Clark Reservation State Park's Dry Lake could be lost to development. Continued encroachment on, or reduction of, these natural resources is clearly inappropriate from an environmental viewpoint. NYS Route 481, constructed adjacent to Butternut Creek from Jamesville Road to Kirkville Road, passes through extensive wetlands on one or both sides of the highway along this 4.5 mile stretch. The North Branch of Ley Creek has created numerous wetlands and causes periodic flooding across the northern and eastern sections of the Town.

In terms of future land use, conservation areas are divided into two types:

1. Conservation/Limited Development
   These are wetlands and floodplains associated with Ley Creek and lying along Butternut Creek north of the Conrail marshaling yards. Some of this land is undeveloped; in other areas there is a scattered mixture of residential, commercial and industrial land uses. The continuation of mixed development of various types is appropriate for these areas provided it is low density and protects the natural resources. Some type of light industrial or technology concentrations are becoming dominant because of extremely good highway access. Planning concerns focus on ensuring that State wetland requirements and federal floodplain regulations are followed when development is proposed.

2. Conservation/Open Space
   These areas have unique characteristics that warrant placing effective limitation on future development. The largest is the White Lake complex south of Woodchuck Hill Road. Other conservation/open space areas flank Route 481 and, for the most part, are already part of the highway right-of-way. A large wetland/floodplain area lies north of Cedar Bay. Much of this area is already preempted by high tension electric lines and a large substation. To the extent possible, development in conservation/open space areas should be limited and restricted to preserve the environmental integrity of such areas. Cemetaries are included in this designation.

F. Park and Recreation

These areas include land and facilities used for public and private recreational purposes. Historic sites are also included in this designation as are other important open spaces such as golf courses. Many of these recreation areas and open spaces have been in existence for a number of years and their continued importance to Town residents is clear. Schools offer additional recreation resources that are critically important to the quality of life in neighborhoods. It is appropriate for Town officials and the school boards to work cooperatively to maintain and expand existing facilities as necessary. Public recreation areas are

identified in the Town's Park and Recreation Master Plan, which also includes a number of alternative recommendations for additional public facilities.

Planning interests include the need for additional public recreation facilities in the appropriate locations to correct existing deficiencies and accommodate new residential growth. Proposals for new park development will be formulated in conjunction with the Parks and Recreation Commission.

G. **Institutional: Special Use**

This land use category designates several large areas in the Town that have been developed for special purpose institutional uses. Three such areas are designated on the Land Use Character Areas map: Syracuse International Airport, LeMoyne College and the Onondaga County Penitentiary.

Planning concerns relate to the potential impact that these uses have, or could have, on the development and use of adjacent land and in the surrounding area. In this regard, the Syracuse airport is, arguably, the institution that could have the greatest impact on the development character of adjacent areas of the Town.

H. **Commercial: Retail, Office, Service**

This land use category describes large concentrations of development that includes retail sales of all types, offices ranging from small individual businesses to corporate headquarters, regional shopping centers and a variety of large and small professional, retail and service business. Some of these commercial activities have a large employment and/or customer base, require extensive areas for buildings and parking and generate substantial traffic. Small owner-operated businesses or specialty shops with few employees and limited impact on their surroundings are at the other end of the scale. Restaurants, entertainment, professional and personal services and convenience shopping will also be found in these areas. The visual character is large scale, concentrated, sometimes strip-commercial development rather than scattered or small groupings of commercial activity.

Planning considerations of importance in these areas are primarily site accessibility and traffic impacts on surrounding land and the community in general. Adequate off-street parking, surface water drainage, landscaping of the site, and the visual impact of such things as site and parking lot lighting and signs are important concerns. Excessive strip commercial development is a concern in some locations.

I. **Commercial/Industrial Mix**

Several areas, mainly in the north and northwest section of the Town, fit into this category where many types of land use, including commercial, industrial and scattered housing can be found. Parts of these areas have been developed for some

time and, in some locations, there is evidence of obsolescence and deterioration. Street patterns in older areas reflect a limited concern about access and ease of traffic movement. Current activity consists of filling some of the scattered vacant sites or replacing older structure with new and more efficient buildings. As the title implies, a broad mix of land use activities has evolved over time. Large and small retail businesses, professional and personal services, small and medium sized manufacturing activities, automobile sales and service, warehousing, storage facilities, scattered housing and other uses are represented here. Some of these land uses have been in the area for many years; some are relatively new. Significant evidence of land use transition is also reflected in the concentration of motels and related transient housing services around Carrier Circle.

Planning concerns relate to improving the overall visual and functional quality of these areas as redevelopment continues, simplifying traffic patterns at intersections, focusing on and considering measures to upgrade the visual and environmental quality of current development and phasing out scattered residential uses over time. On larger sites new development or redevelopment should focus on reducing the types of uses permitted and achieving additional landscaping and visual improvements.

J. Industry: Manufacturing, Industrial and Office Park

The dominant character of such areas is established by manufacturing buildings or planned developments for industry or offices with special emphasis and attention given to integrated site planning and aesthetics. Manufacturing activities occupy sites large enough to accommodate employee parking and other transportation services. Direct and easy access to the regional highway and rail network, and an international airport are major benefits. Industrial and office parks are typically developed in accordance with an overall plan that provides for individual lots, an integrated street system, extensive landscaping and provisions to assure development compatibility. Industrial parks often contain activities related to research, testing, electronics, computer hardware and software production, prototype refinement and other high-tech development, experimentation and refinement. Large parcels of undeveloped land with utilities, adequate drainage and highway access are likely sites for these types of land uses.

Planning concerns relate to the level of compatibility of such development with the surrounding area, traffic impact on adjacent local or collector roads and the quality of site improvements such as landscaping, parking lot design and lighting. Site plan review with at least minimum standards for such development are important.

K. Industry: Resource Extraction

Excavation and removal of extensive geologic deposits is a major economic activity in DeWitt, occupying a substantial east-west swath of land running across the

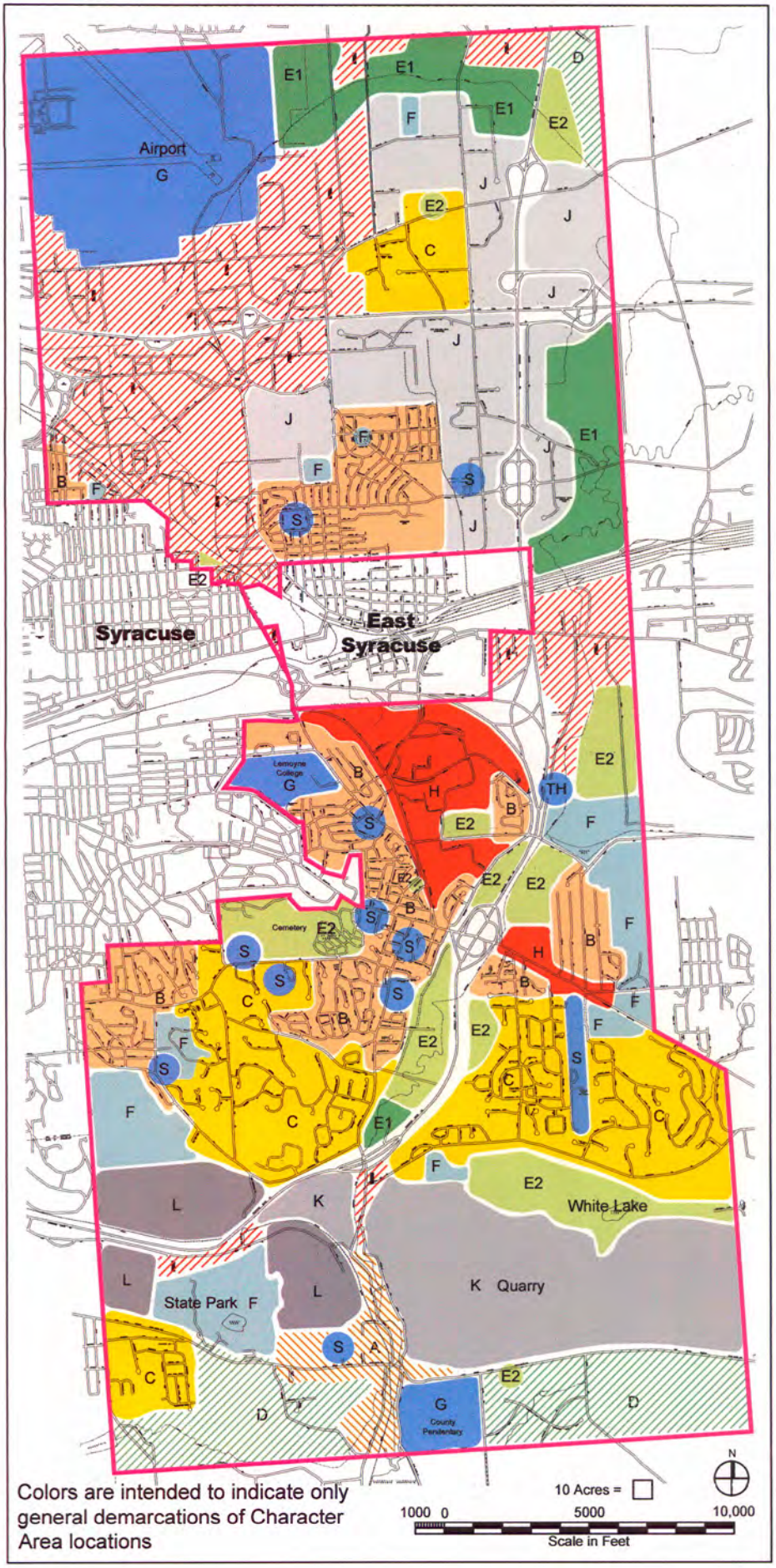
southern portion of the Town. This industry has existed for several centuries and the natural resource (limestone and gravel) on which it is based is expected to support the extraction activity for many years. In addition, asphalt and lumber industrial activities exist here and are reasonably compatible with the quarrying use. Moving gravel from the quarry to numerous construction sites requires large-scale trucking activity and easy access to the regional highway system.

Planning concerns relate to the continued effectiveness of the regional highway system to accommodate transport vehicles and the suitability of the local road system connecting the quarry to state highways. In the long term, prospective reuse of quarry land after excavation is terminated will be an important land use consideration. Further industrial activities such as lumbering or asphalt operations should be discouraged unless they are part of a long range reclamation plan.

L. Industry: Land Use Transition

As a function of the resource extraction activity, some areas that were previously quarried are no longer active excavation sites. Three such areas exist: on the east and west side of the Clark Reservation State Park and south of the Drumlins Golf and Country Club. Public water service could be provided to these areas but public sewers are not available and probably will not be available in the foreseeable future. The physical impact of previous excavation activity is visible on each of these sites. Revegetation is occurring in some places but substantial restoration work would be needed for most reuse possibilities.

Planning concerns relate to identification of appropriate successional land uses when any of these areas eventually become available for development. Stabilization of these sites is an important consideration; the Town needs to be actively engaged with the NYS Department of Environmental Conservation and the owner in reclamation planning.



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Town of Dewitt--Comprehensive Plan

Map 4: Proposed Land Use Character Areas

Adopted by the Town Board on June 10, 2002

Key to Features

- A Hamlet
- B Residential: Traditional
- C Residential: Emerging
- D Residential: Rural
- E Conservation
  - E1 Limited Development
  - E2 Open Space
- F Park and Recreation
- G Institutional: Special Use
  - S School
  - TH Town Hall
- H Commercial: Retail, Office, Service
- I Commercial Industrial Mix
- J Industry: Manufacturing, Industrial/Office Park
- K Industry: Resource Extraction
- L Industry: Land Use Transition

Base map information prepared by SMTC October 2001. Map copyright by NYSDOT. This map is for presentation purposes only. The SMTC is not responsible for the completeness of this base map.



V. IMPLEMENTATION

This section sets forth Town policy, goals and actions related to local regulations that affect development and the way land is used. It also discusses the three main elements of plan implementation. These include the regulatory framework that will guide future development decisions, an action agenda that will be necessary if plan goals are to be realized and a process for measuring progress toward plan implementation.

LAND USE AND DEVELOPMENT REGULATIONS

DeWitt is a community that values its strong tax base, its efficient system of municipal services, its environmental resources and its quality of life. As growth and change occur, the Town will need to employ all tools and techniques at hand to assure sound land use patterns, to enhance the built environment and to prevent needless loss of existing natural resources. Amendments to zoning laws, land subdivision regulations and related laws might become necessary to implement parts of the Town's Comprehensive Plan and to provide maximum effectiveness in directing the extent, location and aesthetic impact of new and modified development. The goal statements that follow support this policy.

Goals:

A. Zoning and land subdivision regulations and standards that will help implement the objectives of the Comprehensive Plan.

B. Local development and conservation laws and regulations that are integrated to ensure purposeful and fair treatment.

C. A process for updating local regulations as necessary to promote flexibility and encourage the quality development desired in DeWitt.

D. Clarity and simplicity in land use controls and the approval processes.

In order to accomplish these goals, the following specific actions must be taken.

1. Begin a detailed review of the zoning ordinance and subdivision regulations.

2. Consider additional design and development criteria that would help guide the Office of Development and Operations and the Planning Board.

3. Review requests for zoning variances or amendments over a 5-year period to identify patterns or problem areas that should be addressed by ordinance modifications.

4. Amend local ordinances and laws as appropriate after public comment, SEQR determination and review by Onondaga County..

REVIEW OF BASIC IMPLEMENTATION MEASURES

The DeWitt Comprehensive Plan establishes specific policies and broad goals for long-range preservation, improvement and general development in the Town. There are several effective statutory measures available to New York municipalities for implementing planning policy.

- Zoning is the authority to divide land within municipalities into districts and to regulate the type and nature of land use activity and population density permitted in each district.

- Site development plan review, often a part of zoning, is a procedure by which detailed plans for certain specified development proposals are reviewed and modified as necessary before a building permit is issued.

- Subdivision approval enables communities to review and modify physical design and site improvement proposals for privately owned land that is to be subdivided into lots for development.

Preliminary review of these implementation measures has been made as a Technical Memorandum prepared as a supplement to this plan document.

MEASURING SUCCESS AND AUDITING PROGRESS

If the Comprehensive Plan is to achieve its full potential, it is important to establish milestones that determine the extent to which the Plan's goals are being met and to institutionalize a process for regular review or audit of progress. Specific measures of progress, described as "Success Indicators" on the Implementation Profiles which begin on page V-4, are directly related to the specific actions needed to advance the policies and goals set forth in the Comprehensive Plan.

These indicators are the yardsticks which can be used to provide the Town with feedback on the Plan's effectiveness. Is it being used as a guide for growth and development? Is it too ambitious? Does it need adjusting or updating in light of new information? Answering these questions and others regularly will keep the Plan current and ensure that its underlying philosophy is supported. Some suggested Success Indicators are outlined below but, as noted in the Implementation Profiles section, indicators specific to each action item should be established when the action is initiated by the responsible agency.

Potential Success Indicators

- The process for adoption of the Comprehensive Plan has been completed and formal action has been taken.

- All key individuals and departments agree on a format and procedure for reviewing and scheduling capital projects.

- Capacity, pressure, obsolescence and similar limitations of existing water and sewer infrastructure have been documented.

- The Planning Board has completed its review of amendments to the zoning ordinance and map and made a recommendation to the Town Board.

- Parks and Recreation Commission has reviewed and updated the 1996 Parks and Recreation Master Plan and made recommendations for specific projects.

- Parks and Recreation Commission has established priorities for additional recreation facilities and programs.

- Intermunicipal Recreation Partnership has been formed between Town, County, school district(s) and private sector to coordinate recreation resources and programs.

- Advisory Conservation Commission has initiated a program to identify, map and evaluate special environmental features.

- A program has been established to encourage preservation of open space and natural areas through easements and other measures.

- A concept plan has been developed for improved trail and bikeway connections.

- A prototype program has been developed to engage neighborhood associations in the process of identifying key neighborhood characteristics and potential enhancements.

- Development standards related to site plan review and residential subdivisions have been reviewed and evaluated.

- Examples of programs and techniques used to encourage a higher level of exterior property maintenance have been obtained and evaluated.

- Current real property tax assessment and incentive policies affecting rehabilitation and property improvement have been evaluated.

- At least two target areas for potential infill/rehabilitation programs have been delineated and a procedure for analysis and evaluation of sites and buildings has been established.

- Quality-of-Life assessment committee has been established and its role and responsibilities defined.

- Potential incentive programs to encourage and support rehabilitation of older non-residential structures have been identified.

- A "Town of DeWitt Community Foundation" has been incorporated.

- Traffic calming techniques/installations being tested in several neighborhoods.

IMPLEMENTATION PROFILES

As noted in Section III *Policy, Goals and Actions*, goals have been identified for each policy coupled with specific actions that should be taken to achieve the goal. The forty specific actions recommended will require considerable time and resources to implement. Clearly, some are more important than others in affecting future development in the Town. Some might well fall by the wayside; others may never come to fruition due to cost, political reality or changing needs and attitudes.

These actions are presented in the following pages in a format that quickly identifies what needs to be done, when the project should be initiated and how long it will take to complete, who is responsible, where the funding will come from, and what key steps are required in order to get the action moving. The recommended project start date reflects a priority hierarchy that recognizes the need to focus limited resources on what currently appears to be the most critical issues and needs. This priority determination is based on the following model:

Priority I	Action should be initiated within the next 12 - 18 months
Priority II	Action should be initiated within 3 years
Priority III	Action can be postponed beyond 3 years

The Implementation Profiles also include action items that are already underway either by virtue of the Comprehensive Plan project or because they are already an established feature of Town government. Review of the Town's regulatory framework is an example of the first type; continued support for and strengthening of existing projects and programs fall into the latter category. Because these Implementation Profiles are seen as a functional work plan for action, a space is provided for the insertion of a success measure for each action. These Success Indicators should be established when the action is initiated by the responsible agency based on agreement with affected parties on expected outcomes.

IMPLEMENTATION PROFILE: GROWTH

G1 Complete public presentation of the Comprehensive Plan, review as appropriate, submit to Town Planning Board, complete SEQRA review and determination, submit to SOCPA for review and present to the Town Board for adoption.

Project Start/Priority
_X_ already underway ___ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 0 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board Support: Town Board, Development & Operations

First Steps
Process initiated by Comprehensive Plan project

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G2 Develop an information base about specific sites in residential and non-residential areas where infill development or major rehabilitation of obsolete buildings and sites would be appropriate. Make this available for use by Realtors and others in assembling land or attracting clients

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w./in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of De Witt

Responsibility for Implementation
Primary: Development & Operations Support: Town Assessor

First Steps
Include project in D & O work program

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G3 Develop a formal structure for the preparation of a capital budget and a five-year capital improvements program.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations w/Comptroller Support: Planning Board, Town Board, Town Highway Department

First Steps
Gain agreement w/in Town government on concept

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G4 Prepare a capital budget and five-year capital improvement program

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of DeWitt, State & Federal

Responsibility for Implementation
Primary: Development & Operations Support: Town Board, Comptroller, other departments

First Steps
Integrate capital program process as a regular part of Town budget development

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G5 Review the Town Zoning Ordinance (Chapter 192) to identify zoning inconsistencies with policies and goals of the Comprehensive Plan (see also zoning-related actions for other policies).

Project Start/Priority
_X_ already underway ___ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board Support: Zoning Board of Appeals

First Steps
Process initiated by Comprehensive Plan project

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G6 Based on the review described in Action 5., prepare revisions and amendments to the zoning ordinance, complete SEQR review, submit to SOCPA and recommend to the Town Board for adoption.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 4 – 7 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations Support: Planning Board

First Steps
Process initiated by Comprehensive Plan project; revisions need to be developed

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G7 Develop a set of community indicators that can be used to monitor quality-of-life.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 - 3 years _X_ continuing

Potential Funding Source
Town of DeWitt; grant potential

Responsibility for Implementation
Primary: Special Task Force or Committee Support: Planning Board, Development & Operations

First Steps
Explore interest in participation on Task Force; identify leadership

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G8 Research best practices of other communities related to governmental/not-for-profit partnerships and identify the most appropriate model for the Town to explore in depth.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 - 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations Support:

First Steps
Begin Internet search and collection of resource materials

Success Indicator

IMPLEMENTATION PROFILE: GROWTH

G9 Create a not-for-profit autonomous organization to work in concert with the Town to obtain resources, receive gifts and bequests, organize and execute community projects and programs and to own/operate community services beneficial to the DeWitt community.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 - 3 years ___ continuing

Potential Funding Source
Town/private sector

Responsibility for Implementation
Primary: Town Attorney Support: Development & Operations

First Steps
Prepare incorporation documents; file with New York State

Success Indicator

IMPLEMENTATION PROFILE: EXTENSION OF UTILITIES

EU1 Prepare a map for Planning Board use of areas that are not included in a public sewer service area or where capacity is limited; do the same for public water.

Project Start/Priority
_X_ already underway ___ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Town Engineer Support:

First Steps
Town Engineer directed to prepare map

Success Indicator

IMPLEMENTATION PROFILE: EXTENSION OF UTILITIES

EU2 Identify areas or portions of the existing sewer and water system that are deteriorating or obsolete and need replacement within the next five years.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___w/in 1 year ___ 1 - 3 years _X_ continuing

Potential Funding Source
Town; County Sewer Agency

Responsibility for Implementation
Primary: Town Engineer Support: Town Water Department

First Steps
Review information already available; identify gaps to be filled

Success Indicator

IMPLEMENTATION PROFILE: EXTENSION OF UTILITIES

EU3 Review zoning and subdivision regulations and consider the effectiveness and appropriateness of current standards and requirements related to water and sewer infrastructure.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year _X_ 1 - 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Town Engineer Support Development & Operations

First Steps
Town Engineer directed to prepare Technical Memo for D&O review

Success Indicator

IMPLEMENTATION PROFILE: HOUSING

H1 Undertake a housing study that identifies the impact of key trends such as changes in household configuration, aging of the population and income trends on housing supply and demand with particular emphasis on housing for seniors.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 - 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Consultant services required

Support: Planning Board, Development & Operations

First Steps
Develop a draft scope of work for inclusion in a request for proposal for services

Success Indicator

IMPLEMENTATION PROFILE: HOUSING

H2 Review assessment practices to ensure that regular maintenance and improvements to property are supported and not penalized.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 - 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Town Assessor

Support: Planning Board and Town Attorney

First Steps
Discuss with Town Assessor how this project can best be accomplished

Success Indicator

IMPLEMENTATION PROFILE: NEIGHBORHOOD CHARACTER

NC1 Develop a neighborhood design manual that provides guidance on appropriate lighting, entry and street plantings, transit stops and shelters, traffic calming techniques and other design features.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year _X_ 1 - 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations

Support: Planning Board with assistance from SOCPA, SMTC, CENTRO etc.

First Steps
Incorporate project into D&O work plan as time permits

Success Indicator

IMPLEMENTATION PROFILE: NEIGHBORHOOD CHARACTER

NC2 Evaluate the need for a local ordinance that establishes a minimum standard of exterior maintenance for all properties.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board Support: Town Board, Neighborhood Associations

First Steps
Begin collection of data to determine dimensions of the problem

Success Indicator

IMPLEMENTATION PROFILE: NEIGHBORHOOD CHARACTER

NC3 Establish a prototype neighborhood planning program that can be used by neighborhood groups to identify specific needs and recommend improvements.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations Support: Planning Board w/Neighborhood Associations

First Steps
Identify a neighborhood association that would be interested in serving as a pilot project

Success Indicator

IMPLEMENTATION PROFILE: NEIGHBORHOOD CHARACTER

NC4 Improve lighting and pedestrian amenities along major thoroughfares as needed.

Project Start/Priority
___ already underway ___ in 2002-03 ___ by 2005 _X_ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 - 3 years _X_ continuing

Potential Funding Source
Multiple jurisdictions

Responsibility for Implementation
Primary: Development & Operations Support: Planning Board, Town Engineer & Highway Department, various agencies depending on funding

First Steps
Begin interdepartmental education/awareness of the possibilities

Success Indicator

IMPLEMENTATION PROFILE: NEIGHBORHOOD CHARACTER

NC5 Encourage the establishment of and continued support for Neighborhood Watch groups and strengthen those that already exist.

Project Start/Priority
_X_ already underway ___ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Police Department Support: Neighborhood Associations

First Steps
Integrate with neighborhood planning program described in NC3 above.

Success Indicator

IMPLEMENTATION PROFILE: NEIGHBORHOOD CHARACTER

NC6 Require the installation of underground utilities in new subdivisions.

Project Start/Priority
_X_ already underway ___ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 - 3 years _X_ continuing

Potential Funding Source
n.a.

Responsibility for Implementation
Primary: Planning Board Support:

First Steps
Review Planning Board policy and procedures; strengthen if necessary

Success Indicator

IMPLEMENTATION PROFILE: NON-RESIDENTIAL DEVELOPMENT

ND1 Examine zoning regulations affecting non-residential development, particularly site plan review regulations and requirements, to assess adequacy and effectiveness in light of current goals and actual experience.

Project Start/Priority
_X_ already underway ___ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 - 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board Support: Zoning Board of Appeals

First Steps
Process initiated by Comprehensive Plan project

Success Indicator

IMPLEMENTATION PROFILE: NON-RESIDENTIAL DEVELOPMENT

ND2 Identify areas of deterioration and research best practices in dealing with these areas.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations Support: Town Assessor, Town Attorney

First Steps
Begin collection of data to determine dimensions of the problem

Success Indicator

IMPLEMENTATION PROFILE: NON-RESIDENTIAL DEVELOPMENT

ND3 Compare existing non-residential development patterns with the zoning map to assess the need for amendments of zoning district classifications and boundaries.

Project Start/Priority
_X_ already underway ___ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source

Responsibility for Implementation
Primary: Planning Board Support:

First Steps
Process initiated by Comprehensive Plan project

Success Indicator

IMPLEMENTATION PROFILE: NON-RESIDENTIAL DEVELOPMENT

ND4 Review sign regulations to assess adequacy, current applicability and effectiveness

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board Support: Development & Operations, Zoning Board of Appeals

First Steps
Survey signage throughout town to identify positive and negative examples

Success Indicator

IMPLEMENTATION PROFILE: NATURAL RESOURCES

NR1 Develop a natural resources inventory with information about environmental features as well as ownership.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year _X_ 1 - 3 years ___ continuing

Potential Funding Source
Town/volunteers

Responsibility for Implementation
Primary: Advisory Conservation Commission (ACC)

Support:

First Steps
ACC to identify external resources needed to accomplish this task

Success Indicator

IMPLEMENTATION PROFILE: NATURAL RESOURCES

NR2 Building on the natural resources inventory, evaluate the advisability of designating Critical Environmental Areas within the Town in accordance with NYS Environmental Conservation Law.

Project Start/Priority
___ already underway _X_ 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Advisory Conservation Commission (ACC)

Support: Planning Board, Town Board

First Steps
ACC to outline process that will be followed; gain agreement on approach

Success Indicator

IMPLEMENTATION PROFILE: NATURAL RESOURCES

NR3 Investigate various tools for protection and preservation of natural resources and environmentally sensitive area such as overlay districts, easements, incentives for developers, and others as may be applicable.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 - 3 years X_ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board

Support: Development & Operations, Advisory Conservation Commission

First Steps
Undertake literature search to identify best practices

Success Indicator

IMPLEMENTATION PROFILE: NATURAL RESOURCES

NR4 Determine measures needed to implement the natural resources goals of the Comprehensive Plan.

Project Start/Priority
___ already underway _X__ in 2002-03 __ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
n.a.

Responsibility for Implementation
Primary: Planning Board Support: Advisory Conservation Commission

First Steps
Review goals with ACC; jointly determine needs

Success Indicator

IMPLEMENTATION PROFILE: NATURAL RESOURCES

NR5 Participate in the development of reclamation plans to ensure that innovative concepts for reclamation and reuse of quarry sites are considered.

Project Start/Priority
___ already underway ___ in 2002-03 ___ by 2005 _X_ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 - 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations Support:

First Steps
Research new concepts in reuse and reclamation

Success Indicator

IMPLEMENTATION PROFILE: RECREATION

R1 Ensure that a procedure is in place to periodically assess the status of the Parks and Recreation Master Plan.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
n.a.

Responsibility for Implementation
Primary: Parks & Recreation Commission Support:

First Steps
Request Parks & Recreation Commission to develop this procedure

Success Indicator

IMPLEMENTATION PROFILE: RECREATION

R2 Review current recreation programs and resources available to Town residents and identify gaps.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___w/in 1 year _X_ 1 – 3 years ___ continuing

Potential Funding Source

Responsibility for Implementation
Primary: Parks & Recreation Commission Support: School Districts, State, County, private sector

First Steps
Request Parks & Recreation Commission to undertake project

Success Indicator

IMPLEMENTATION PROFILE: RECREATION

R3 Identify new facilities that should be integrated into a capital program and establish a process for bringing these projects forward in a systematized way.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
___w/in 1 year _X_ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Parks & Recreation Commission Support: Development & Operations

First Steps
Integrate Parks & Recreation Commission into capital budget process (see G3 and G4 above)

Success Indicator

IMPLEMENTATION PROFILE: RECREATION

R4 Evaluate the role and function of the Town park system in the context of changing community needs.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___w/in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Parks & Recreation Commission Support:

First Steps
Request Parks & Recreation Commission to undertake project

Success Indicator

IMPLEMENTATION PROFILE: TRANSPORTATION

T1	Review road construction and repair standards and requirements of the Town subdivision rules and regulations to assess consistency with goals of the Comprehensive Plan.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board Support: Development & Operations, Town Engineer, Highway Department, Police and Fire Departments, and EMS providers

First Steps
Request input from all support agencies

Success Indicator

IMPLEMENTATION PROFILE: TRANSPORTATION

T2	Document a pavement management system that results in a five-year capital plan for improvements to existing streets.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Town Highway Department Support: Town Engineer

First Steps
Evaluate various pavement management systems to determine most appropriate for Town purposes

Success Indicator

IMPLEMENTATION PROFILE: TRANSPORTATION

T3	Review off-street parking requirements and parking area design standards.

Project Start/Priority
___ already underway ___ in 2002-03 _X_ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Planning Board Support: Development & Operations

First Steps
Integrate into Planning Board activities and D&O work plan

Success Indicator

IMPLEMENTATION PROFILE: TRANSPORTATION

T4	Examine potential traffic calming techniques that can reduce through traffic and speeding on residential streets and identify streets where such techniques should be considered.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 – 3 years _X_ continuing

Potential Funding Source
Town of DeWitt

Responsibility for Implementation
Primary: Development & Operations
Highway Department

Support: Town Engineer, Planning Board, community groups and neighborhood associations

First Steps
Review literature including SMTC report prepared as part of Comprehensive Plan project

Success Indicator

IMPLEMENTATION PROFILE: TRANSPORTATION

T5	Develop an understanding of the services and resources available from County, State and regional transportation agencies.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
___ w/in 1 year ___ 1 - 3 years _X_ continuing

Potential Funding Source
n.a.

Responsibility for Implementation
Primary: Development & Operations

Support: Planning Board, Town Board, Town Engineer and Highway Department, NYSDOT, SMTC et al

First Steps
Explore resources available

Success Indicator

IMPLEMENTATION PROFILE: TRANSPORTATION

T6	Formalize Town policy and standards for location design, construction, maintenance and retrofitting of sidewalks.

Project Start/Priority
___ already underway _X_ in 2002-03 ___ by 2005 ___ postpone beyond 3 years

Duration of Effort
_X_ w/in 1 year ___ 1 – 3 years ___ continuing

Potential Funding Source
Town/property owners

Responsibility for Implementation
Primary: Town Board

Support: Town Engineer, Town Highway Department, Development & Operations, Planning Board, Comptroller and neighborhood associations

First Steps
Research procedures followed in other municipalities and provide information to Town Board

Success Indicator

IMPLEMENTATION PROFILE: TRANSPORTATION

T7 Identify important pedestrian generators (schools, churches, etc.), activity nodes (playgrounds, community parks, etc.) and destination points (municipal offices, libraries, trailheads, etc.) that could be beneficially linked by pedestrian walks and bicycle paths to complement those included in the Canal Recreationway Trail and other existing and proposed walks and paths.

Project Start/Priority

___ already underway ___ in 2002-03 ___ by 2005 _X_ postpone beyond 3 years

Duration of Effort

___0 – 3 years ___ 4 – 7 years _X_ continuing

Potential Funding Source

Town of DeWitt

Responsibility for Implementation

Primary: Development & Operations w./Parks & Recreation Commission

Support: Planning Board, Advisory Conservation Commission, community groups and neighborhood associations

First Steps

Consider formation of a small sub-committee of interested and involved people to work on this project

Success Indicator

KEEPING THE PLAN CURRENT

Failure to make periodic critical evaluations of the Comprehensive Plan - particularly the plan's underlying policies, goals and actions - can be a major weakness of the planning process. Communities are not static; to be effective and of maximum value, planning for continuing evolution and inevitable change must also be a dynamic and on-going process.

The frequency of plan updating efforts depends completely on the amount of change that occurs in the Town and the surrounding region. A large-scale economic event such as DestiNY, for example, or a major shift in County or local policy, could significantly impact some aspects of life in DeWitt and warrant a review of the Comprehensive Plan. At a minimum, review and assessment of the Plan's continued relevance and effectiveness should be undertaken every five or six years.

PRIORITY AND WORK LOAD OVERVIEW

Policy Area and Actions	Priority	Planning Board	Town Board	Develop & Oper	Town Engineer	Town Highway	Conser Comm	Park & Rec Comm	Other
Growth									
G1	U	•	X	X					
G2	II			•					X Town Assessor
G3	I	X		•		X			• Town Comptroller
G4	II		X	•	X	X	X	X	X Town Comptroller
G5	U	•							X Zoning Board of Appeals
G6	I	X		•					X Town Attorney
G7	II	X		X					• Special Committee
G8	II			•					
G9	II			X					• Town Attorney
Extension of Utilities									
EU1	U				•				
EU2	II				•				X Town Water Department
EU3	II	X		X	•				
Housing									
H1	II	X		X					• Housing Consultant
H2	I	X							• Town Assessor X Town Attorney
Neighborhood Character									
NC1	II	X		•					
NC2	I	•	X						
NC3	II	X		•					
NC4	III	X		•	X				X Various agencies
NC5									• Police/Fire/EMS, and Neighborhood Associations
NC6	I	•							

• = Primary responsibility for implementation X = Supporting role in Implementation U = Action already

PRIORITY AND WORK LOAD OVERVIEW

Policy Area and Actions	Priority	Planning Board	Town Board	Develop & Oper	Town Engineer	Town Highway	Conserv Comm	Parks & Rec Comm	Other
Non- Residential Development									
ND1	U	•							X Zoning Board of Appeals
ND2	II			•					X Town Assessor/Attorney
ND3	U	•							
ND4	II	•		X			X		
Natural Resources									
NR1	I						•		
NR2	I	X	X				•		
NR3	II	•		X			X		
NR4	II	•					X		
NR5	III			•					
Recreation									
R1	I							•	
R2	I							•	x Schools et al
R3	II			X				•	
R4	I							•	
Transportation									
T1	II	•		X	X	X			X Police/Fire/EMS
T2	II				X	•			
T3	II	•		X					
T4	I	X		•	X	X			
T5	I	X		•	X	X			X NYS DOT et al
T6	II	X	•	X	X	X			X Town Comptroller and Neighborhood Associations
T7	III	X		•			X	•	X Neighborhood Associatio

• = Primary responsibility for implementation X = Supporting role in Implementation U = Action already underway

APPENDICES

A. Comprehensive Plan Participants

B. Related Basic Data

C. Transportation Component - Executive Summary
Syracuse Metropolitan Transportation Council

D. Excerpt from *Retrofitting Human Scale Connections in a Suburban Community*,
Maren C. King, December 2001.
A thesis submitted in partial fulfillment of
the requirements for the Master of Science Degree,
SUNY ESF

E. Resource Bibliography

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CONSTRUCTION ACTIVITY

While the total number of people living in DeWitt has not changed dramatically over the past decade, there has been a substantial amount of construction activity involving residential, commercial and industrial development. The table below indicates the number of permits issued, by category, for the 10-year period from 1991 through 2000.

Year	New Residential		New Commercial/Industrial		Commercial/Industrial Additions	
	# permits	Estimated construction cost	# permits	Estimated construction cost	# permits	Estimated construction cost
1991	35	$ 4,372,000	8	$12,952,000	132	$14,738,000
1992	39	$ 6,326,000	8	$ 821,000	92	$ 7,002,000
1993	32	$ 5,569,000	13	$22,262,000	91	$ 8,535,000
1994	56	$ 9,357,000	17	$ 6,856,000	74	$ 1,754,000
1995	27	$ 4,574,000	10	$10,461,000	81	$11,975,000
1996	27	$ 5,044,000	10	$11,470,000	99	$13,056,000
1997	32	$ 4,887,000	15	$13,946,000	66	$ 3,880,000
1998	36	$ 5,388,000	10	$ 2,778,000	67	$ 9,194,000
1999	93	$14,302,000	12	$24,389,000	102	$13,011,000
2000	72	$13,032,000	16	$15,491,000	90	$20,815,000
Total	449	--	109	--	894	--

Source: Town of DeWitt, Department of Development and Operations

New residential construction was particularly strong in 1999 and 2000 when 165 building permits were issued. New commercial and industrial building activity has been consistently good over the decade, representing a substantial amount of new tax base. Equally strong in most years were additions to existing commercial and industrial structures. Almost 900 building permits for this category of development were issued by the Town between 1991 and 2000. Development activity in 2000 alone represented an estimated construction cost of almost 50 million dollars. The largest number of permits issued in any year was 207 in 1999.

SCHOOL DISTRICT ENROLLMENT DATA

School district enrollment figures and projections are usually reliable indicators of population changes in a municipality. Estimates of the future number of students in the district are important to long-range planning for facilities, staffing and programs. The school-age population is also a reasonable indicator of what the total population in the district might look like several years hence.

Two school districts serve the Town of Dewitt: the East Syracuse- Minoa (ESM) district serves the northern part of the town and the Village of East Syracuse; the Jamesville - DeWitt (JD) district serves the area generally south of East Syracuse. Both districts also include areas in one or more adjacent municipalities. Enrollment projections made by both districts indicate an almost level K-12 school age population for the JD district and a 10% loss in the ESM district.

K-12 Enrollment (projections for 2005 and 2008)

District	2000	2005	2008	Est.% change 2000-2008
JD	2,628	2.668	2.631	+0.01
ESM	3,715	3,405	3,311	-10.9

Source: Figures taken from enrollment data and projections made by the Jamesville-Dewitt and East Syracuse-Manilus School Districts.

Another indicator of possible changes in school enrollment can be found in enrollment trends in Kindergarten although these can vary widely over an extended period of time. According to existing figures the Kindergarten enrollment in ESM district changed from a high of 303 in 1988 to a low of 206 in 2000. For the JD district, a low Kindergarten enrollment of 136 in 1996 increased to 201 in 1998 and then dropped slightly to 181 two years later in 2000.

These data on school age population can only serve as a rough indication of changes to the overall population. It is reasonable to assume, however, that substantial growth in the overall population would be reflected in school enrollment. The figures above can only indicate that significant population change should not be anticipated in DeWitt.

- A map of the Federal Highway Classification System.
- A map of the Traffic Analysis Zones.
- A map of roads according to political jurisdiction.

Chapter 2: Summary of Traffic Congestion Locations

The SMTC examined information available on highway congestion within the Town of DeWitt, which indicates that three locations along major thoroughfares in the eastern portion of the Town were congested, based on the traffic counts available. These locations are as follows:

- Route 290 from Bridge Street to Freemont Road.
- Interstate 481 from Interstate 90 to Kirkville Road.
- Route 92 from the end of Route 5 to Woodchuck Hill Road.

The SMTC prepared a map accompanying the Transportation Component, consisting of:

- A map showing vehicle congestion analysis locations.

Chapter 3: Summary of Accident Locations

Accident locations are identified in the Town of DeWitt for the three-year period of January 1997 through December 1999, the most recent period for which data is currently available. The data reflect accident locations and frequency. The source of the data is the New York State Department of Transportation (NYSDOT), using their data file known as the Centralized Local Accident Surveillance System (CLASS). The CLASS file prioritizes the data by municipality and location within the municipality.

The SMTC prepared a map accompanying the Transportation Component, consisting of:

- A map showing accident locations (1997-1999). The relative number of accidents at any given location is reflected by the size of the circle denoting the accident location, thereby providing a visual indication of accident frequency.

Chapter 4: Traffic Calming Measures

At the request of the Town of DeWitt, the SMTC has provided examples of traffic calming techniques, taken from several sources, including: the Onondaga County Settlement Plan; Federal Highway Administration; Oregon Department of Transportation; City of Portland, Oregon; and the Institute of Traffic Engineers. The information provides an extensive array of techniques that include: road surface bumps; humps and other raised pavement areas; reduced street area for motor traffic (curb extensions); street closures; traffic diversion; surface textures and visual devices; parking treatments, and others.

Chapter 5: Summary of Public Transit Service and Implementation of the CNYRTA Regional Mobility Plan

The Central New York Regional Transportation Authority (CNYRTA) currently operates a predominantly hub-and-spoke transit system focused primarily on service to and from Downtown Syracuse. In a recent study, the recommendation was made to expand the number of suburban transit centers and introduce fixed and flexible feeder routes around and between hubs, utilizing small buses. Included in this concept are three primary transit hubs at major activity centers, where convenient transfers between bus lines can be made. One of the three primary hubs is at Shoppingtown Mall in the Town of DeWitt, a major generator of transit trips.

The SMTC prepared a map accompanying the Transportation Component, consisting of:

- A map showing Centro routes and the Shoppingtown hub.

Chapter 6: Summary of Bicycle and Pedestrian Transportation

The SMTC adopted a bicycle network plan in 1976, parts of which have been implemented, and is currently developing a new plan. In 1996, the Town of DeWitt published a plan that included trails, some of which have been implemented and offer an opportunity for some DeWitt residents to consider bicycle commuting for certain home-to-work locations. As the trail network is expanded, other areas of DeWitt will be connected. A survey of Town residents showed that trails for biking, walking and jogging had the highest preference ranking (out of 15 activities) and nature trails ranked fourth in preference for meeting local needs. The towpath along the Old Erie Canal State Park has been designated as part of the New York State Canalway Trail and the Trail, when completed, will extend across the entire state. The Town of DeWitt has completed a portion of the Trail.

The SMTC prepared a map accompanying the Transportation Component, consisting of:

- A map showing bicycle and pedestrian routes, including the State Canalway Trail.

Chapter 7: Summary of Air Transportation and Operation of Syracuse Hancock International Airport

Syracuse Hancock International Airport is the only airport having a significant land use planning impact for the Town of DeWitt. In terms of automobile travel, the Hancock service area draws passengers from beyond an hour's travel radius. The 2,000-acre airport site is located within the Towns of Cicero, Clay, DeWitt and Salina. The existing land use in the areas within the Town of DeWitt is classified as a mixture of predominantly commercial and vacant uses but with a scattering of residential and industrial uses. A major issue concerns the differing views on the proposed 2,000-foot extension of Runway 10-28.

Chapter 8: Summary of Rail and Truck Transportation

The Town of DeWitt has significant rail transportation facilities. CSX Transportation (CSXT) operates a rail and truck freight intermodal facility in the Town of DeWitt, which is strategically located near the intersection of the New York State Thruway and Interstate 481. If CSXT's expectations for expanding freight operations at the DeWitt yard come to fruition, truck traffic is expected to increase.

Chapter 9: Summary of Water Transportation and Implementation of the State and Regional Canal Plans

The single water transportation facility in the Town of DeWitt is the Old Erie Canal State Park, with a terminus in DeWitt. The park is an important component of the local and statewide historic canal experience and is operated by the New York State Office of Parks, Recreation and Historic Preservation. Although many sections of the Old Erie Canal have been dewatered or are otherwise not suitable for boating, the segment in DeWitt is navigable, but only by small, non-motorized craft, particularly canoes.

Chapter 10: Traffic Modeling of Future Land Use and Transportation Changes

The Town of DeWitt requested that the SMTC conduct mathematical modeling analyses of four possible future traffic scenarios. The SMTC used their Regional Travel Demand Model, which is based on land use information (housing and employment) and a series of mathematical formulas to estimate the amount of traffic on the roadways within Onondaga County. The model is based on evening peak hour conditions only.

In order to estimate the changes in future traffic flows, it was necessary to determine anticipated future land use within the Town of Dewitt and then compare that result to existing land use. The housing and employment inputs to the model are further refined into single and multi-family housing and retail, institutional, industrial, commercial and hotel/motel employment.

The Town of DeWitt Comprehensive Plan Committee choose the following four alternative scenarios for further analysis:

1. Alternative 1 – Use year 2010 land use information that is currently in the regional travel demand model.

2. Alternative 2 – Use year 2010 growth projections provided by the Town of Dewitt.

3. Alternative 3 – Assume there would be no growth in housing or employment in the Town of DeWitt over the next ten years.

4. Alternative 4 - Various roadway network changes, including: traffic calming measures on Old Thompson Road between Erie Boulevard and Kinne Road, Woodchuck Hill Road, Kinne Street, Cedar Bay Road and Lyndon Road; and, increases in capacity on Erie Boulevard to simulate improved traffic signal coordination.

The modeling results suggest that, for the most part, traffic will grow less than one percent per year during the next ten years, which is in agreement with the current New York State Department of Transportation expectations for area roadways. The largest increases in traffic are projected to be along Route 5 east of Lyndon Road. It appears that there will be a slight shift in traffic from Route 92 to Route 5 as Route 92 becomes more congested.

Implementing traffic calming measures on specific roadways is expected to lower traffic volume by approximately two percent when compared to conditions without traffic calming measures. Overall, there will be a slight redistribution of traffic to the major arterials and away from the local roadways that are currently being used as short cuts.

CONCLUSION

The SMTC has performed a comprehensive literature review of relevant plans, studies and analysis with respect to the existing transportation conditions. Due to the Town's time frame, and specifically at the Town's request, no new data was created or gathered, and only existing information was utilized. The SMTC has met its obligations under the Scope of Work and the Transportation Component of the Town of DeWitt Comprehensive Plan is complete.

EXECUTIVE SUMMARY

TOWN OF DEWITT COMPREHENSIVE PLAN
TRANSPORTATION COMPONENT

INTRODUCTION

In the spring of 2001, as part of their Unified Planning Work Program (UPWP) the Syracuse Metropolitan Transportation Council (SMTC) agreed to undertake the Town of DeWitt Comprehensive Plan – Transportation Component. There were three major components involved in preparing the Transportation Component:

- Review the available literature on plans and studies regarding existing conditions relevant to the Town of Dewitt for each mode of transportation and prepare summaries of this information.
- Conduct Travel Demand Modeling based on future scenarios requested by the Town of DeWitt.
- Prepare maps that portray transportation facilities and land use factors in the Town of DeWitt.

In executing the project Scope of Work, the SMTC public participation was expressly limited to approximately four meetings with the Town of DeWitt Comprehensive Plan Committee and the consultants preparing the Plan. In the paragraphs that follow, the literature review is briefly summarized, together with the Travel Demand Modeling. The SMTC also prepared 12 maps to accompany the Transportation Component, including the following five maps. The remaining seven maps are listed under the appropriate modal chapter.

- A base map showing existing roadways, recreation areas, water bodies and civil divisions.
- A zoning map.
- A land use map derived from the Onondaga County Department of Real Property categories.
- A map comparing zoning classification and assessed land use.
- An aerial photograph of the Town of DeWitt.

CHAPTER SUMMARIES

Chapter 1: Summary of Highway Transportation

Traffic congestion in the Town of DeWitt has increased for two major reasons: (1) a substantial growth in the number of employers, because the Town has become a major industrial and retail job center; and (2) a substantial growth in the number of those commuting within the Town of DeWitt as well as between the City of Syracuse and the surrounding suburbs. The growth in the number of commuters has resulted in various traffic studies and plans from which highway improvement projects have been developed to address the traffic flow on major arterials. Additionally, the Town of DeWitt Comprehensive Plan Committee expressed concerns about commuter traffic congestion and commuters taking "short cuts" through residential areas to avoid congestion on major routes.

The SMTC prepared several maps related to highway transportation that accompany the Transportation Component. These include:

Pedestrian and Bicycle Improvements in the Town of DeWitt
Prepared by Maren King
March 21, 2002

The Town of DeWitt, like many suburban communities, experienced most of its growth and development during a period of time when it was assumed that the vast majority of travel within and outside of the community would be accomplished by automobile. The findings from a recent study on improving human scale connections in the Town of DeWitt by Maren King [1], a graduate student at SUNY-ESF, support planning and design approaches that emphasize the value of pedestrian and bicycle connections. The study found that walking and bicycling are valued and desirable activities although pedestrians and bicyclists feel threatened by vehicles and a roadway system overwhelmingly devoted to motor vehicle use. Future planning, design and implementation strategies in the Town of DeWitt should strive to include the physical and perceptual requirements of pedestrians, bicyclists and other human scale connecting activities as a way of maximizing benefits and improving the quality of life in the community.

Town of DeWitt and Village of East Syracuse residents who participated in the King (2002) study identified some common benefits that they would expect as outcomes of improving walking and bicycling connections in the community. These benefits included safety from vehicles, an enhanced sense of neighborhood and community, increased exercise opportunities and health benefits, improved air quality due to reduced car use, and increased convenience for local trips.

These benefits, or perceived values, as well as existing opportunities and problems identified by residents, helped to define the following objectives which can be used to guide future decisions regarding pedestrian and bicycle connections (King, 2002):

- *Pedestrian and bicycle connections should be safe from vehicular traffic* – Safety from vehicles was the overwhelming common theme that emerged from the workshop data. Participants in the study like walking on streets that they feel are safe from vehicular traffic.
- *Connections should be oriented to both exercise and recreation - convenient to home and neighborhood based* – Participants recognize the health benefits of walking and bicycling and find it easier to fit these forms of exercise into their schedules if they can do them from home. While some participants do drive to places specifically to walk on trails, workout on a gym treadmill or walk in the mall, most participants value being able to take a walk or bicycle from their homes. Those who live within ¼ to ½ mile of destinations also value the convenience of being able to walk or bicycle to them.
- *Routes should be interconnected* – While safety is paramount, interconnected local streets offera variety and interest. Walking the same loop continuously can become boring. The average length of an exercise walk is 2.5 miles and bicycling for recreation or exercise is between 5 and 8 miles.
- *There should be opportunities for face to face interaction to experience the larger community at a human scale perspective* – Participants enjoy walking and bicycling in

[1] King, Maren. 2002. *Retrofitting Human Scale Connections in a Suburban Community: Integrating the Community's Perspective in the Development of Alternative Approaches to Improve the Environment for Walking and Bicycling*. Masters Thesis. SUNY Environmental Science and Forestry: Syracuse, New York.

their neighborhoods because they see people who they know, can wave hello, and stop to chat. This gives them a sense of belonging to a community. Improvements that provide opportunities for people to meet and see each other are perceived by participants as ways to strengthen community ties.

- *Certain common destinations should be designed to support and reinforce access by pedestrians and bicyclists* – Participants identified destinations to which they would like to be able to walk or bicycle, some of which are located within or adjacent to neighborhoods and some of which are not associated with a specific neighborhood. In combination with improving routes to be convenient and safe, fulfilling this objective may encourage residents to walk and bicycle more.

Major arterial roads such as Rt. 481, Rt. 690, East Genesee Street, Rt. 173, Bridge St/Manlius Center Road, Thompson Road, Rt. 298 and Erie Blvd. form barriers to pedestrian and bicycle connections due to vehicular traffic speed, volume and number of driving lanes. Future planning to encourage pedestrian and bicycle connections should focus on safe methods of crossing or negotiating these arterial roads. The collector roads, including Jamesville Road, Maple Drive, and Kinne Street play important roles as connectors in neighborhood identification. Roadway corridor designs that acknowledge and seek to balance the perceptual and physical requirements of pedestrians, bicyclists and vehicles will reinforce the role that these roads play in neighborhood integrity and definition.

Walking and bicycling for recreation and exercise occurred at a fairly high rate among all those participating in the study (King,2002). The highest frequency of walking to specific destinations (such as stores, restaurants, churches) occurred in parts of the community where desired destinations were available within a reasonable walking distance. This included Jamesville, the Village of East Syracuse and the Orvilton/DeWittshire area, all locations that have commercial areas within walking distance of adjacent residential neighborhoods. In addition, these locations include fairly detailed walking routes with interesting architecture and site features, higher density including narrower setbacks, and a higher occurrence of sidewalks.

At present, the Town of DeWitt has few sidewalks beyond the older residential neighborhoods such as DeWittshire and the hamlet of Jamesville . There are few developed trails or paths. However, residents identified walking routes along existing neighborhood roads and along trails in semi-public and public open space (including schools, golf courses and quarries). In addition, the town Parks and Recreation Department, in association with the highway department has begun to incrementally develop a central trail system, the community support and need for which are documented in the Parks and Recreation Master Plan (Reimann Buechner, 1996). The Jamesville Vision Committee has also prepared a plan illustrating walking and bicycling routes that are based on community members' desire to create an interconnected network of sidewalks, trails and paths in the hamlet area. The state of New York plans to extend the Canalway trail system east-west through the state. In combination, these existing or presently proposed routes can form the basis for a comprehensive trail system within the Town and the Village of East Syracuse and beyond to other communities. For the location of these trails, see the plan titled "Existing or Presently Proposed Walking/Bicycling Routes"(King, June 2002.)

A combination of two approaches to improve walking and bicycling connections is recommended for comprehensive planning purposes. The first is a neighborhood-based approach that strengthens connections within and between existing neighborhoods. It focuses on improving or creating the environment that supports recreation and exercise based walking and bicycling directly from home. The second is a destination-oriented approach that provides more direct, functional walking and bicycling connections.

Application of the neighborhood-based approach is conceptually illustrated in the plan titled "Neighborhood Connections Diagram" (King, 2002). It is a hierarchical strategy that consists of three primary levels.

1. *Improve pedestrian and bicycle connections within neighborhoods or subdivisions.*
    - Slow the speed of vehicular traffic on local streets. The local street environment can be modified by design and policy intervention to encourage drivers to slow down. Traffic calming measures, such as speed humps, "neck downs" and narrower roadway widths are among a number of approaches that by physical or perceptual means cause drivers to slow driving speeds.
    - Consideration should be given to creating guidelines that encourage or require improvements in new residential developments that address pedestrian scale and open space improvements within the neighborhood.
    - Promote and encourage neighborhood adoption and improvement of existing public open space in neighborhoods, including medians, islands in cul-de-sacs and neighborhood entrances, to get people out working together and to reinforce neighborhood identity.
    - Connect cul-de-sacs, dead end and loop roads off of heavily trafficked arterial roads with trails or paths to provide safe, interconnected routes within neighborhoods.

2. *Establish neighborhood to neighborhood connections*
    - Provide sidewalk or trail connections from isolated residential streets to those that are interconnected.
    - Obtain easements on private property where connecting trails exist or are desired.
    - Seek cooperative relationships with owners of quasi-public open space (e.g. cemeteries, golf courses) and other open space (schools, churches) to allow walking and bicycling (and related improvements) through and within their land.
    - Require new residential developments to have sidewalk or trail connections to other residential streets even if vehicular connections are not possible or desired.
    - Provide safe and visible street crossings where connections between neighborhoods require crossing arterial or collector roads.

3. *Provide Neighborhood to Wider Community Connections*
    - The connections between neighborhoods and the wider community can be accomplished through the continued development of the central trail system. This trail system is especially well-suited to bicycle connections, long

distance walking or running, and winter cross-country skiing, and can help strengthen links between different settlement areas of the town. It can form a central greenway that aids open space preservation, recreation and transportation.

- Formalize the planning and design of the trail system by developing a community based trail master plan. Community members should be active participants in the planning, design and implementation of the central trail system to encourage community "ownership", promote volunteer efforts in development and maintenance, and increase chances of outside funding.

The second approach to improving walking and bicycling connections in DeWitt should be destination-oriented. It will complement the neighborhood based system, connecting neighborhoods in direct ways to the destinations to which community members want to be able to walk or bike. The concept is illustrated in the "Destinations Connections Diagram," (King, 2002). This approach relies primarily on the shared use of certain collector roads. Within the overall transportation system, collector roads should balance as equitably as possible the requirements of pedestrians, bicyclists and vehicles.

Destinations to which participants in the King study wanted to walk or bicycle included schools, parks, convenience shopping and supermarkets. Inherent in this approach is the requirement that identified destinations must be designed to meet the needs and requirements of people arriving on foot or bicycle. The fact that destinations are not pedestrian or bicycle friendly ranked high among the reasons participants selected for not walking or biking to common destinations. Standards and guidelines should be developed that address pedestrian or bicycle access. At the most basic level, destinations should be designed based on the following or similar guidelines:

- Delineated walkways through parking lots
- Connections to neighborhoods and surrounding areas
- Easy to identify building entrances and building frontages along streets rather than across parking lots
- Convenient and safe access to transit and adjacent sidewalks
- Alignment of walkways for convenience and reduced travel distances
- No barriers (walls, ditches, landscaping or roads without safe crossings) to pedestrian or bicycle travel.

In making a commitment to improving the suburban environment to support and encourage walking and bicycling, the Town will be taking positive steps towards creating a unifying system that can provide numerous social, health, and environmental benefits to residents and businesses. Future decisions about development, transportation and preservation should give consideration to the opportunities that still exist for retrofitting pedestrian and bicycle connections in our community.

RESOURCE BIBLIOGRAPHY

Planning/Environmental Research Consultants thanks the many individuals, organizations and agencies who contributed information and resources to the DeWitt Comprehensive Plan project. the following list includes the major reference documents and materials.

Town Master Plan and Map, 1961
Arthur Reed Consultants

Town Parks and Recreation Report, 1996
The Reimann-Buechner Partnership

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Meeting Records and Notes
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Syracuse Hancock International Airport, C&S Engineers, Inc. Dec. 2000

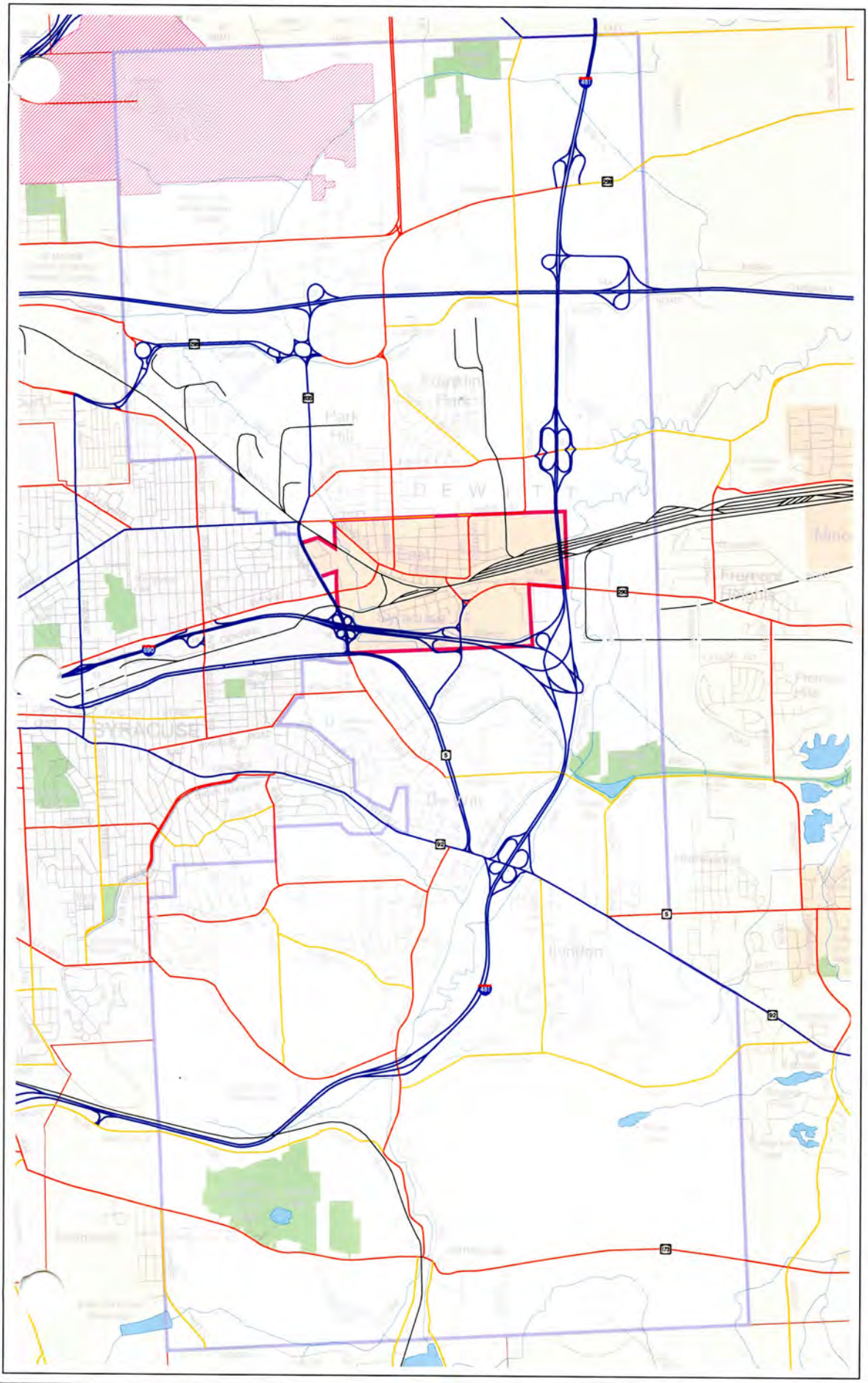
Additional Transportation Data:
Onondaga County DOT, NYS DOT, Town Highway Dept.

US Census of Population & Housing: CNY Regional Planning & Development Board

Functional Classification

Compiled for the Town of DeWitt Comprehensive Plan - Transportation Component

AFTER C-5



SMTC
Syracuse Metropolitan Transportation Council

Key to Features

Roadways
- Principal Arterial
- Minor Arterial
- Collector
- Local

Railroads
Streams
Town of DeWitt
Village of East Syracuse
Airport
Waterbodies
Recreation Areas
City of Syracuse
Villages
Towns



Map Information

Prepared by the SMTC, October 2001
Basemap Copyrighted by NYSDOT
Data Sources: NYSDOT, SOCPA
Projection UTM NAD83 meters

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