

# ***Onondaga County Sustainable Development Plan***



# **Syracuse - Onondaga County Planning Agency**

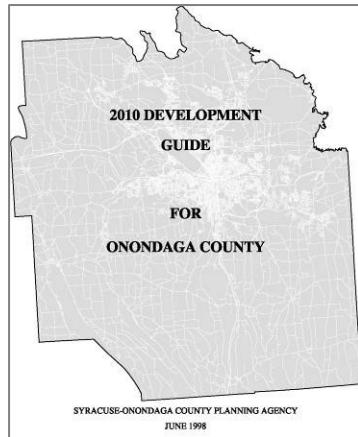
- **E-911 Address Administration**
- **Geographic Information Systems (GIS)**
- **Syracuse Office of Zoning Administration**
- **Planning Services**
  - **Onondaga County Planning Board**

# Onondaga County Planning Board

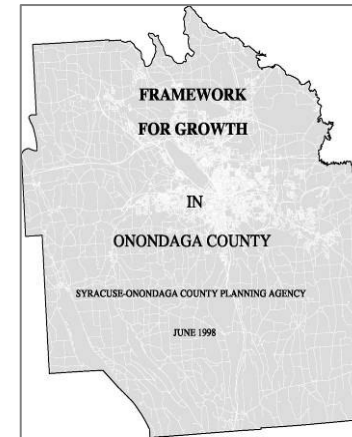
Provides recommendations on approximately 600 planning and zoning referrals annually from 35 municipalities

- **Intent:** “to bring pertinent inter-community or county-wide planning, zoning, site plan and subdivision considerations to the attention of neighboring municipalities and agencies having jurisdiction”
- **Review:** “compatibility of land uses, traffic, community character, drainage, municipal and county development policies, capital programs or regulatory measures, such other matters as may relate to public convenience, government efficiency, and to the achievement and maintaining of a satisfactory community environment.”
- **Limitations:**
  - NYS Home Rule – local planning and zoning documents
  - Ability to overrule with supermajority vote
  - Only actions within 500’ of a ‘trigger’
  - Varied interpretation of extent of review permitted
  - Difficulty in assessing and assigning inter-municipal impact for cumulative effects of development on individual projects
  - Economic conditions

# *2010 Development Guide (1998)*



**2010 Development Guide  
for Onondaga County**

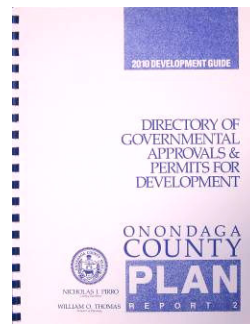


**Framework For Growth in  
Onondaga County**

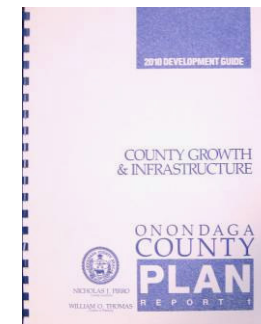
## *2010 Development Guide (1990)*



**County Growth &  
Infrastructure**



**Directory of Governmental  
Approvals & Permits for  
Development**

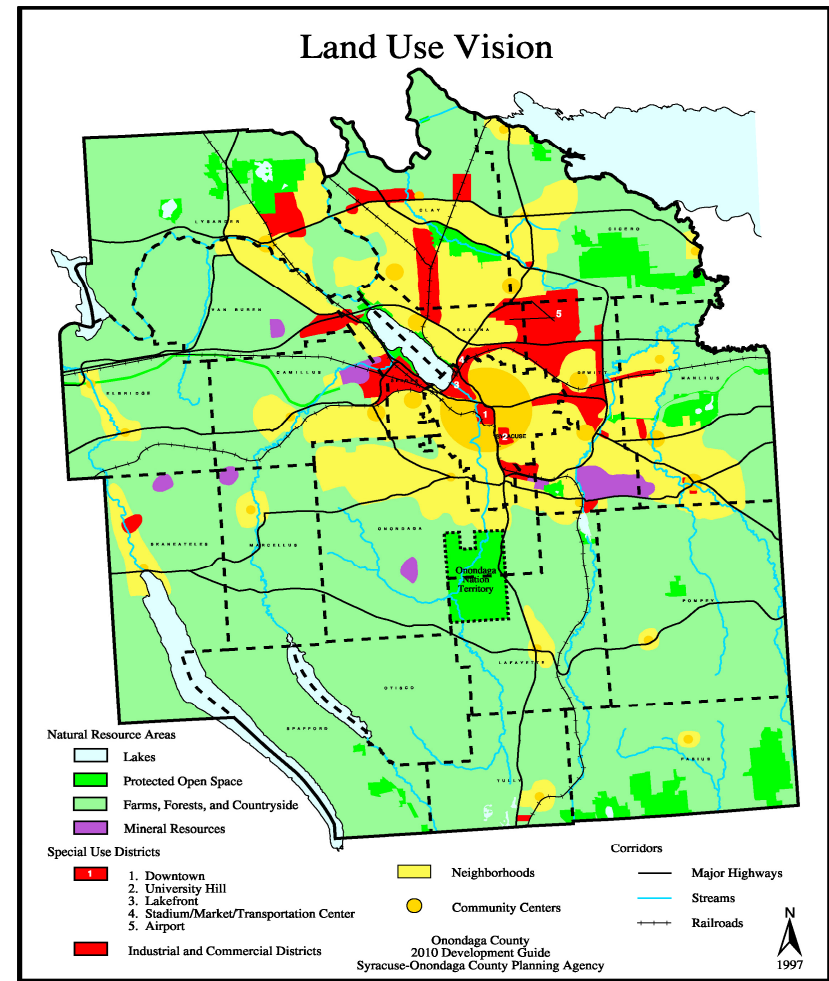


**Development  
Goals & Policies**

# 2010 Development Guide Goals & Strategies

## Goals For Onondaga County

- Economic Growth
- An Attractive Community
- Diversity and Choice
- Fiscal Strength

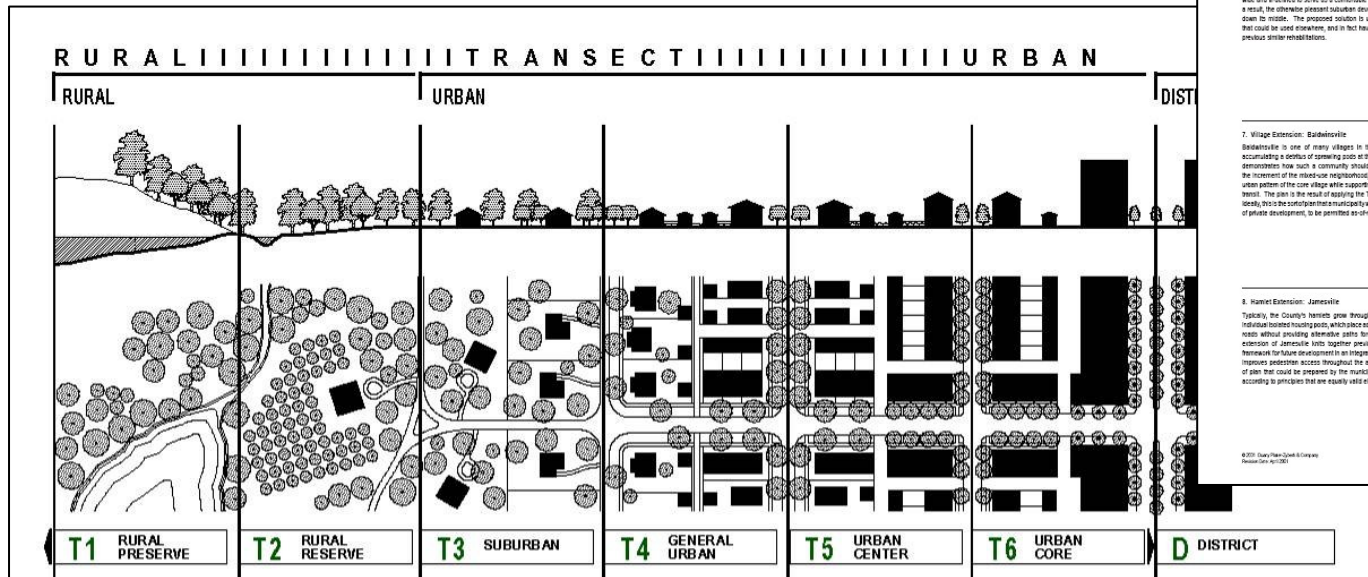


# 2010 Development Guide Policies

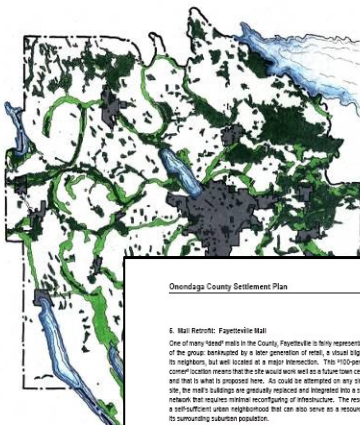
- **Urban and Suburban Settlement Patterns**
- **Consider Natural Resources**
- **Consider Infrastructure Costs**
- **Invest In Existing Communities**
- **Redevelop Obsolete and Vacant Sites**
- **Protect and Maintain Existing Infrastructure**
- **Preserve Transportation Assets**
- **Conduct Coordinated Reviews**
- **Infrastructure for Job Creation**
- **Protect the Rural Economy**
- **Promote Sustainable Land Development**
- **Encourage Compact Development in Rural Areas**

# Onondaga County Settlement Plan

- *Regional Plan & Pilot Projects*
- *Model Traditional Neighborhood Development (TND) Code*
- *Design Guidelines*




Onondaga County Settlement Plan
THE REGIONAL PLAN  
OPEN SPACE STRUCTURE



Onondaga County Settlement Plan
THE REGIONAL PLAN AND PILOT PROJECTS


**6. Mall Retrofit: Fayetteville Mall**  
 One of many "leafy malls" in the County, Fayetteville is fairly representative of the group. Antiquated by a later generation of retail, it is crucial to its neighbors, but well located at a major intersection. This "100-percent corner" location means that the site would work well as a suburban center, and that is what is proposed here. As could be illustrated on any other site, the mall's buildings are gradually reduced and integrated into a street network that requires minimal reconfiguring of infrastructure. The result is a self-sufficient urban neighborhood that can also serve as a resource to its surrounding suburban population.



TOWN CENTER THROUGH THE GENERAL RETROFIT OF BUILDINGS AND CONSOLIDATION OF PARKING, THE MALL WILL BE WELL-SERVED BY NEIGHBORHOODS.

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**8. Shopping Center Retrofit: Bayberry Plaza**  
 The Bayberry Plaza represents the first generation of suburban shopping centers, the strip mall, in which the stores face a sidewalk set back behind a deep parking lot. The grocery store and fast food franchises across the street are also in the same manner, resulting in a "food shelf" which is too wide and difficult to serve as a comfortable pedestrian environment. As a result, the otherwise present suburban development of Bayberry is left open to middle. The proposed solution is unique, but features lessons that could be used elsewhere, and in fact have been used successfully in previous similar redevelopments.



FROM STREET TO DISTRICT, THE REDUCTION OF PARKING, FOOT LAMPING, BENCHING, RECONFIGURATION AND ARCHITECTURAL MODIFICATION TO SUIT A LOCAL COMMUNITY.

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**7. Village Extension: Baldwinsville**  
 Baldwinsville is one of many villages in the County that are slowly accumulating a deficit of sprawling pods at their periphery. This extreme demonstration how such a community should instead grow according to the increment of the surrounding neighborhood, in a form that enables the urban pattern of the core village while supporting the affordable provision of transit. The plan is the result of applying the TND Code to open farmland. Ideally, this is the context in which a municipality would complete its adoption of private development, to be permitted as at-right.



AT THE EDGE OF THE DISTRICT OF PARKING FOR A SUBURBAN OR STREET WILL AND TO BE CONSIDERED AS WELL AS THE COURSE OF PARKING THAT IS CAN BE CONSIDERED AGAIN TO BE.

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**8. Hamlet Extension: Jamesville**  
 Typically, the County's hamlets grow through the slow accumulation of individual building footprints, which once established themselves existing roads without providing alternative paths for circulation. The proposed extension of Jamesville links together previous growth and provides a framework for future development as an integrated and network, which also improves pedestrian access throughout the area. Again, this is the type of plan that could be prepared by the municipality in advance of growth, according to principles that are equally used elsewhere.

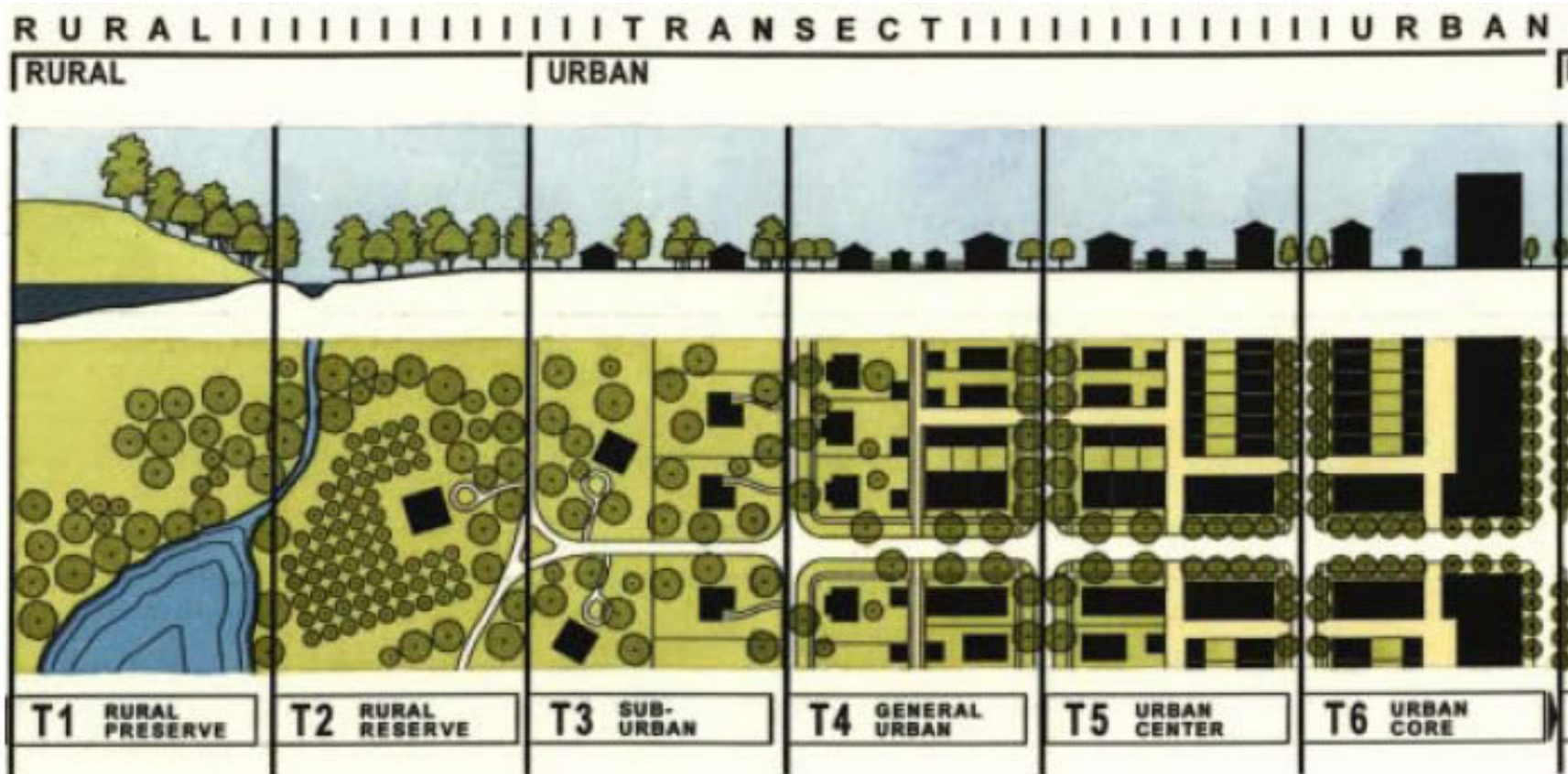


GROUPS OF A NETWORK, AND THE GROWTH OF A FORM, THE EXTENSION OF A HAMLET CAN BE CONSIDERED TO CREATE AN ENVIRONMENT THAT FUNCTIONS AS A PLACE.

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Newburgh, NY 12551
Page 5

# Onondaga County Settlement Plan

- Design Guidelines
- Regional Plan & Pilot Projects
- Traditional Neighborhood Development (TND) Code

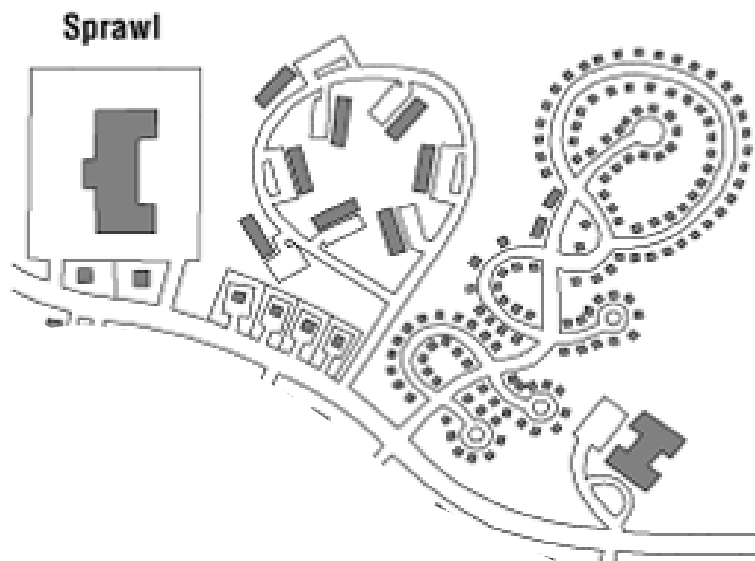




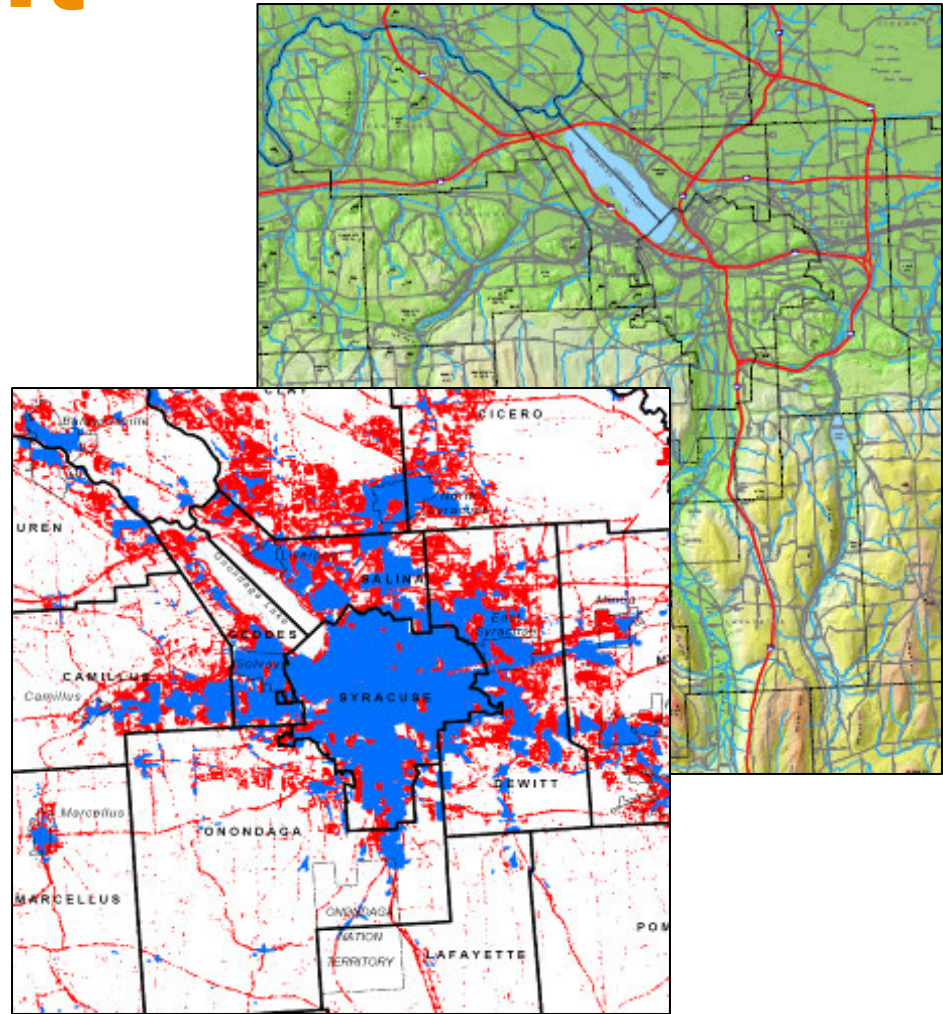
# Conventional Zoning vs. Traditional Neighborhood Development (TND) Zoning

- Individual site
- Private site plan
- Property access
- Single-use zones
- Single-purpose streets
- Automobile dominance
- On-site amenities

- Community vision
- Neighborhood scale & design
- Connectivity
- Mixed-use neighborhoods
- Multi-purpose streets
- Pedestrian & transit friendly
- Civic spaces



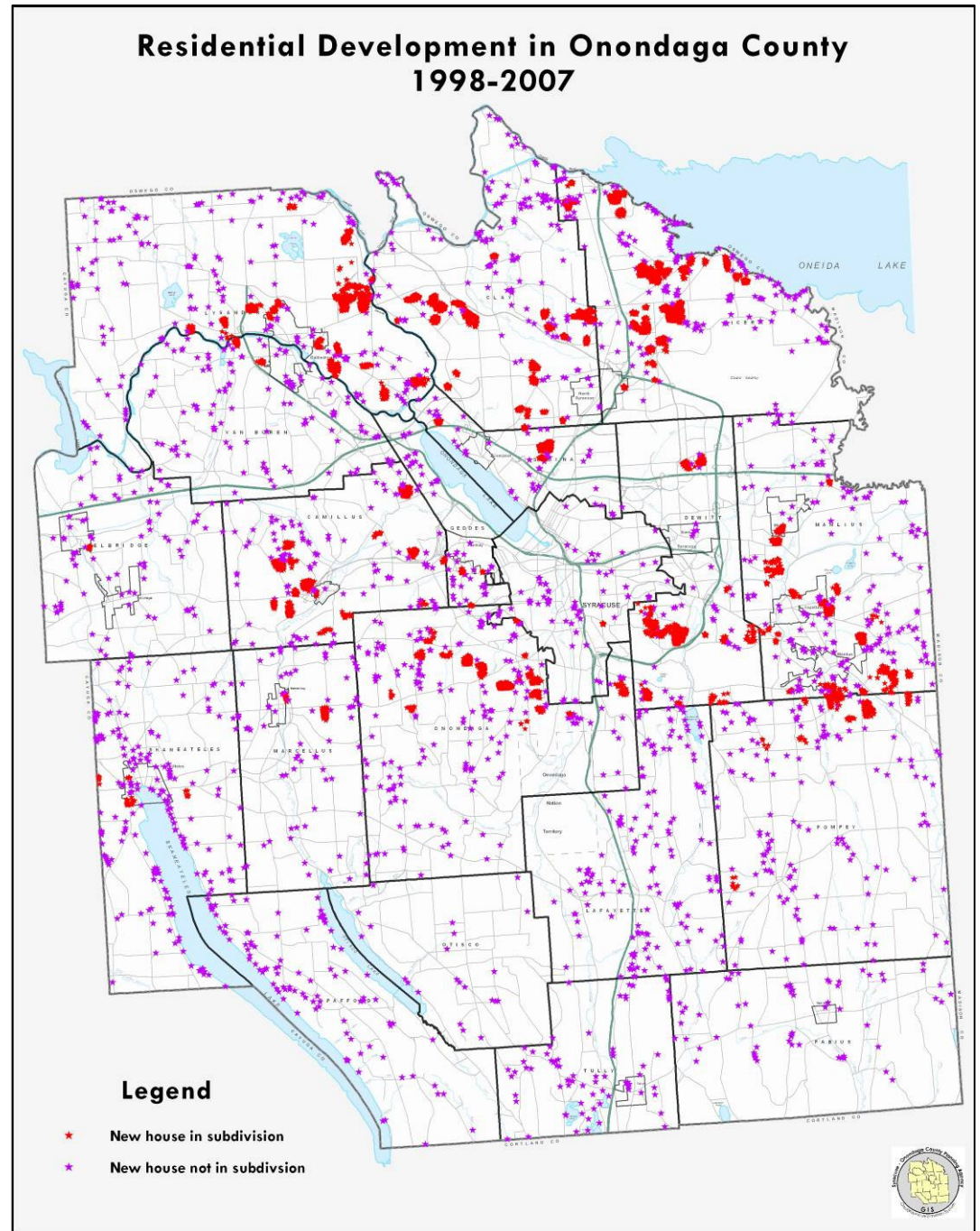
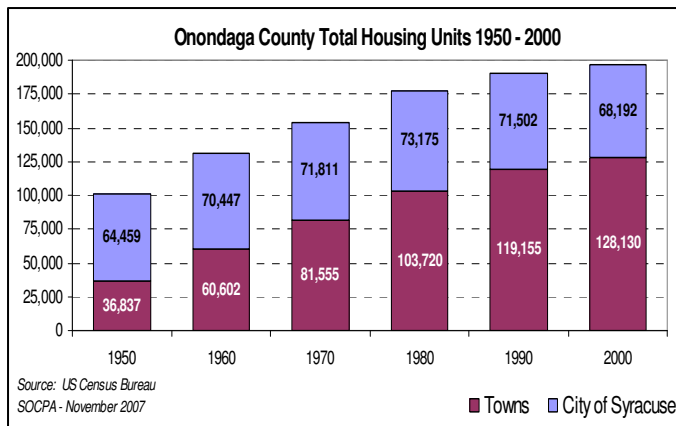
# Regional Development Trends & Decisions



# Housing Unit Growth

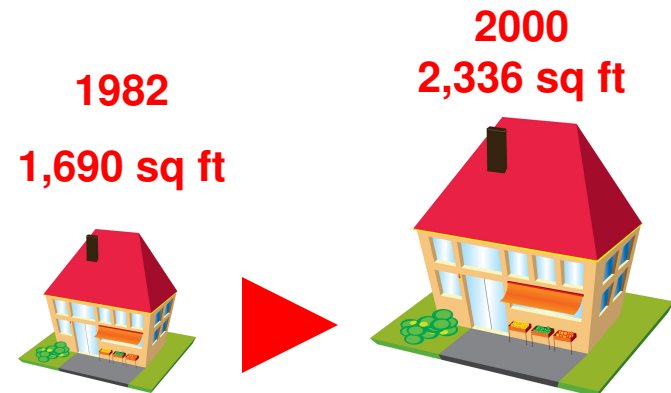
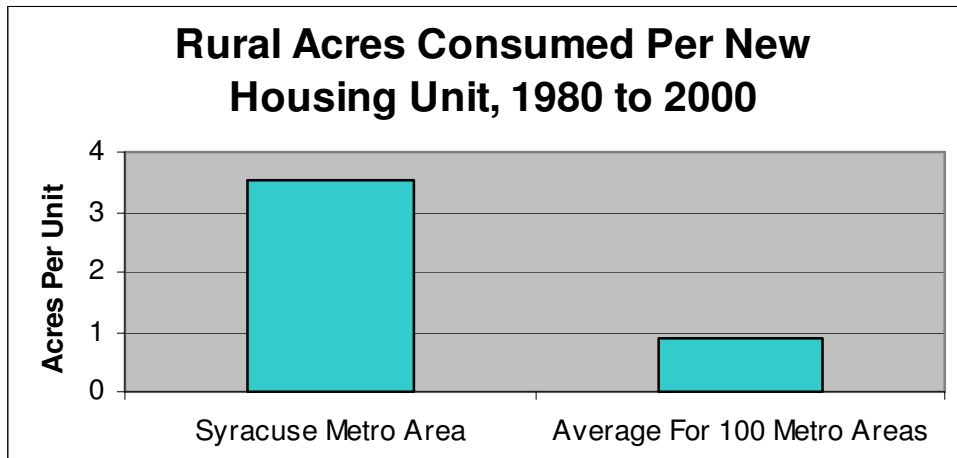
7,000 new units since 2000

- 147 subdivisions
- 2,600 acres
- 160 rural units annually



# Housing Unit Growth (continued)

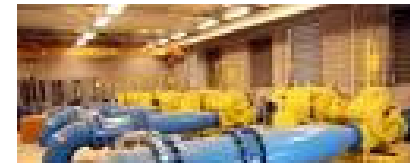
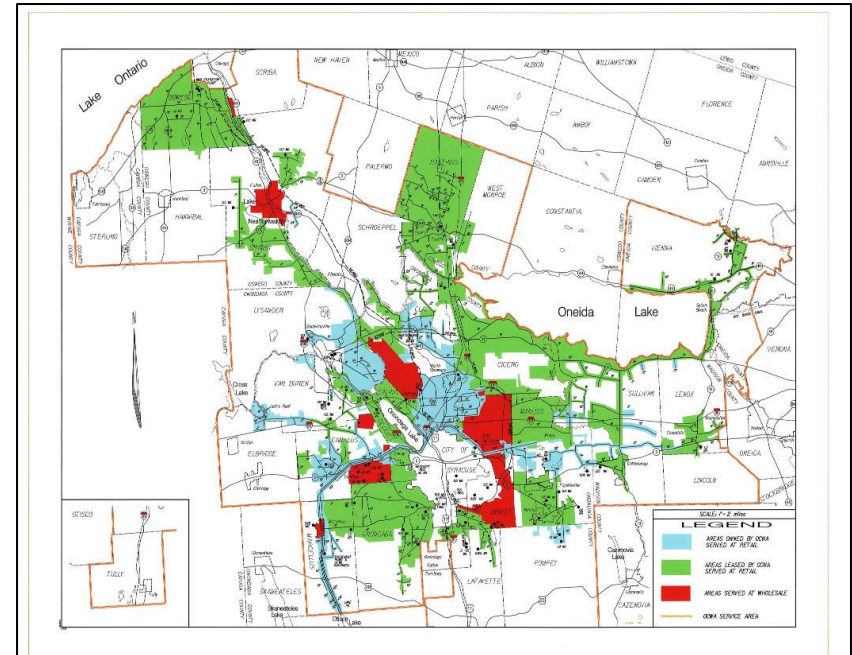
- Home Sizes Up 40%
- Avg. Urban Lot Size = 0.87 ac  
Avg. Rural Lot Size = 8.15 ac



# Water Infrastructure Expansion

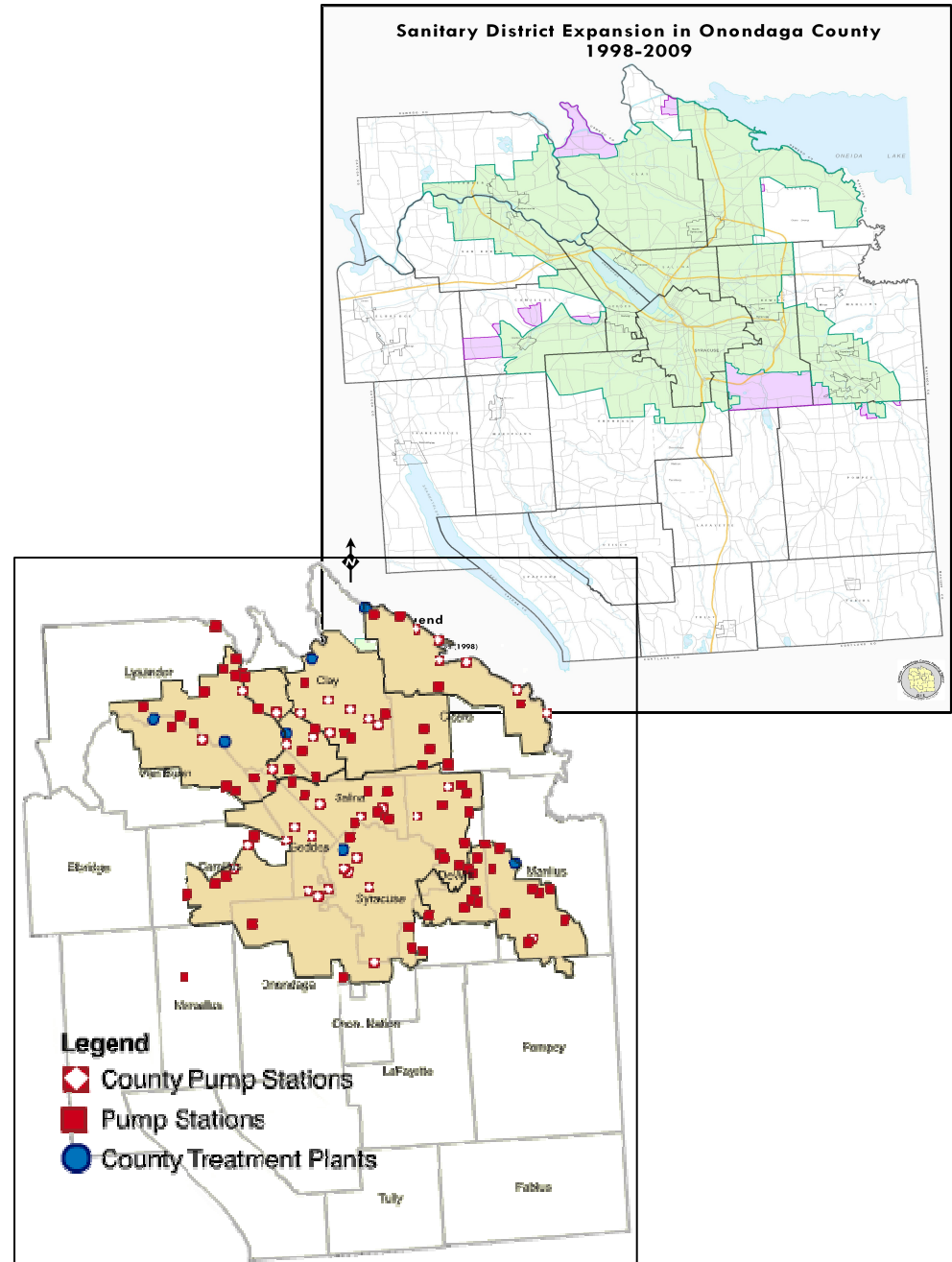
2001-2008

- 144 mi. of new water main
- 1,075 new hydrants
- 3 new storage facilities
- 2 new pumping stations
- **Cost per 1,000 gal up 78%**
- **Annual Water Delivered down 11%**



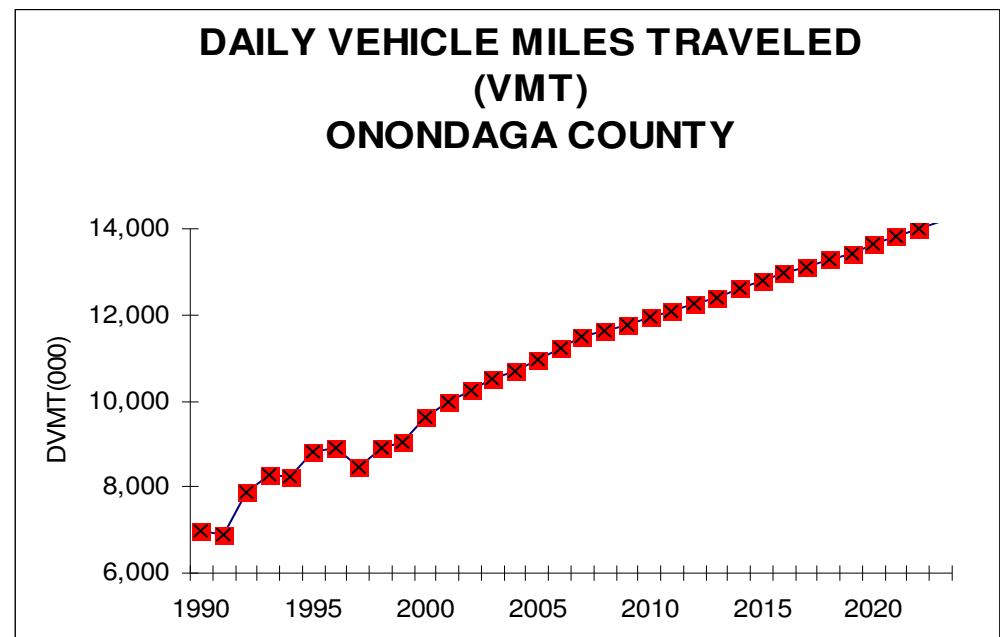
# Wastewater and Stormwater Infrastructure

- 57,201 feet of new sewer in 2007
- Added 12,550 acres to Sanitary District since 1998
- Aging Infrastructure, Stormwater mandates, Septic limitations



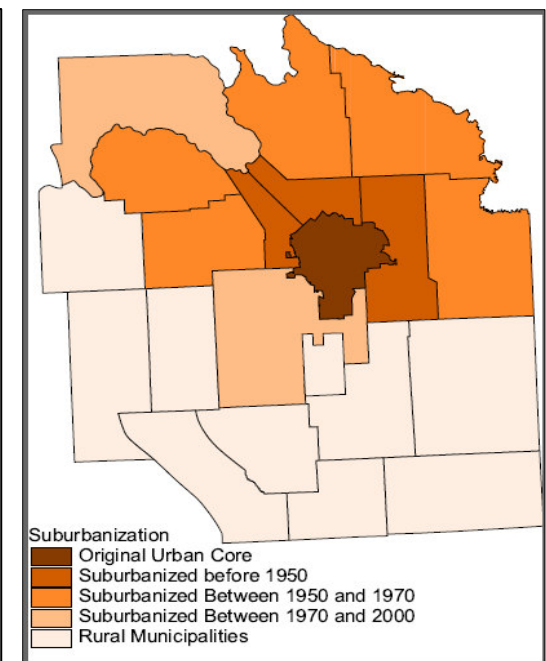
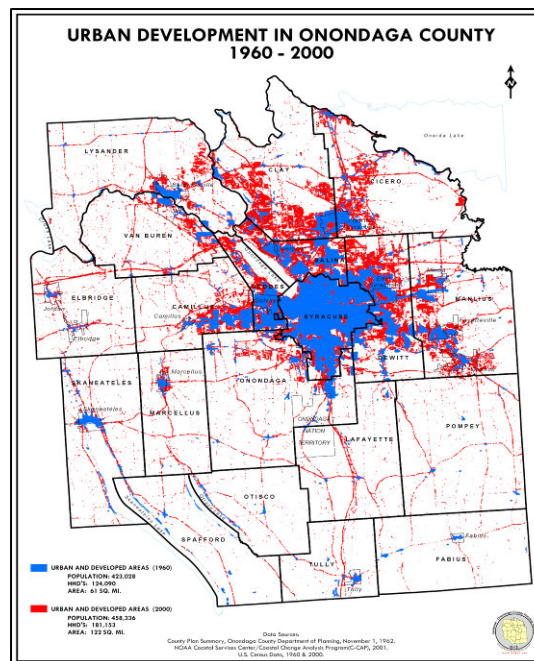
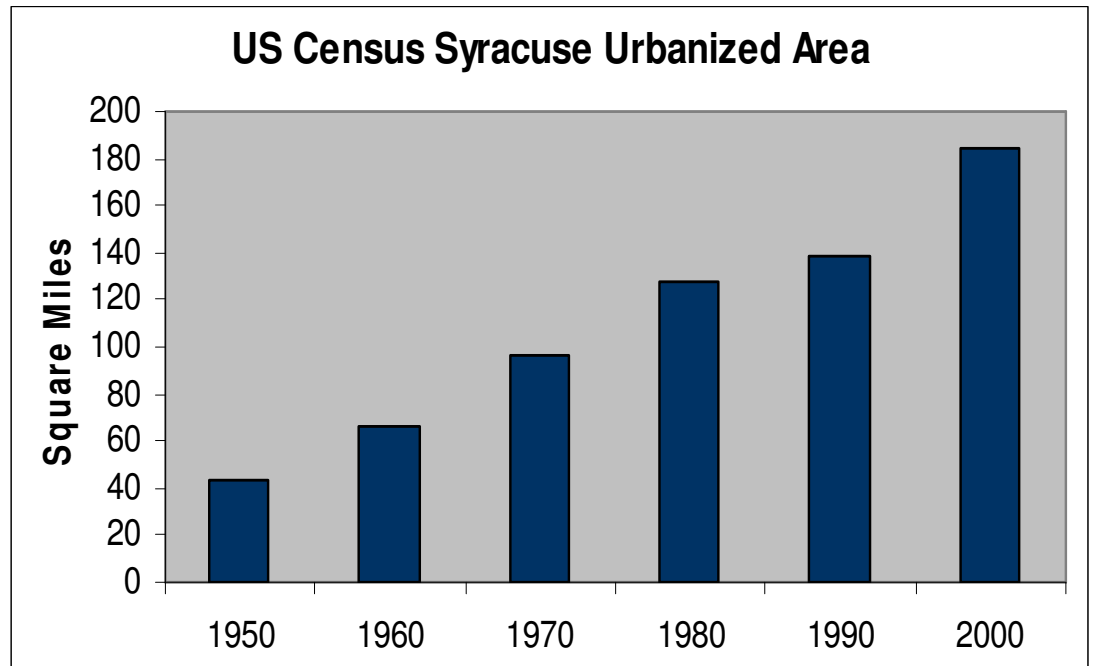
# Transportation Infrastructure

- Added 61 Miles of New Road since 2000
- 43% Increase in Daily VMT since 1990
- Average Commute is Now Over 20 Minutes



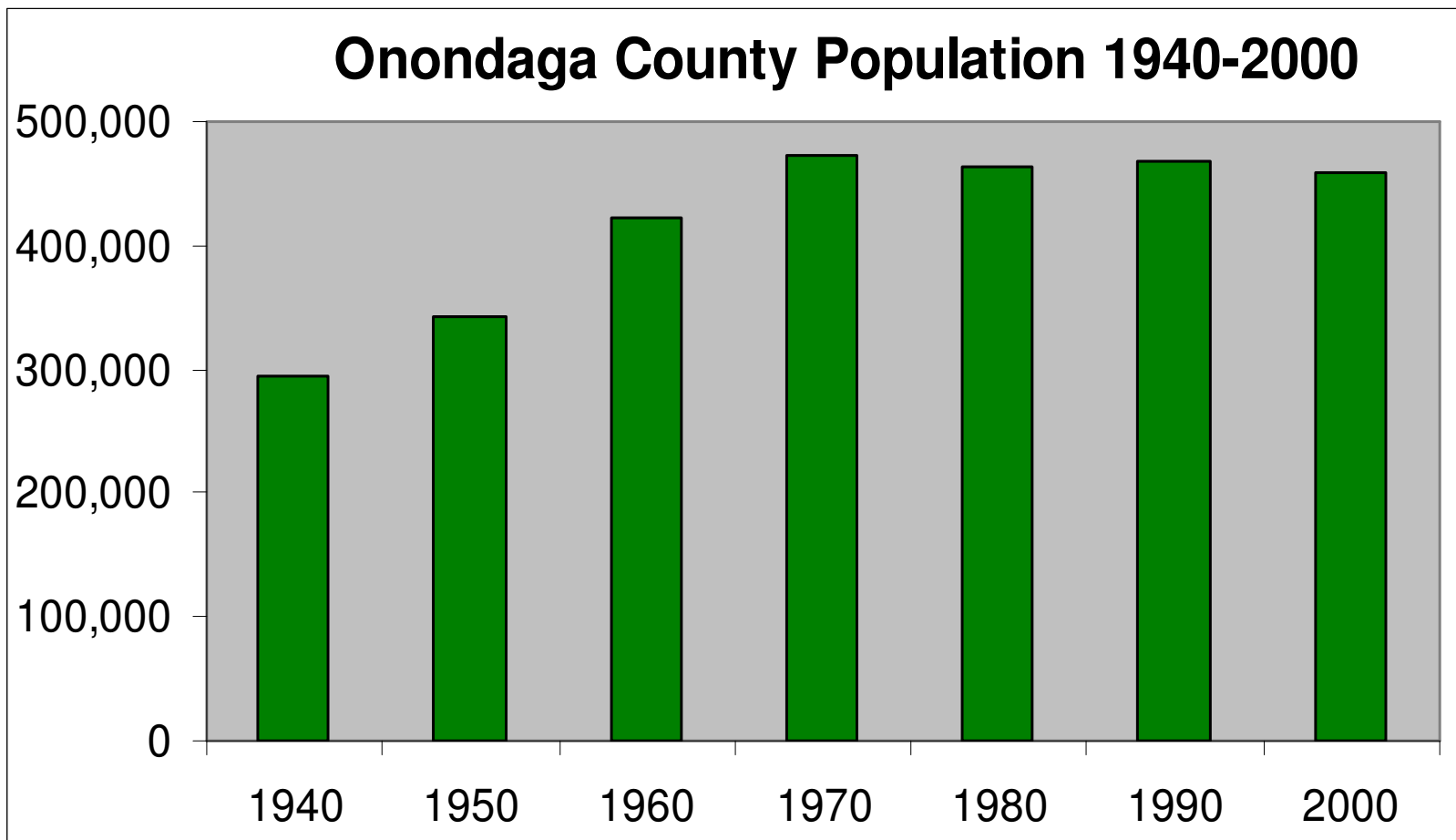
# Expansion of Our Urbanized Area

- Urban land increased 92% since 1970
- Increased by 50 square miles in 1990s
- Suburbanization of rural towns





# *NO Regional Population Growth*



# *Population Trends*

## City of Syracuse 1970-2000

**Population down 50,000**

**Households down 8,000**

**Housing Units down 3,600**

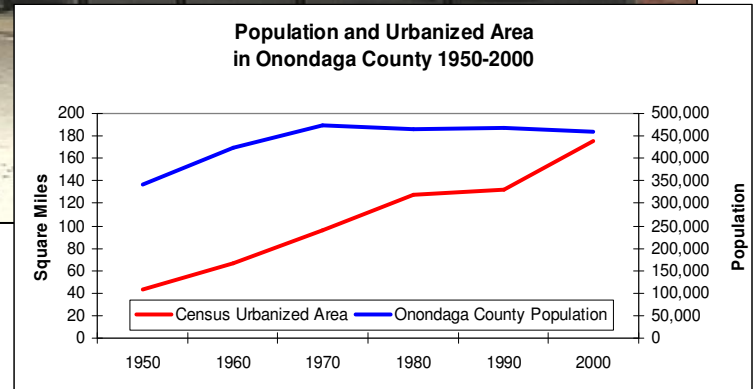
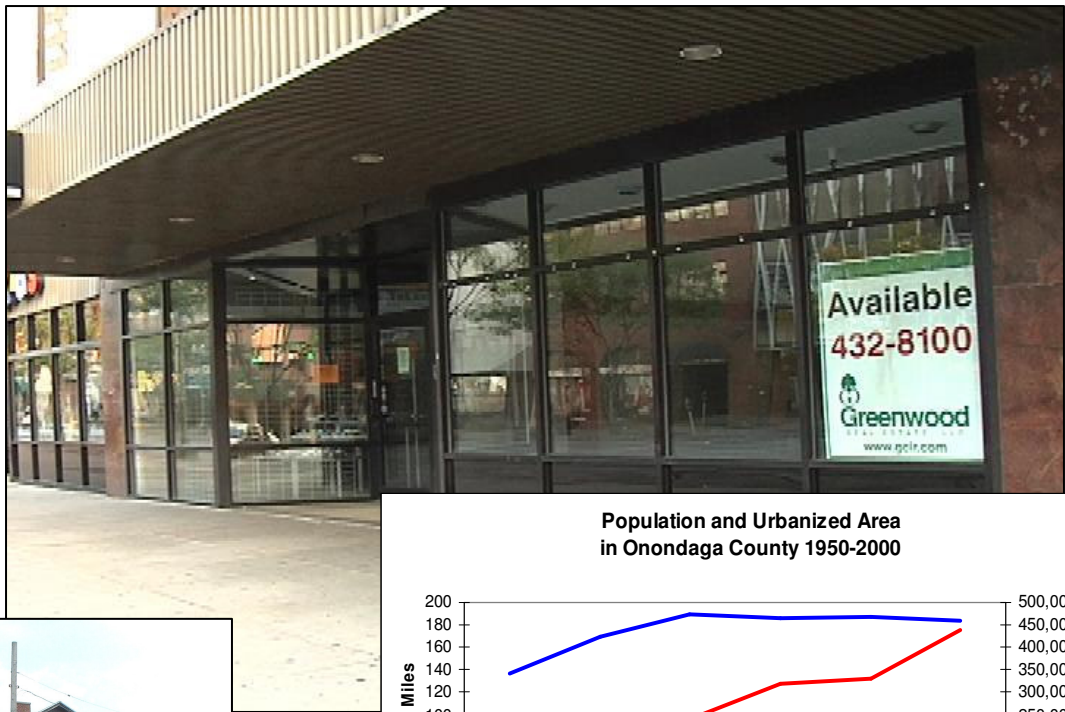
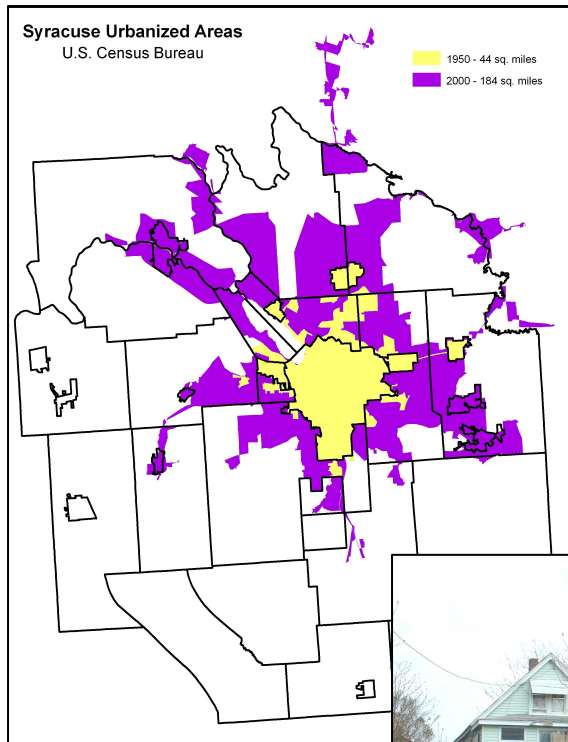
## Towns 1970-2000

**Population up 35,000**

**Households up 44,000**

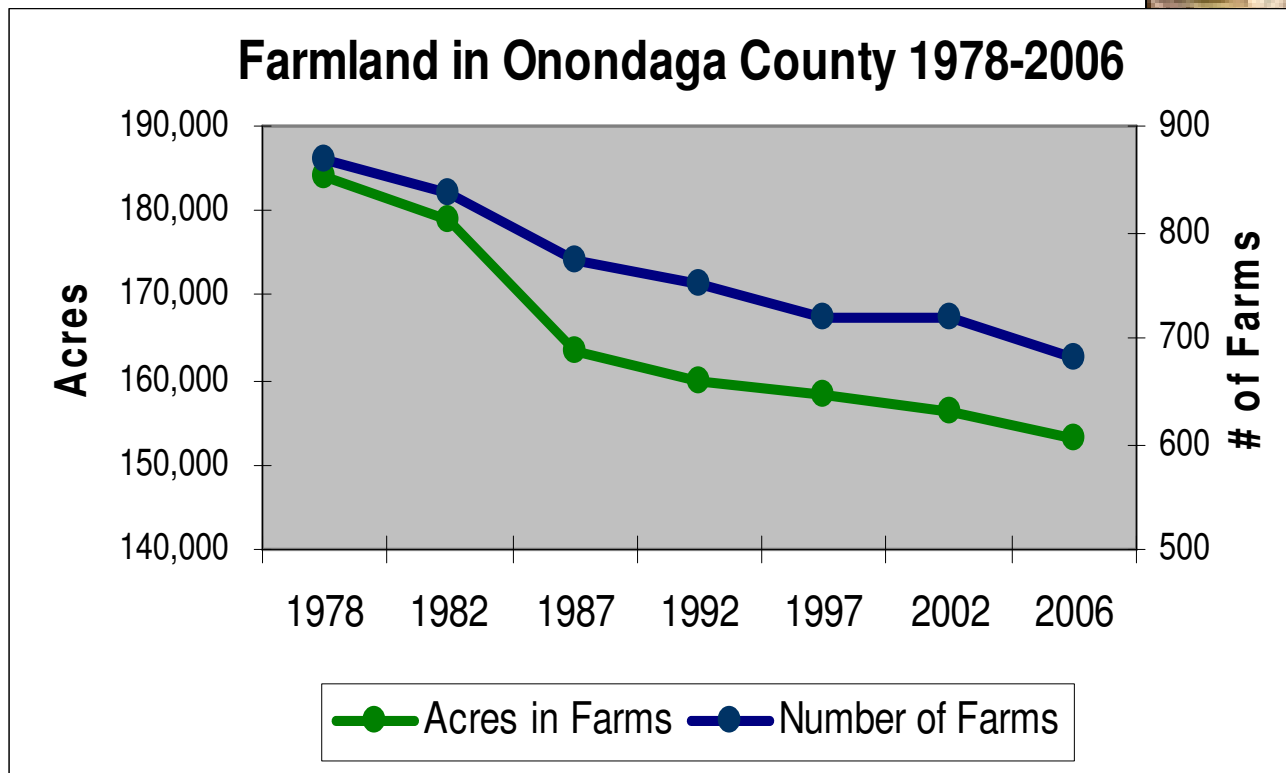
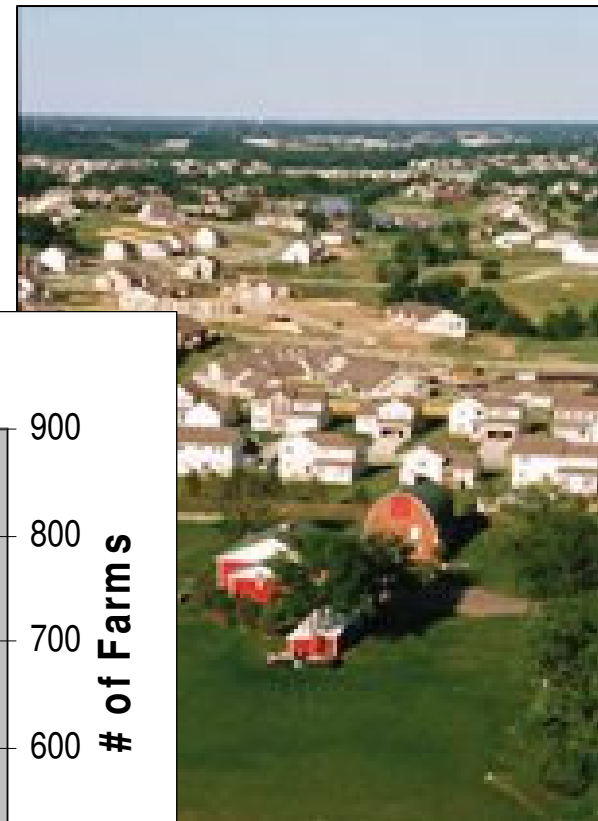
**Housing Units up 47,000**

# Continuing Challenges....



# The Challenges Are....

- A Reduction in Farmland



# The Challenges Are....

- A Reduction in Farmland
- Inability to Support Mass Transit

[« BACK TO LATEST NEWS](#)

The following article is part of our archive

## Centro plans fare hike, service cuts

To fill a \$5 million shortfall, the agency will hold public hearings on how to close expected \$5 million budget

January 28, 2009

By

Staff

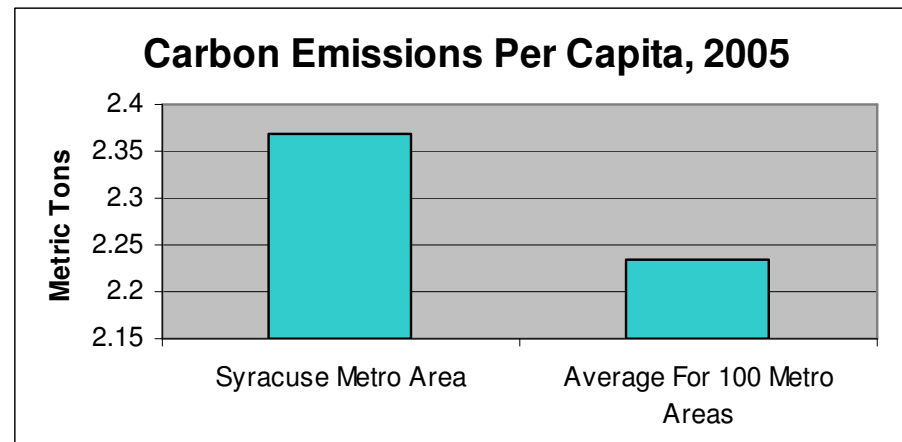
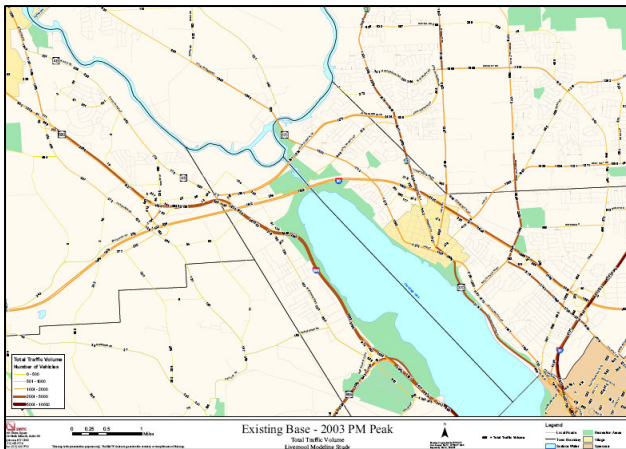
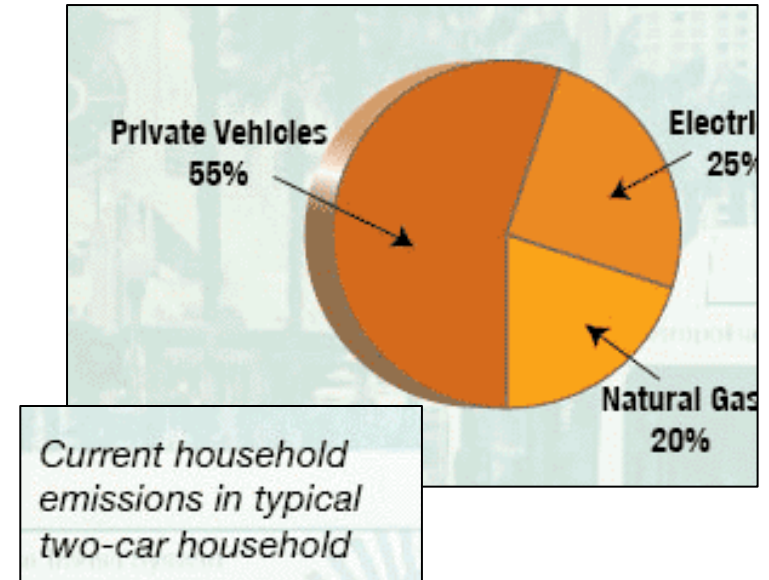
Centro is planning to raise bus fares and cut service to close a projected \$5 million shortfall, officials said Tuesday.

The agency wants to increase the Syracuse bus fare to \$1.50, officials said. Almost all riders oppose the proposal, they said.



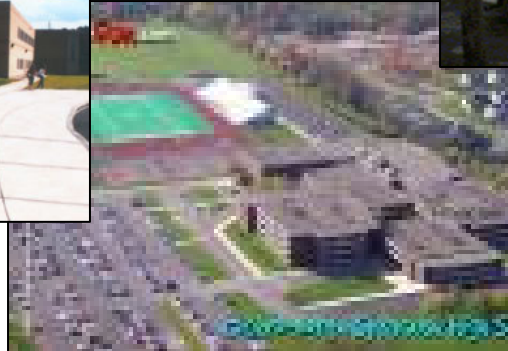
# The Challenges Are....

- Reduction in Farmland
- Inability to Support Mass Transit
- **A Larger Carbon Footprint**



# *The Challenges Are....*

- A Reduction in Farmland
- An Inability to Support Mass Transit
- Increased driving and a larger carbon footprint
- **Demand for facilities and public services in new areas**



# *The Challenges Are....*

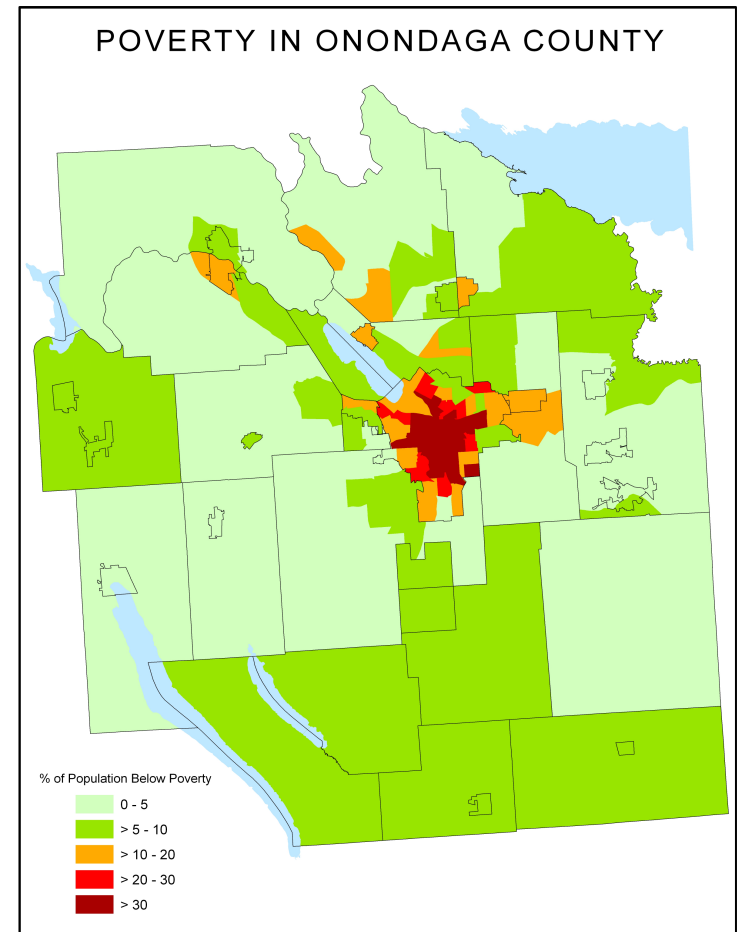
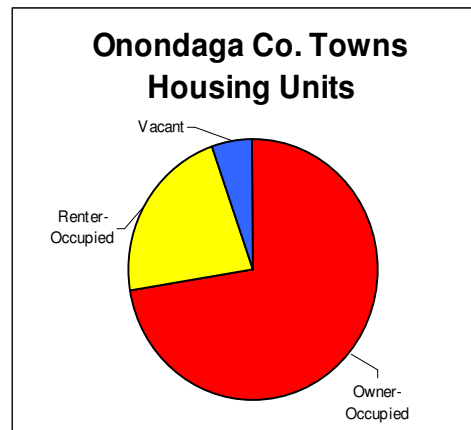
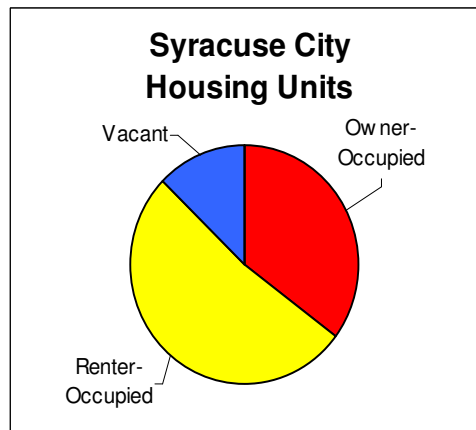
- A Reduction in Farmland
- An Inability to Support Mass Transit
- Increased driving and a larger carbon footprint
- Demand for facilities and public services in new areas
- **Abandoned neighborhoods, buildings and job centers**





# The Challenges Are....

- A Reduction in Farmland
- Inability to Support Mass Transit
- Increased Carbon Footprint
- Demand for Services in New Areas
- Abandoned Neighborhoods
- **Concentrations of Poverty**



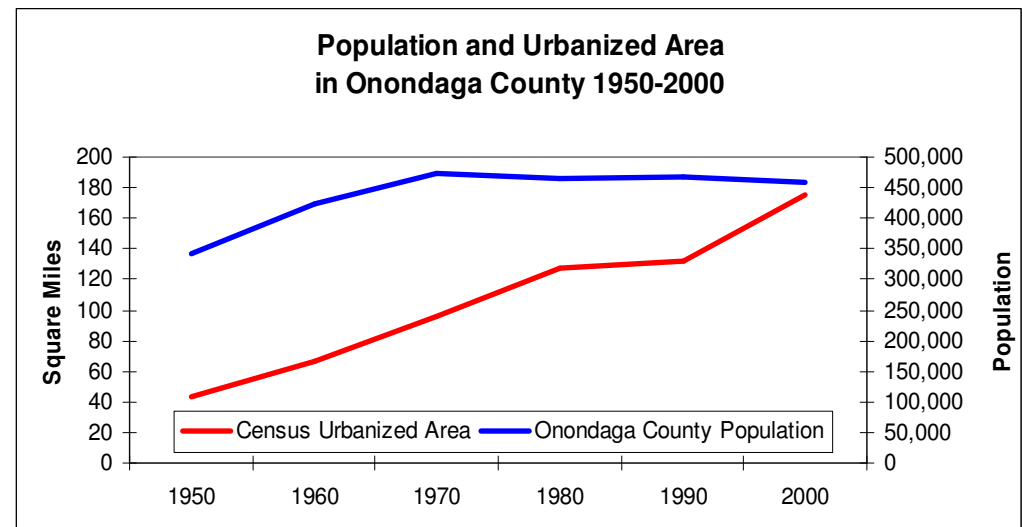
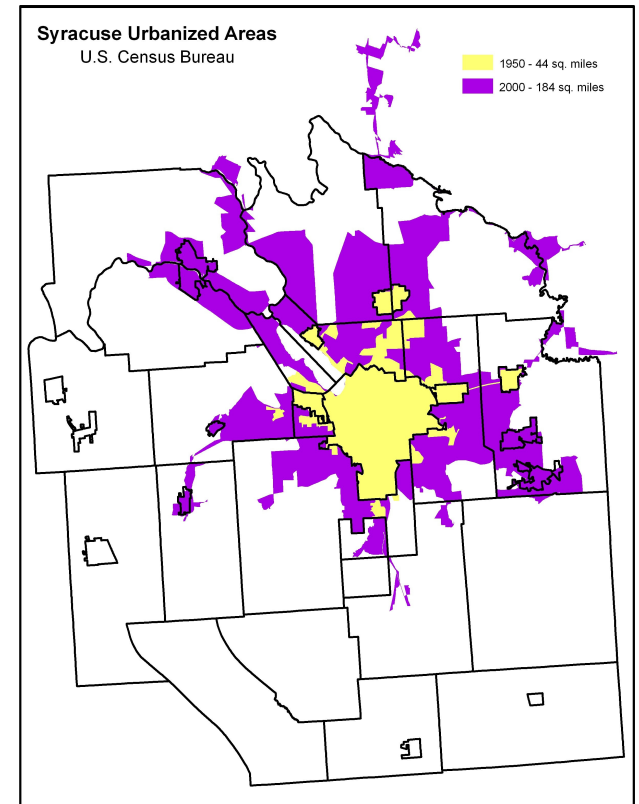
# *The Challenges Are....*

- A Reduction in Farmland
- An Inability to Support Mass Transit
- Increased driving and a larger carbon footprint
- Demand for facilities and public services in new areas
- Abandoned neighborhoods, buildings and job centers
- Concentrations of poverty
- **Economic Competitiveness**



# The Challenges Are...

- A Reduction in Farmland
- An Inability to Support Mass Transit
- Increased Driving and a Larger Carbon Footprint
- Demand for Facilities and Public Services in New Areas
- Abandoned Neighborhoods, Buildings and Job Centers
- Concentrations of Poverty
- Economic Competitiveness
- **Spreading our tax dollars over a larger geographic area**

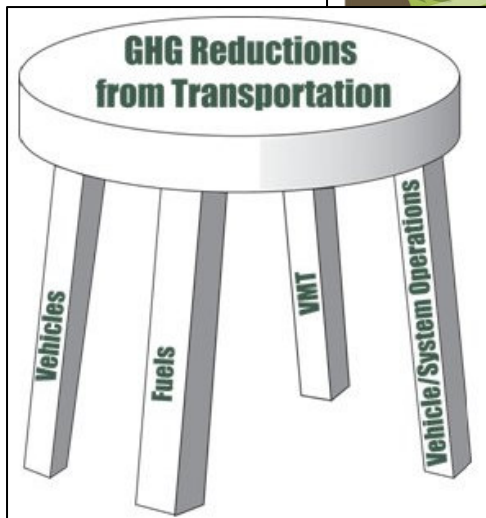
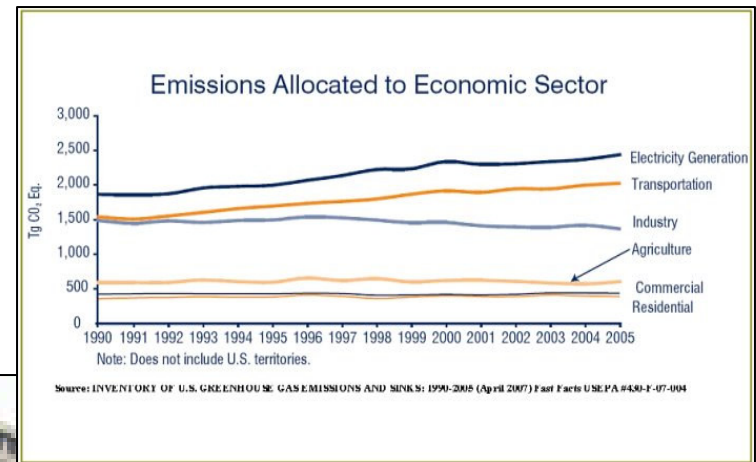
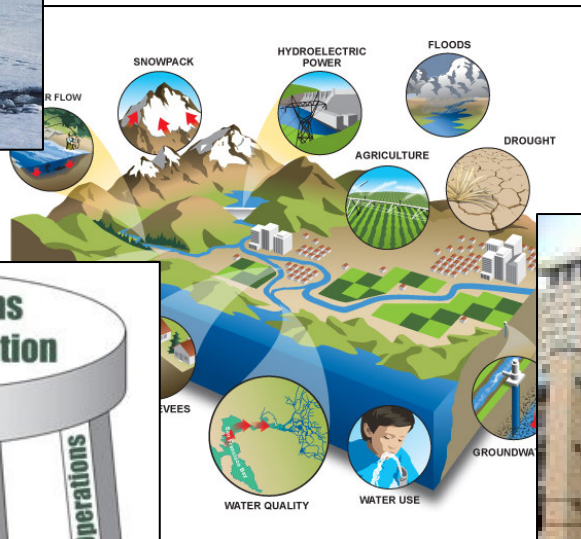


# *The Opportunities Are...*



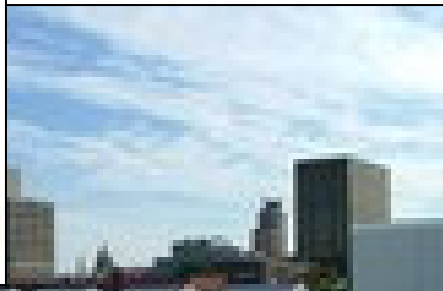
# The Opportunities Are....

- Climate Change and Reducing Pollution



# *The Opportunities Are....*

- **Climate Change and Reducing Pollution**
- **Rising Gas and Energy Prices**



# The Opportunities Are....

- Climate Change and Reducing Pollution
- Rising Gas and Energy Prices
- Obesity, Public Health, and Walkable Neighborhoods



breaking news, health, top news  
MRI: AGNETIC RESONANCE SCOURCES CENTRAL NEW YORK  
810

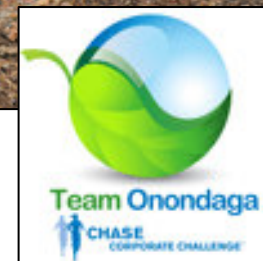
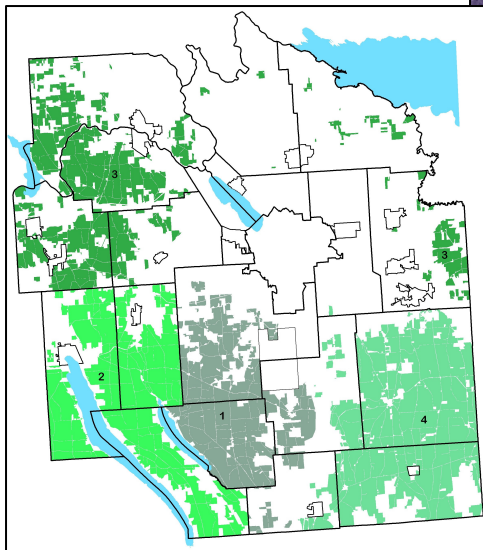
### Excellus report: 43 percent of tested Central New Yorkers have high cholesterol

By James T. Mulder / The Post-Standard  
September 16, 2009, 9:08AM



# *The Opportunities Are....*

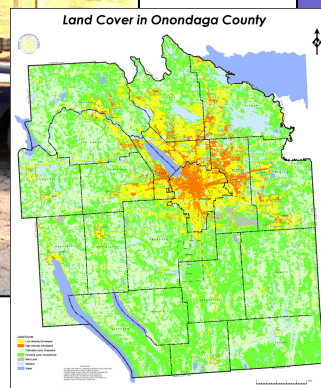
- **Climate Change and Reducing Pollution**
- **Rising Gas and Energy Prices**
- **Obesity, Public, and Walkable Neighborhoods**
- **Protecting Water and Open Space Resources**





# *The Opportunities Are...*

- **Climate Change and Reducing Pollution**
- **Rising Gas and Energy Prices**
- **Obesity, Public, and Walkable Neighborhoods**
- **Protecting Water and Open Space Resources**
- **Community Discussion of Government Modernization and Efficiency**



**SYRACUSE 20/20**

**Onvest**  
Onondaga County Quality Community  
Investment Trust Fund  
December 2008

SYRACUSE 20/20  
A BETTER WAY TO  
SEE THE ISSUES

NEW YORK STATE DEPARTMENT OF STATE

**LOCAL  
GOVERNMENT  
SHARED SERVICES**

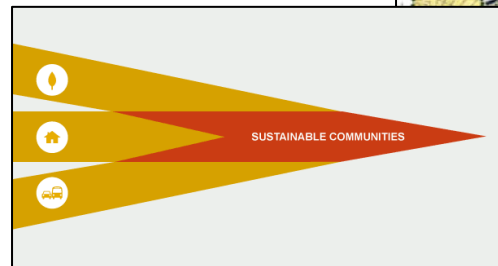
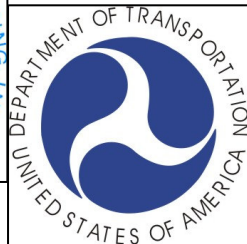
**PROGRESS REPORT**

2005-2007

David A. Pittman, Governor      Louise A. Cerio-Vogel, Secretary of State

# *The Opportunities Are...*

- **Climate Change and Reducing Pollution**
- **Rising Gas and Energy Prices**
- **Obesity, Public, and Walkable Neighborhoods**
- **Protecting Water and Open Space Resources**
- **Community Discussion of Government Modernization and Efficiency**
- **Smart Growth Legislation**



*The Opportunities Are...*

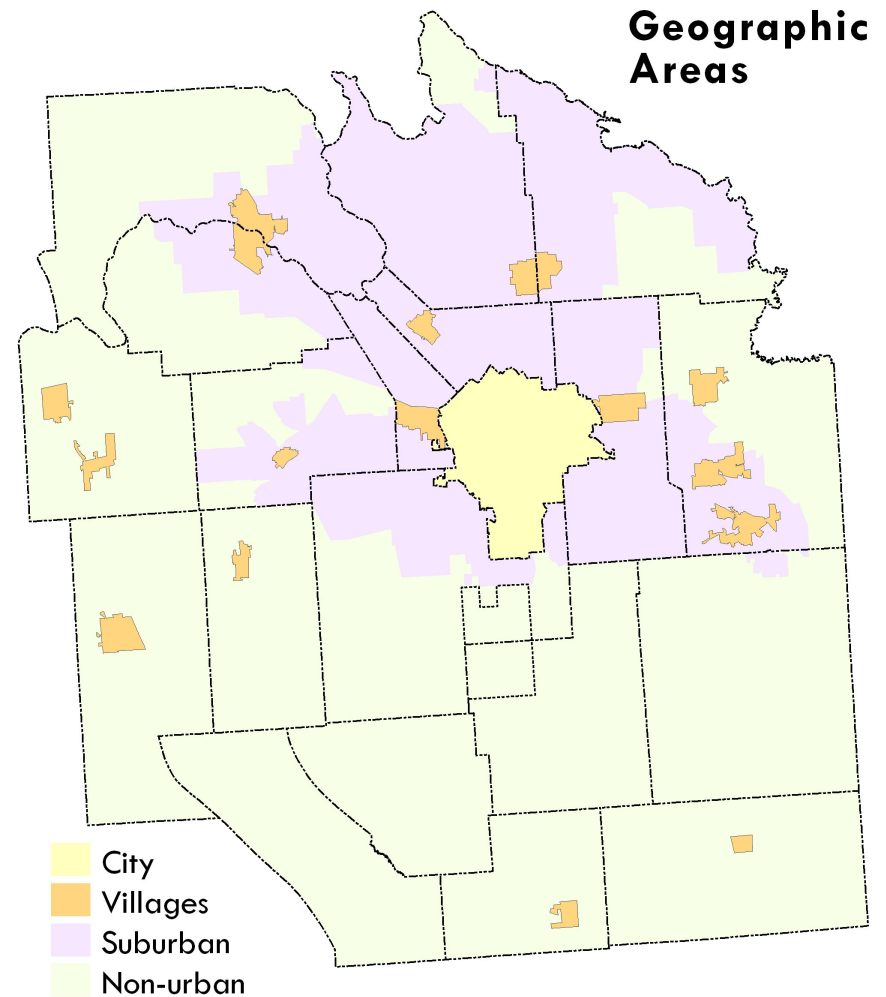
## Community Planning & Transportation Survey



November 2010  
Syracuse Metropolitan Transportation Council  
Syracuse-Onondaga County Planning Agency

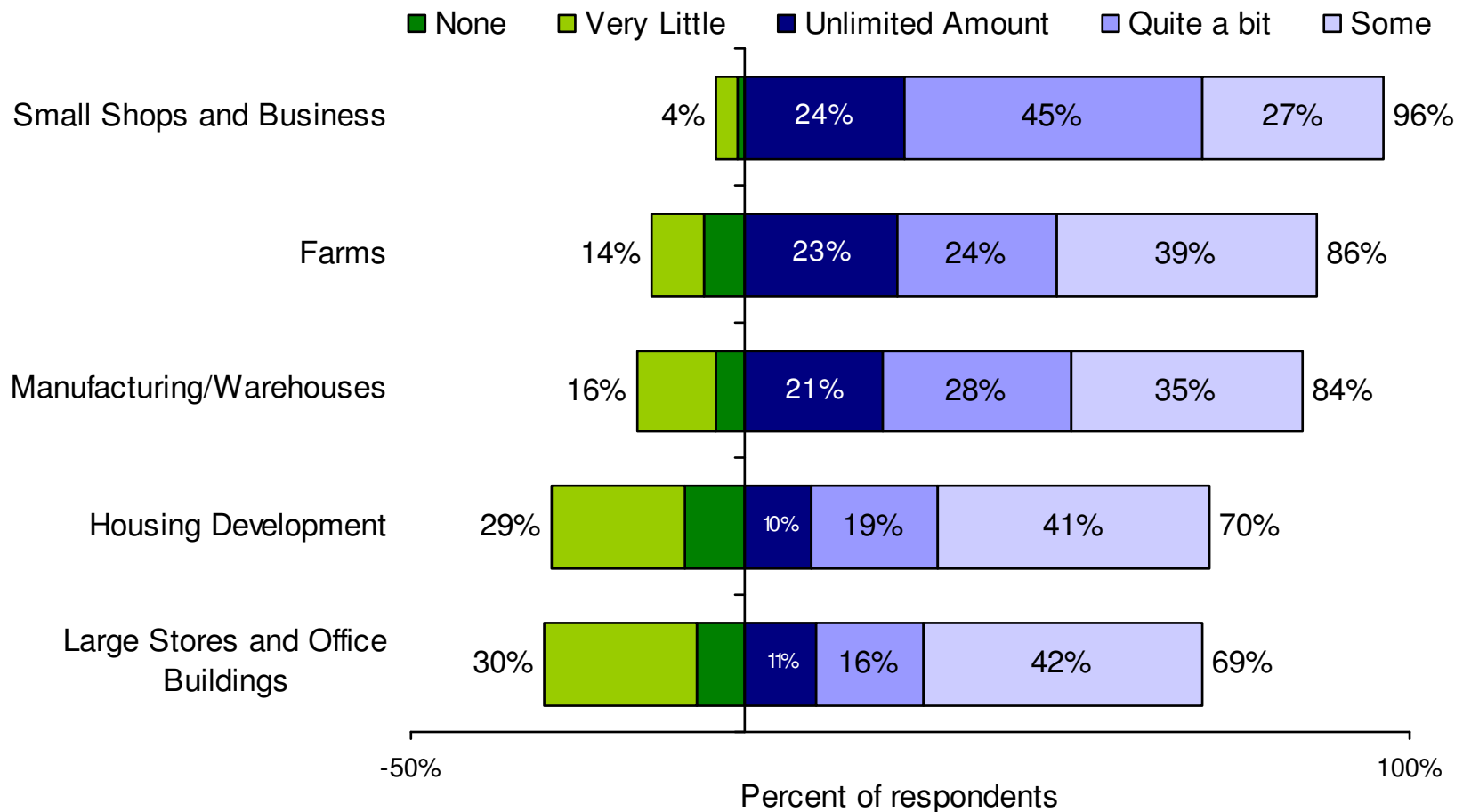
# Background

- Statistically-valid
  - 3,900 randomly-selected households
  - 25% response rate
- +/- 3.5% margin of error
- Reported differences
  - Area of residence
  - Income
  - Age



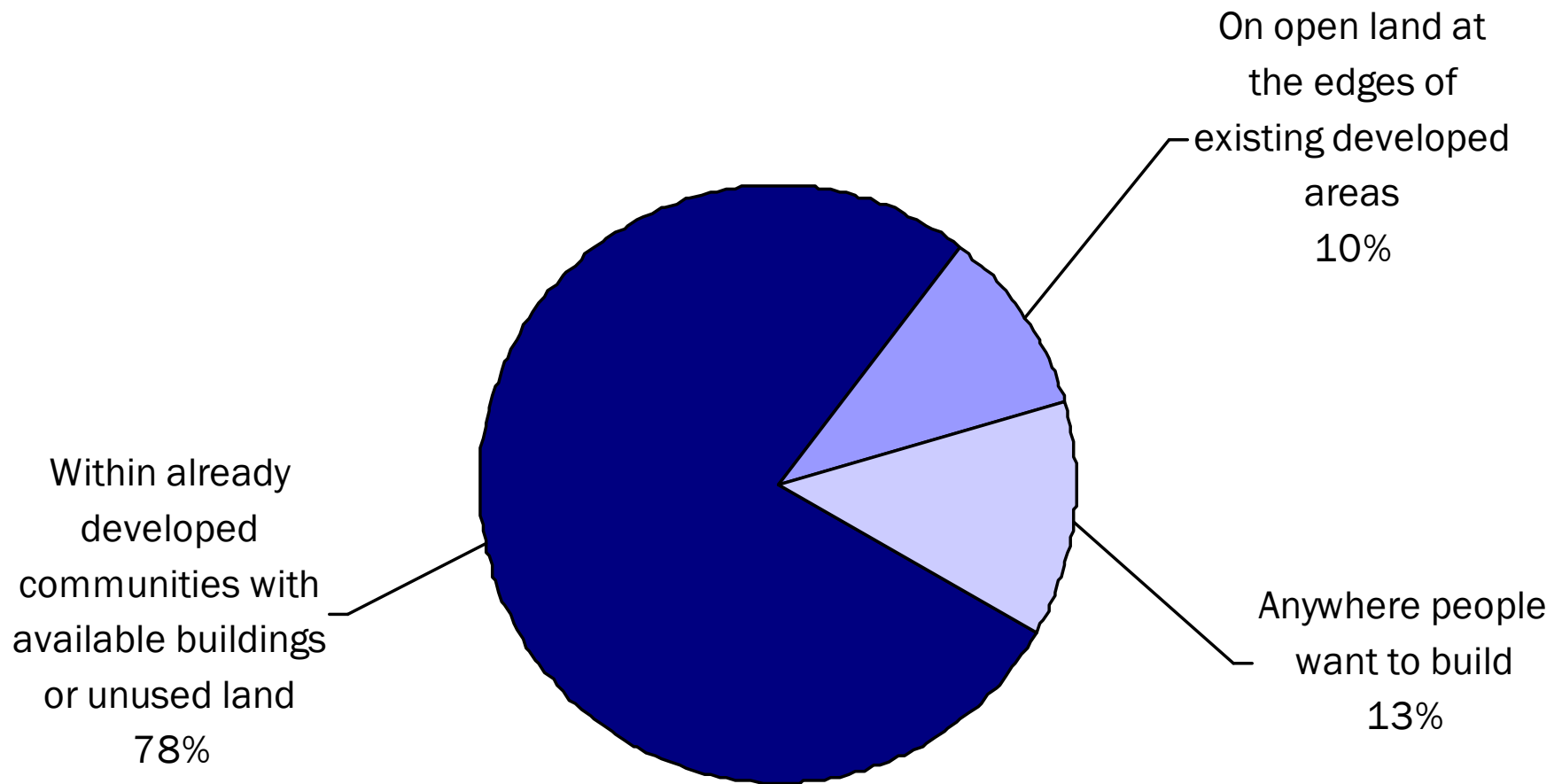
# New Development Types

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.



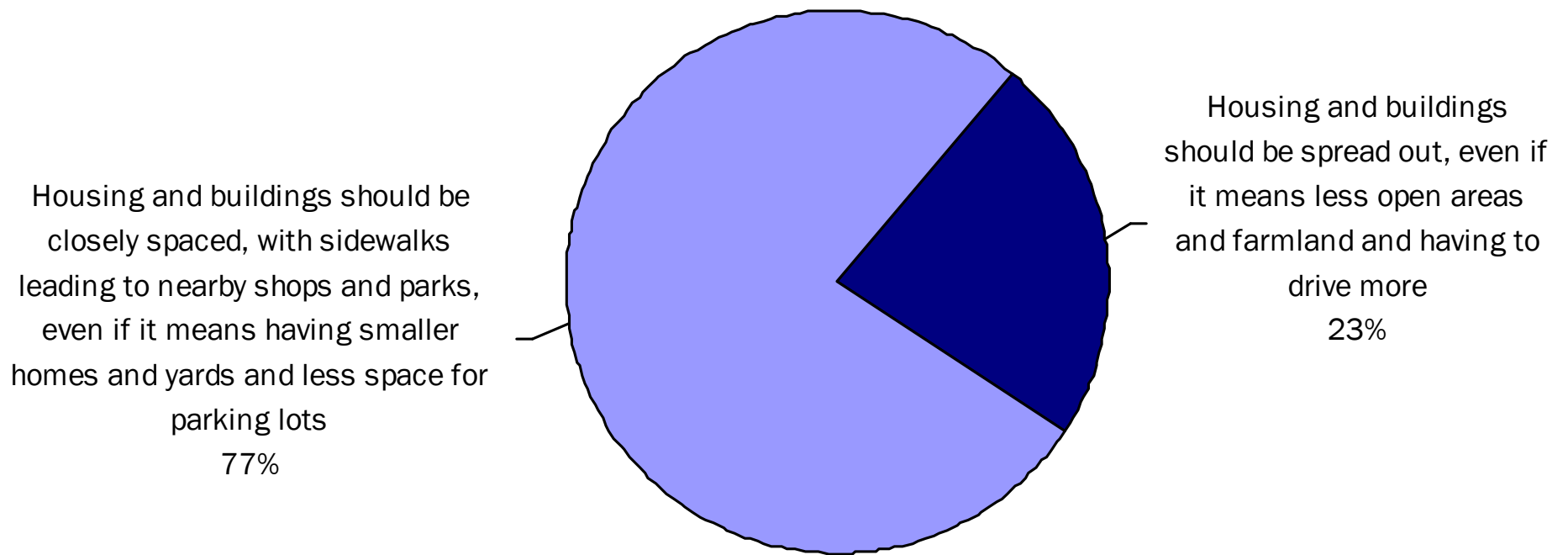
# Location of New Development

Please tell us where most future development in Onondaga County should be located.



# Model of New Development

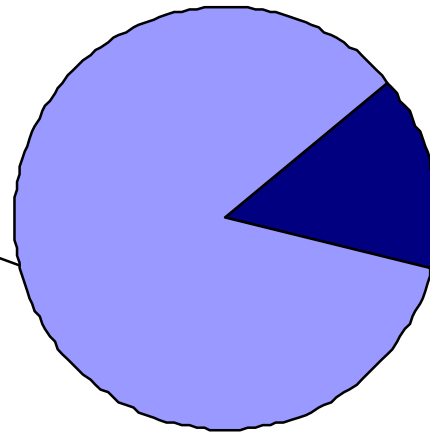
Please tell us how future development in Onondaga County should be arranged.



# Approach to New Development

Please tell us which scenario best represents how you would like to see future development take place in Onondaga County.

Future growth will occur mostly in existing communities, with lots of open space mainly in rural areas. Government spending will include investment in restoring older buildings, expanding bus service, sidewalks and bike paths, and fixing aging infrastructure (i.e., sewers, waterlines, roads and bridges). Spending on new infrastructure will be limited.  
85%

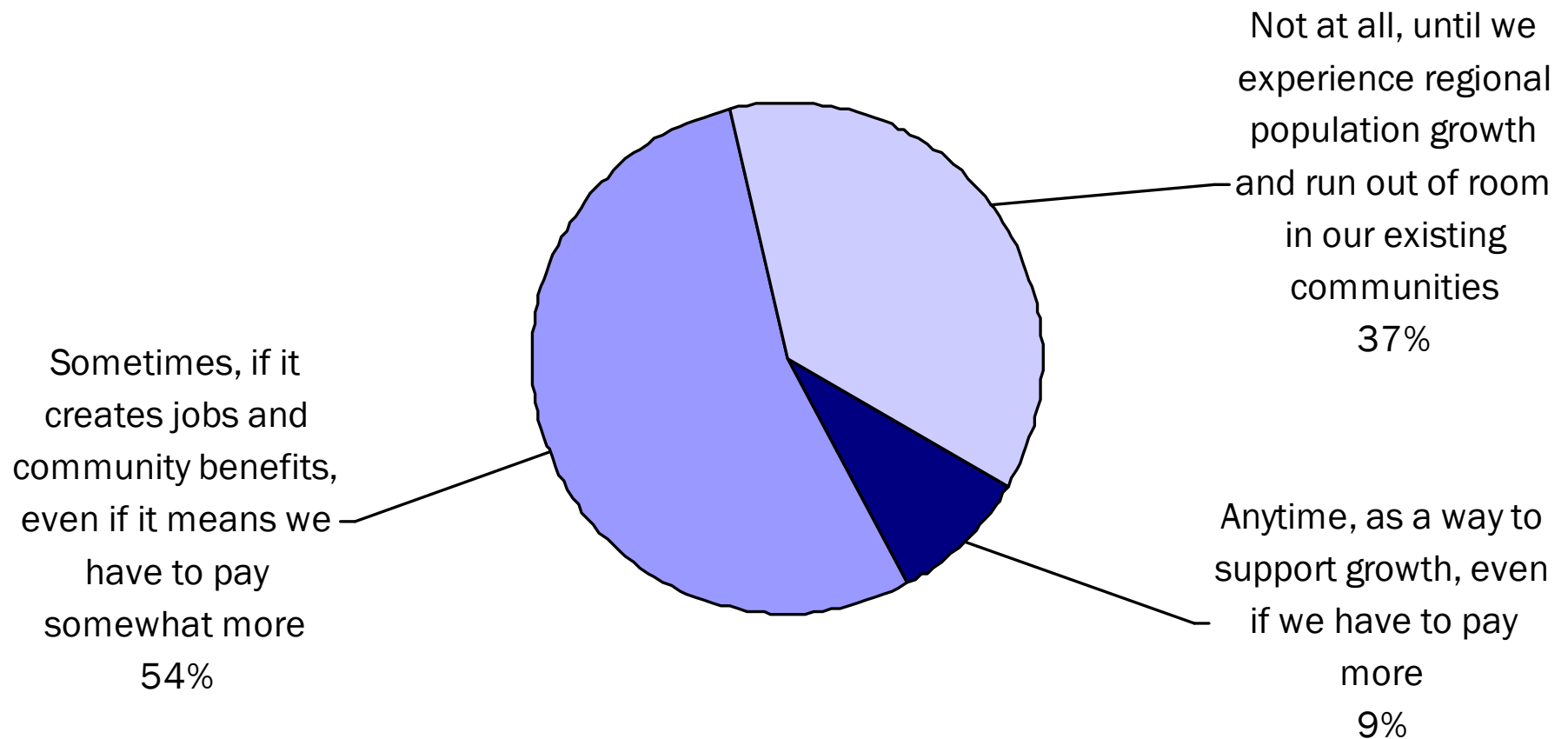


Future growth will follow the existing trend of new development in mostly suburban areas. Government spending will include road widening, rural access to public water and sewers, and expanding fire/police and schools. Investment in existing communities, farmland preservation, and public transit will be limited  
15%



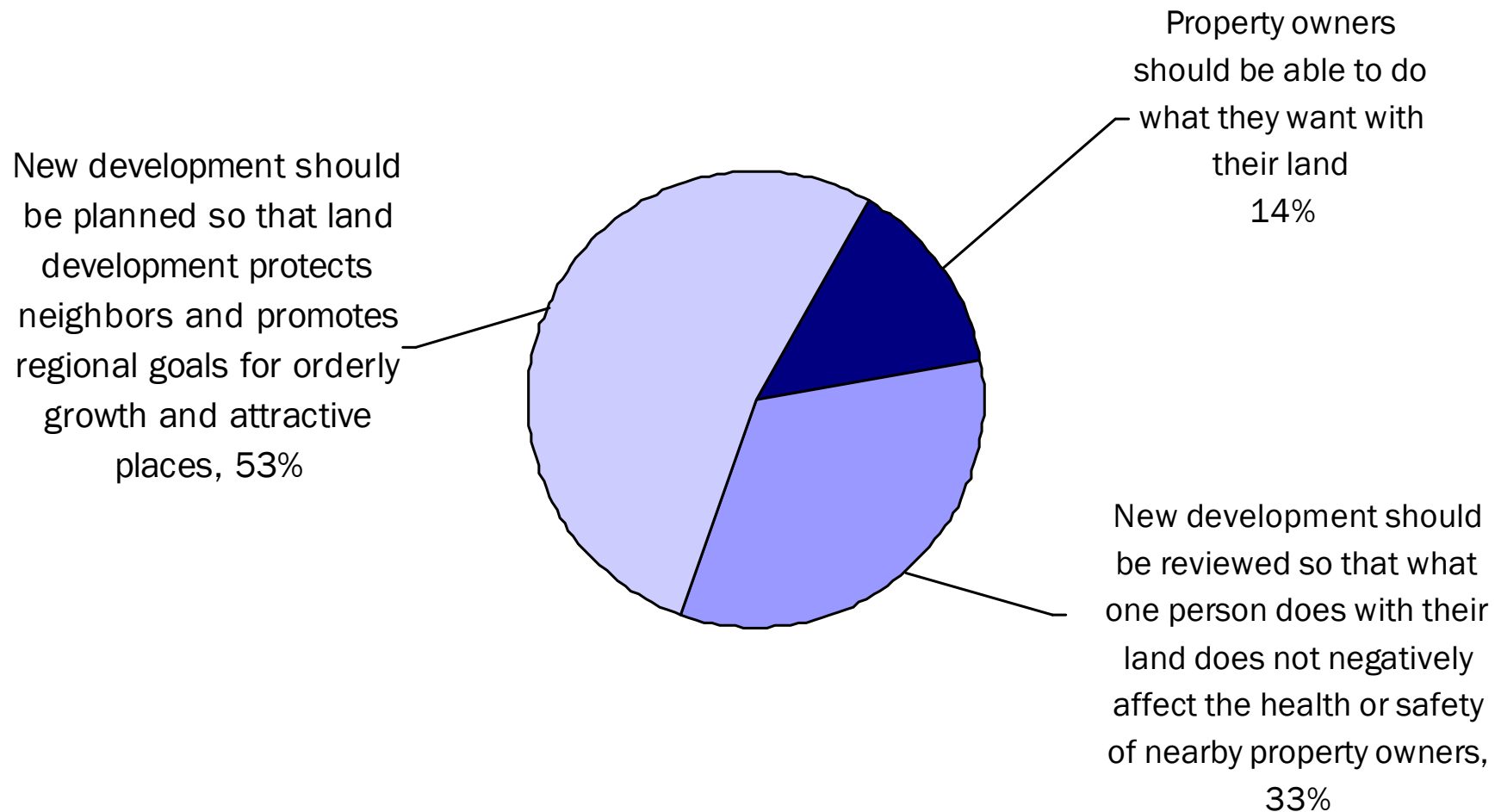
# Expansion of Services

When should government expand infrastructure and services into new areas (i.e., roads, sewers, schools)?



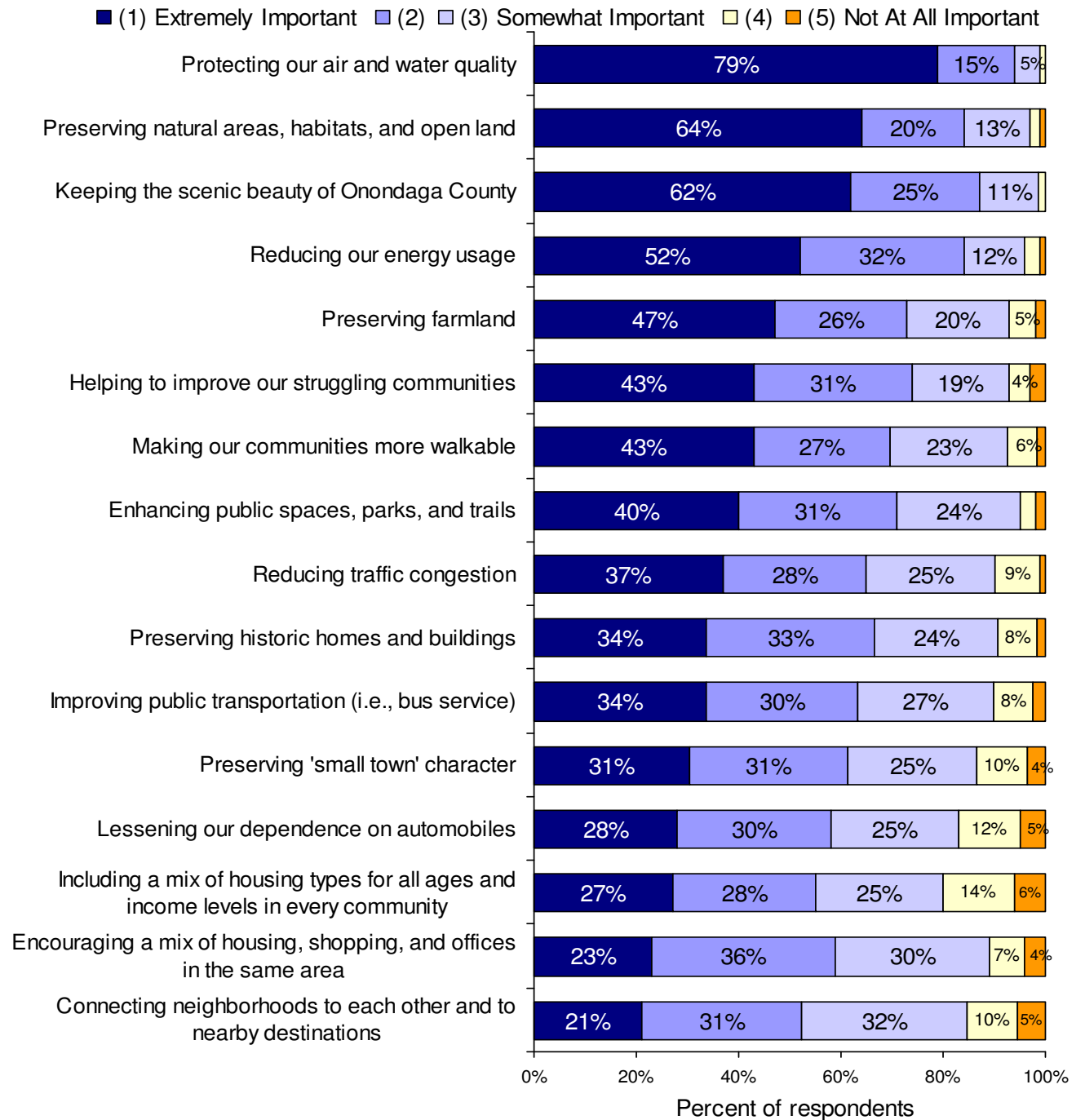
# Perspectives on Planning

Which of the following statements is closest to your opinion?



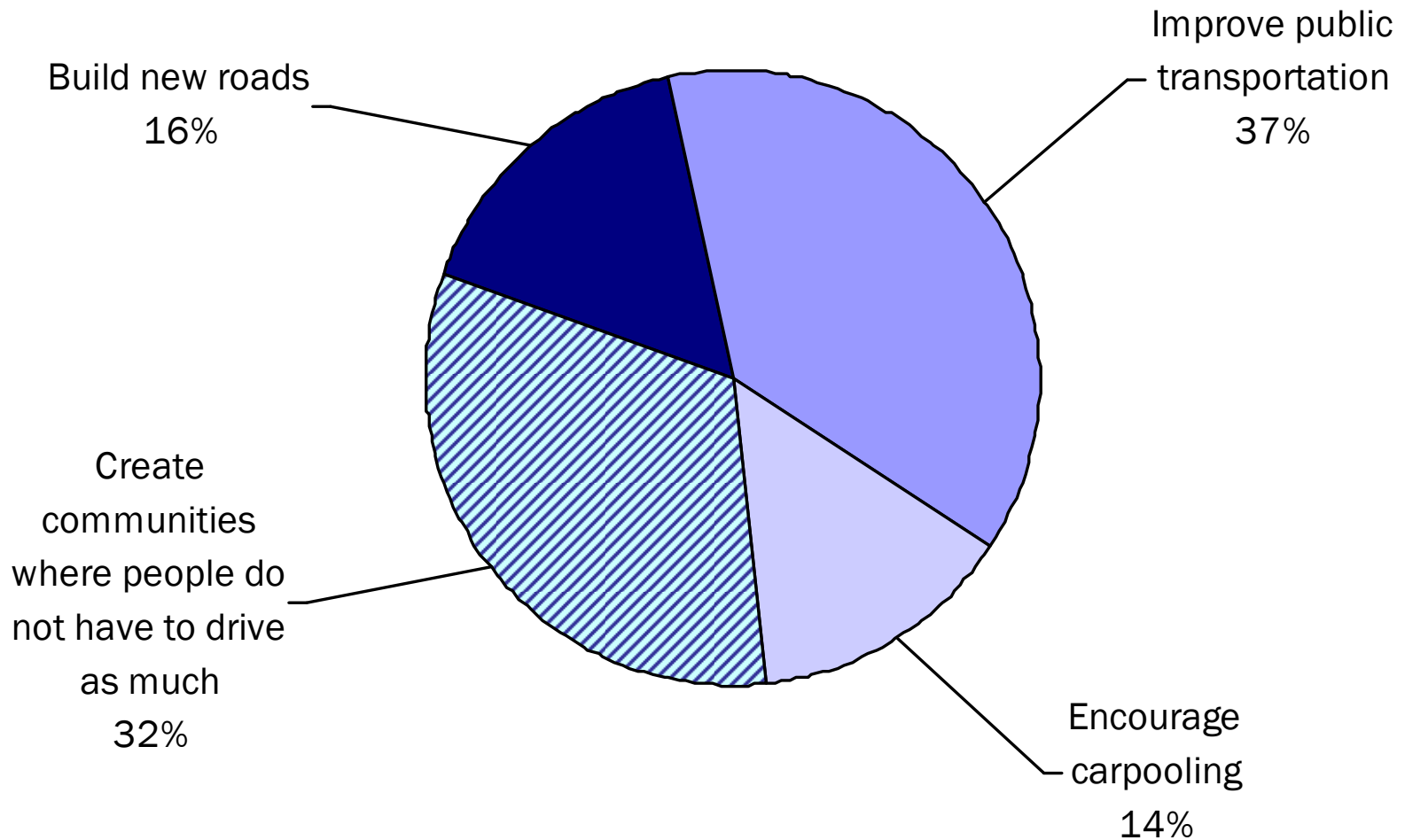
# Priority Areas

Rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations.



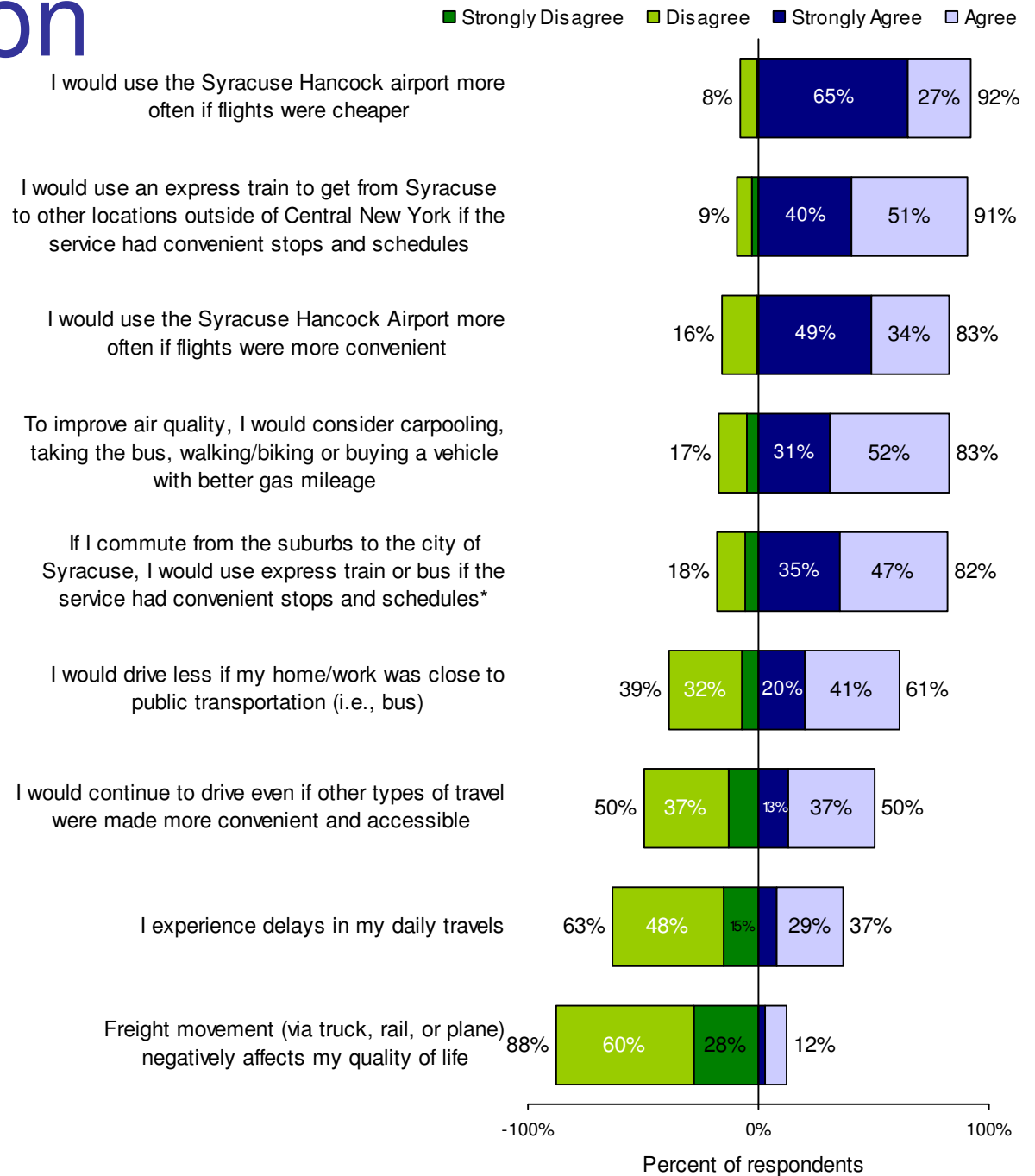
# Solutions to Congestion

In your opinion, which of the following do you think is the best long-term solution to reducing traffic congestion in Onondaga County?



# Transportation Options

Please indicate to what extent you agree or disagree with each of these statements.



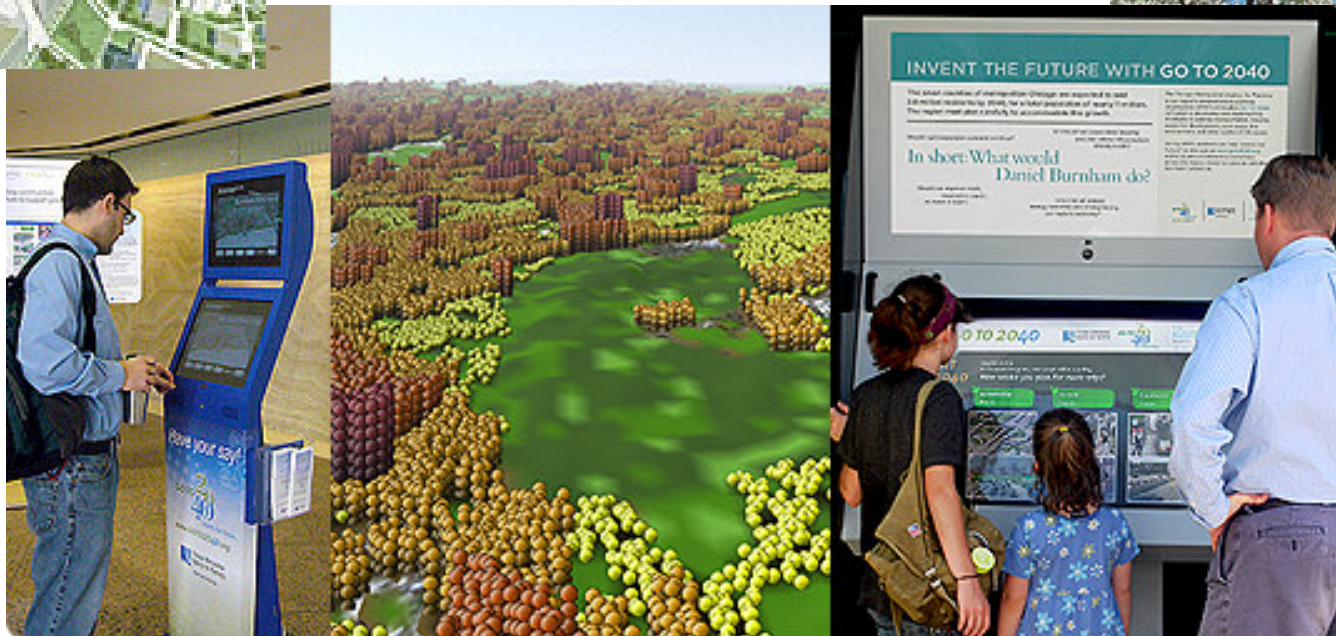
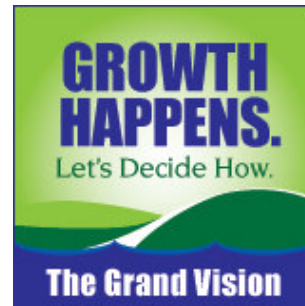
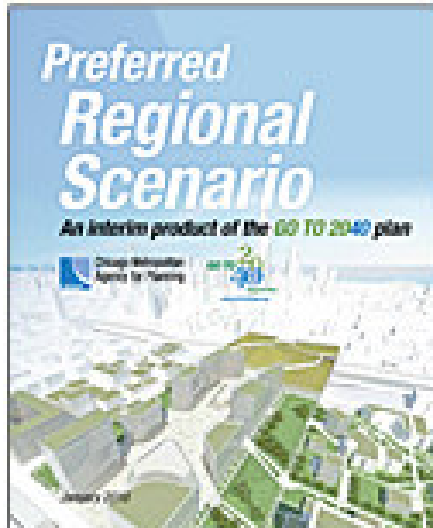
# Key Survey Findings

- Strong support for smart growth concepts
- Support for preservation of and investment in existing resources
- Support for planning for future growth
- Strong tendency towards SOV
- Satisfaction with overall transportation system
- Dissatisfaction with conditions & non-auto options
- Interest in exploring different transportation options

# ***Onondaga County Sustainable Development Plan***



# Scenario Modeling Tools





# VISION CALIFORNIA | CHARTING OUR FUTURE

California must plan for future growth – by 2050, the state's population is expected to grow to nearly 60 million people and 24 million jobs.\* The path that we take to accommodate growth can lead us in many directions. Vision California provides the information we need to make informed decisions about how and where we want to grow.



## What is VISION CALIFORNIA?

Vision California is an unprecedented effort to explore the critical role of land use and transportation investments in meeting the environmental and fiscal challenges facing the Golden State over the coming decades. The project, funded by the California High-Speed Rail Authority in partnership with the California Strategic Growth Council, is developing two new modeling tools to formulate and compare scenarios for how California can accommodate growth. This introduces the Vision California Rapid Fire modeling tool and the results of two statewide scenarios.

\* California DSE and ESO - based projections.

## The Rapid Fire Model

The Rapid Fire model is a user-friendly, spreadsheet-based tool used to produce and evaluate high-level statewide and regional scenarios. Using assumptions about population and job growth, our travel behaviors, and the changing characteristics of our cars, buildings, fuels, and energy portfolio, the model can quickly test the effects of our land use and policy decisions across a wide variety of metrics, including GHG emissions and air pollution, fuel, water and energy use, land consumption, and infrastructure cost.

## Statewide Scenarios

The following statewide scenarios pair a distinct land use option with a moderate trend-based policy package. The land use options vary the way that California accommodates the same growth in population and jobs. They include a "Trend" policy package that assumes we meet (but do not go far beyond) California's adopted Pavley I vehicle efficiency standards and Low Carbon Fuel Standard, and make modest improvements in building energy efficiency, water use efficiency, and renewable energy generation.

### "BUSINESS AS USUAL"

This scenario combines the trend land use patterns of past decades with trend-based assumptions for modest improvements in auto and fuel technology, building energy and water efficiency, and energy generation.

### "GROWING SMART"

In this scenario, the state sees an increasing proportion of urban infill and compact growth. This land use pattern is combined with the same trend-based policy set as for the Business as Usual scenario.



Rev. 05-12-2010

CALTHORPE ASSOCIATES  
URBAN DESIGNERS PLANNERS ARCHITECTS

# VISION CALIFORNIA | STATEWIDE SCENARIOS SUMMARY

## 2050 SCENARIO RESULTS

BUSINESS AS USUAL (Trend Policy / Trend Growth) | GROWING SMART (Trend Policy / Smart Growth)

### HOUSEHOLD COSTS

More centrally located homes can dramatically reduce household driving and utility costs. California households in the Growing Smart scenario spend **\$6,400 less per year** on auto-related costs and utility bills.

Over \$6,400 saved per household on auto costs and utility bills.



### INFRASTRUCTURE COSTS

Infrastructure costs rise in line with land consumption, as dispersed development calls for longer extensions of sewers, water pipes, local roadways, and utility lines. Through 2050, the Growing Smart scenario **saves more than \$194 billion** in capital infrastructure costs, more than \$24,000 per household.

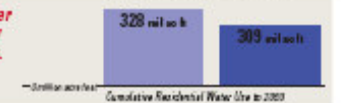
\$24,000 total saved per new housing unit, or \$4.3 billion per year.



### WATER

More compact development patterns, with more smaller lot single family homes, townhomes, and multifamily housing, save water. By 2050, the Growing Smart scenario **saves 19 million acre-feet of water**.

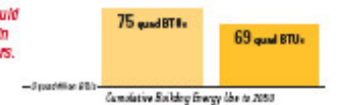
Saves enough water to fill Hitch Hetchy more than 50 times.



### BUILDING ENERGY USE

The Growing Smart scenario **cuts annual energy use by 15%** in our homes and businesses. This leads to lower household utility bills, greater energy security, and lower carbon emissions.

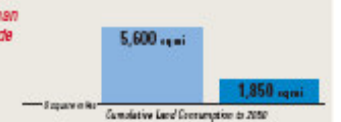
Energy savings would power ALL homes in California for 8 years.



### LAND CONSUMPTION

Trend development patterns will double California's urban footprint by 2050, consuming more than 5,000 square miles of farmland, open space, and recreation areas. The Growing Smart scenario **saves over 3,700 square miles** of this precious and finite resource.

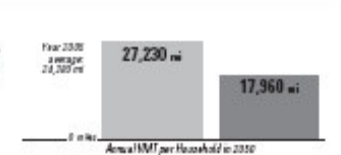
Saves more land than Delaware and Rhode Island combined.



### VEHICLE MILES TRAVELED (VMT)

Automobile emissions account for about 40% of carbon emissions in California. They are also a primary cause of asthma and respiratory illnesses. How much we drive also impacts how much we spend on fuel, insurance, and maintenance. The Growing Smart scenario, with more walkable, transit-oriented development, reduces VMT by nearly **3.7 trillion miles** to 2050.

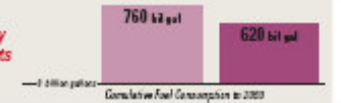
VMT reduction equivalent to taking ALL cars off California's roads for 12 years.



### FUEL CONSUMPTION

Reduced VMT in the Growing Smart scenario reduces automobile fuel consumption by nearly **140 billion gallons** to 2050. This saves the average California household **\$2,600 per year**.

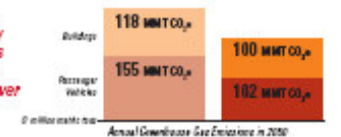
Fuel savings equivalent to nearly 2 years of oil imports to the U.S.



### GREENHOUSE GAS EMISSIONS

More compact development patterns, along with more efficient cars and buildings, cleaner fuels, and a cleaner energy portfolio are all essential in reducing GHG emissions. The Growing Smart scenario prevents the release of **70 million metric tons** of carbon dioxide equivalent in 2050, or 25% less than a Business as Usual future.

Savings equal to emissions offset by 45,000 square miles of trees in a year - a forest covering over 1/4 of California.



Choices



► Development Density

- Low density growth
- Current patterns of growth
- Moderately compact
- Highly compact



► Development Location

- Unfocused
- Community and metros
- Metropolitan centers



info ► Road Network

- Minimum maintenance
- Moderate increase
- Significant increase



► Transit System

- Minimum maintenance
- Moderate increase
- Significant increase



► Transportation Policy

- Favor driving
- Maintain current mix
- Support alternatives
- Strongly favor alternatives



► Resource Policy

- Reduce programs
- Maintain programs
- Expand programs
- Maximize programs

# Welcome to 2040!

By 2040, about 2.8 million more people will live in the Chicago region.

We need your help: How should we plan for this growth?

← First, create your own future scenario by trying different choices.

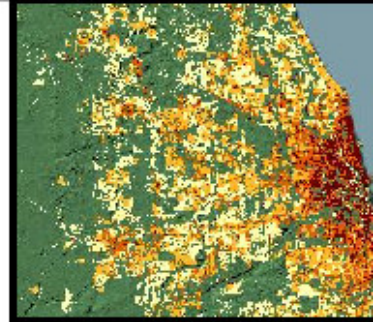
Selected choice

Second, explore different outcomes and tradeoffs of your scenario.

Less  More →

★ Last, be sure to submit your scenario and tell us what you think!

Outcomes



Land Consumption

Detached Homes

Single Occupant Vehicles

Commute Time

Energy Use

Water Use

Government Costs

Household Costs

↺ Replay Last Choice

Scenarios

Your Scenario

Density: Moderately compact  
 Location: Unfocused  
 Roads: Minimum maintenance  
 Transit: Moderate increase  
 Trans. Policy: Support alternatives  
 Enviro. Policy: Expand programs

Change Your Scenario

Preserve

Theme: community-focused development and small-scale transportation improvements.

Reinvest

Theme: highly dense development and major investment in transportation infrastructure.

Innovate

Theme: low-density but green development.

Current Trend

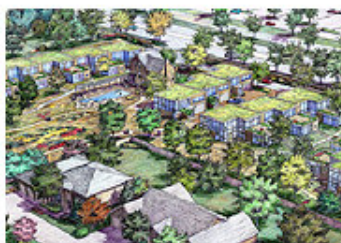
Theme: continuing today's development patterns and levels of transportation investment.

Scenario: Innovate

Theme: low-density but green development

What if we relied on innovation and technological improvements to make our region better?

The region could continue to grow outward, but use clean energy and more efficient homes and vehicles to reduce the impact of development. To reduce the impacts of new construction on the environment and energy use, homes and businesses could use "green" development practices. The use of advanced technology and alternative fuels could allow transportation systems to operate more efficiently and support the use of alternative transportation in lower-density areas.



Click here for image credit, to see more images and to learn more about this scenario.

This future for our region would let us continue to grow as we have been -- but it relies on the adoption of advanced technology that may or may not come to pass.

[Details on CMAP's 'Innovate' scenario.](#) (opens in new window)

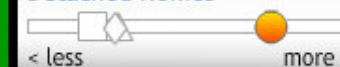
Rate this Scenario

Outcomes

Land Consumption



Detached Homes



Single Occupant Vehicles



Commute Time



Energy Use



Water Use



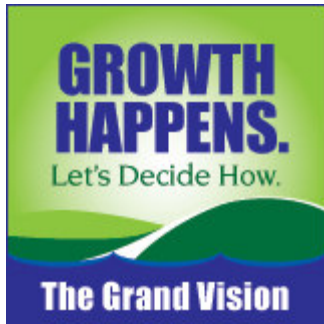
Government Costs



Household Costs



large summary



The Grand Vision is asking **big questions:**

Where should growth occur?

How will we move across the region?

What lands should be preserved?

How can we



### Land Use and Housing Indicators

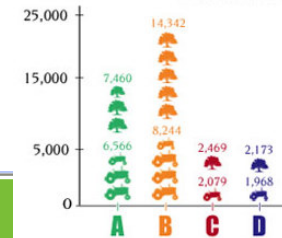
The following charts show each scenario's performance relating to land consumption, housing choices and walkable neighborhoods.

### New Housing Units in Walkable Areas

Walkable Areas = mixed use and pedestrian oriented design



### Acres of Farm and Forest Land Consumed



### New Homes and Multifamily Units



## Future Growth Scenarios

You can view many more scenario indicators along with data in the [Scenario Overview PowerPoint](#). Please note that it is in a window.

### Transportation Indicators

The following charts show each scenario's performance relating to getting around the region.

### Annual Hours Spent Driving per Person




**Scenario A** - Future growth will follow the existing trend of low-density development in rural areas, with minimal growth in existing cities and villages.

Transportation investments will be largely in widened roadways for commuters, and include some multi-use trails, but minimal investments in bus service and walkability.



Scenario A: Transportation Priorities



**Scenario B** - Future growth will occur in rural areas, but with new homes clustered to maximize open space, and minimal growth in existing cities and villages.

Transportation investments will be largely in new or widened roadways for commuters. This scenario includes some investment in walking and bicycling trails but the effectiveness of transit and walkability for commuting is limited by low densities.



Scenario B: Transportation Priorities



# Sustainable Development Plan

Trends Analysis

Engagement

Defining Sustainable Development

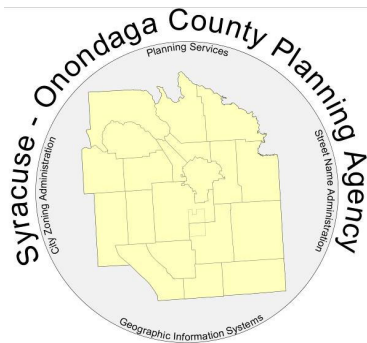
Policies and Projects

Work Product

# The New Onondaga County Sustainable Development Plan



***[www.ongov.net/planning/coplan](http://www.ongov.net/planning/coplan)***



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