THE PLAN

THE COMPREHENSIVE PLAN FOR THE

TOWN OF CAMILLUS, NEW YORK

October 2008

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I. INTRODUCTION

This Plan is an adopted statement of the land use and development objectives for the Town of Camillus and is intended to be a guide to action in meeting those objectives. The Plan is the Town's official policy regarding the future development of Camillus and it should serve to guide the Planning Board and the Town Board as they review and approve various land use and development proposals.

The detailed information presented in the Survey and Analysis document which was prepared by a planning advisory committee and which is dated March 25, 1991, is taken into account in this updated Plan. Some of the tables in that document have been updated by an addendum dated November 1996. Since the Comprehensive Plan was adopted on January 28, 1997 it has been revised, and is dated April 5, 2000. Also that Plan was revised by the inclusion of the "West Genesee Street Land Use and Circulation Study", dated July 25, 2002 **, as prepared by Clough, Harbour & Associates.

The Survey and Analysis identifies and describes the Town's geographical features, demographics, significant environmental assets, transportation system and the existing land use and development. Additionally, maps and supporting datum have been updated using a Geographic Information System (GIS) format. This information has made it possible to specifically describe policies established in the Plan that are segmented into major topics and are described in individual chapters. This information must be consulted in conjunction with every application for zoning or planning relief and is being developed into a comprehensive geographic information system based upon digital mapping so that it can be related to specific sites. When the information presented in any of these maps is changed, the maps will be updated to ensure the accuracy of the presentation.

As a modern suburban community Camillus has a large variety of land uses. Portions of the Town are significantly developed with appropriate infrastructure and commercial services, which are readily available. Other portions of the Town are still rural, sparsely developed and have little infrastructure or readily available commercial services. There are several established working farms in the Town which are economically viable and which are projected to continue in operation. Traffic congestion and highway safety in recent years have become, and will continue to be, a major concern. Development policies dealing with preservation of the environment of Camillus is a significant concern of the citizenry and therefore has been treated in the Plan as one of the separate topics.

The Plan is intended to be flexible and under constant review. Such a review should always prompt appropriate revisions of the zoning map, Zoning and Subdivision Regulations, and other related local regulations. Notwithstanding the foregoing, it is recognized that the entire Survey and Analysis document should be reviewed and updated and it is presently anticipated that such an update will be accomplished within the next twelve months.

**Note (4/09): The report date of July 25, 2002 is incorrect and will be changed when this document is next revised. The correct date of the report should be February 2000.

II. CONSERVATION AND OPEN SPACE

GOAL

Conserve natural resources, open space, and cultural resources for the Town's long-term recreational, environmental, cultural and economic benefit.

Concern about the Town's natural resources has grown because of increased development pressure. The unplanned expansion of residential, recreational, commercial and industrial areas without proper precautions would diminish these resources. The policies and proposals included in this chapter of the Plan reflect the Town's commitment to conservation and its determination to provide leadership in promoting environmentally sound use of land.

Environmentally Sensitive Areas

Save the County owns approximately 200 acres of land on New York State Route 174 and along Nine Mile Creek which is an environmentally sensitive area and as a result will be forever protected from alteration and development. These lands are tax map parcels 025.-02-30.0 and 025.-02-29.1. There are other environmentally sensitive areas in the Town including wetlands, flood prone areas, steep slopes, areas critical to the protection of water supplies and the quality of lakes and streams, and areas that are valued for their aesthetic quality, the wildlife they support, and the recreational opportunities they provide. With suitable care these lands which are privately owned, may be developed while the natural processes continue to function at a desired level.

POLICY

Encourage the preservation of lands which immediately abut environmentally sensitive areas, and incorporate such lands into a continuous green space system within which only the least intrusive and most environmentally sound development would be permitted.]

IMPLEMENTATION

State and Federal Law regulatory processes exist which pertain to wetlands, flood prone areas and interference with protected bodies of water. In addition the Town has designated the area abutting Nine Mile Creek as a Critical Environmental Area which results in a mandated high degree of scrutiny of any development proposals under SEQRA. These environmentally significant areas appear as map numbers 3.6, 3.7, 3.8 and 3.9 of the Survey and Analysis document. This Plan recognizes those regulatory processes as being appropriate to fulfill the goal, and no proposal is made herein which would supplant or expand such regulatory processes. Steep slopes have been identified and a regulatory scheme is proposed for adoption and placement within the Subdivision Regulations to ensure their conservation and to mitigate the erosion which development may cause. The protection of all of these environmentally sensitive areas can be enhanced by carefully developing the lands within and which immediately abut them. The Town, by encouraging the utilization of cluster development pursuant to §278 of the

Town Law and Incentive Zoning pursuant to §261-b of the Town Law, can promote that objective.

Agricultural Land

Prime farmlands include properties, which presently and historically have been devoted to the on-site raising of animals, crops, trees or plants. These productive farmlands contribute to the economic, aesthetic and cultural well being of the Town. Farmland is being threatened by the encroachment of development. This is occurring despite the lack of water or sewer services in the rural areas and also despite the existence of agricultural districts, rural residential zoning, and septic system suitability policies.

POLICY

Promote the conservation of land for agricultural use and develop more effective programs supporting agricultural practices.

IMPLEMENTATION

The State of New York in 1992 adopted a Right to Farm Act, which pertains to farmlands within an agricultural district as well as lands, which have an agricultural tax exemption. This Act recognizes agricultural lands as irreplaceable assets and seeks to maintain the economic viability and environmental values associated with agricultural use by exempting "sound agricultural practices" from the law of private nuisance. It also requires disclosure of agricultural lands, which are impacted by various market place transactions. Additionally, the Right to Farm Act requires notification of the land owner if governmental relief is requested for properties in close proximity to agricultural lands.

By local law the Town could extend the benefits of the Right to Farm Act to agricultural lands, which are not situated within an agricultural district. This would appear to be a worthwhile undertaking in view of the fact that many of the farmers currently operating in the Town are situated on or are operating on lands outside of the Onondaga County Agricultural District The Town has already extended the agricultural exemption, which appears in the Noise Law at 68.11 ©) by adding to this Section paragraph G, which exempts sound agricultural practices regardless of the hour of the day. This covers the occasional situation when it becomes necessary to operate agricultural equipment into the night to compensate for weather delay.

It is recommended that the Town continue its present policy of exempting farm structures from the building permit fees. By a recent amendment to the Zoning Code the Town has allowed stand-alone agricultural buildings to be erected on a lot. To facilitate the transfer of lands for agricultural use, the Subdivision Regulations could be amended so as to minimize the cost and the time required to approve those subdivisions. However, the transfer of agricultural lands for development purposes should continue to require compliance with all existing subdivision regulations.

The Town supports State policy which protects and promotes agriculture as an industry. The Town will consider additional proposals authorized by State Law which are intended to protect and perpetuate farmland within the Town. However, such consideration must also take into account the long-term impacts of any such proposal upon the future development of the Town.

The following is a list of Town properties which presently are encumbered by a perpetual agricultural conversation easement:

Tax Map ID	Property Address	Acres
027.-03-10.2	MUNRO RD	174.59
027.-03-09.1	MUNRO RD	261.43
023.-01-28.1	5631 BENNETTS CORNERS RD	74.97
023.-01-30.1	BENNETTS CORNERS RD	114.51
023.-01-24.1	2075 W GENESEE TRNPKE	40.12
023.-02-08.1	5297 BENNETTS CORNERS RD	87.48
024.-01-06.0	NORTH OF CONRAIL	21.54

Historical Resources

Historical resources which have been registered by New York State as well as other areas of the Town which have been locally identified and/or preserved for historical purpose's, are listed in Table 5.1. The identification of these historical resources serves as a reminder to the community of the origins and traditions of the Town.

POLICY

Encourage and promote the restoration and rehabilitation of historical structures and sites.

IMPLEMENTATION

The Town Board recognizes the Camillus Historical Society as the Town historian. That society has undertaken to inventory and publicize the sites and structures of historical significance in the Town. The Town Board should fund and support this society's efforts to draw attention to and promote interest in the preservation of historically significant sites and structures.

The Town Board has recently entered into a $1,940,000 contract to restore the Nine Mile Creek Aqueduct and the restoration of the Erie Canal over it. This tremendous historical renovation project will start in 2008 and complete the next year. Under the continued outstanding stewardship of the Erie Canal Committee, the Town can expect for generations to come, significant visitors to the Town of Camillus, Erie Canal Park.

Open Space

Open space lands consist of natural, undeveloped lands, which are not included in any of the foregoing categories. Open spaces are highly valued for the breaks from suburban sprawl and the protection of natural features that they provide. They also have aesthetic value, separate

incompatible land uses, delineate neighborhood boundaries, facilitate outdoor living and recreation, and serve as critical habitats for many species of plants and animals. Furthermore, open space systems help guard against erosion, flooding, and water deterioration by protecting important land and water resources.

POLICY

Encourage developers to leave open space within development projects and promote the linking of natural, undeveloped areas into a continuous green space system.

IMPLEMENTATION

The Town Subdivision Regulations require that five per cent of the lands of any area to be developed must be dedicated to a public or private recreational use. The regulation further states that in the event, that suitable parklands cannot be situated within a given development, that a payment in lieu thereof must be made. Because of the present extensive inventory of Town owned parks and recreational lands, it is the policy of the Town to urge developers to make the payment in lieu of as a means of developing a capital improvement fund for the purposes of renovating and expanding existing facilities. Nevertheless, it is recognized that neighborhood parkland may be desirable, particularly in new developments, however, should such neighborhood parklands be approved, they should be maintained by homeowner associations created for such a purpose.

III. RESIDENTIAL LAND USE

GOAL

A living environment that accommodates a broad spectrum of residential needs, conveniently situated to serve basic everyday needs and appropriately buffered from non-residential uses.

BACKGROUND

The Town is predominantly a residential community and offers a wide variety of housing opportunities, which range from rural estate lots to patio homes and apartments. During the past twenty years there was a migration of many young adults out of the Town and the population declined slightly. Despite this slight decline there has been an increase in the number of housing units in the Town. Growth in the number of housing units in the face of declining total population is explained by a decrease in the average number of persons per household. The average household size has been decreasing due to increases in the number of single-parent households, increases in the number of elderly and increases in the average age of couples that marry.

In the past several years developers who are known for their residential developments have purchased several hundred acres of land situated within the First and Second Wards of the Town. As of this date over 400 acres have been approved for residential home building and of

those approximately half have already been built upon. In addition to the acreage which has been purchased by developers, there are approximately 500 acres presently being offered for sale in the same area.

Significant development has begun in the Second Ward. It should be also noted that there is reason to believe that large tracts of land within the Second Ward may be developed sometime in the near future. Public sewer and water can be extended to most of the Second Ward and because much of the Second Ward is relatively flat, the expansion of public sewer and water will allow for a high density of development.

Over the years developers have employed several land planning techniques and designs for their subdivisions. Those subdivision development techniques and designs are: large lot subdivision, strip lot development, grid layout, and clustering and planned unit development. Each of these designs and techniques has its own peculiar advantages and disadvantages and as a result, a variety of housing types and neighborhood settings are available in the Town. It is important that future developments incorporate the most appropriate designs and techniques, which are compatible with the area and its topography.

The single-family detached home has been heralded as the ideal American home; however, as social and economic changes have occurred, other housing types have recently proven to be more in demand. The other housing types, which have become popular, are Town houses, patio homes, apartments and factory-built homes. Another trend has been to the condominium form of ownership with homeowners associations owning green space and recreational facilities.

POLICY

- Protect existing residential neighborhoods from the encroachment of incompatible land uses.

- Appropriately locate new residential development with respect to the natural environment, community facilities and services and transportation systems.

- Resist the conversion of residential uses to commercial uses along west Genesee Street west of Knowell Road.

- Encourage the construction of a broad array of housing types to provide diverse housing opportunities.

IMPLEMENTATION

The Town supports the development of residential use as is reflected by the revised zoning maps dated June 2007. The Town Board should continue its long-term budget plan facilitating the extension of public water and public sewers to residential developments.

The continuation of certain lands as working farms is anticipated to exist for many years. However, experience has demonstrated that suburban residential life occasionally can be incompatible with farming operations. The State Legislature in the Right to Farm Act has addressed this conflict and local zoning has been found to be useful by creating a Rural Residential Zoning District which requires a larger minimum-sized parcel for those people who wish to live in a rural atmosphere and yet not be inconvenienced by neighboring farm practices. Hence, the Rural Residential Zone with a two-acre minimum lot size should be continued for such areas.

The land bordering Munro Road, south of Lyons Road has been identified as having significant sub surface rock. That area will never be serviced by public sanitary sewers and can only be developed with raised beds. Lots in this area should be rezoned Rural Residential as recommended by the Onondaga County Health Department. There are other areas in Ward I which should also be considered for rezoning to a lower density such as those areas of severe topography serviced by narrow country roads. Rezoning to a lower density will minimize the terrain alterations and minimize the traffic on these rural roads.

There has been a trend in the last ten years toward the conversion to non-residential use of residential structures situated along very busy arterial and collector streets. Rezoning some of those parcels to professional or limited business office use as a transitional use is a useful zoning tool to address the evolution. This zoning category allows for a non-residential use which is the least intrusive upon the abutting residential neighborhoods and which also allows the opportunity for property owners to convert to an economic use which is presently viable. Those areas similarly situated, which have not yet been rezoned, should be identified and such transitional zoning should be put in place.

IV. COMMERCIAL LAND USE

Contain the existing commercial land usage and only allow appropriately sized and located new commercial shopping and business office development.

BACKGROUND

Presently the Town has a variety of commercial areas, which vary from stand-alone establishments to large strip malls with multiple national brand stores. Camillus Commons formerly Camillus Mall, has been redeveloped. It is now anchored by Lowe's, a Super Wal-Mart and some smaller chain stores and can be considered a regional shopping center. Across from Camillus Commons, the area from Richlee Drive to Vanida Drive has been developed with the addition of a stand-alone bank as well as two small strip malls with four to five tenants. Fairmount Fair, which was originally reconstructed 20 years ago as an enclosed mall, has recently been converted to a strip center and is currently undergoing major renovations, with the addition of a new stand-alone Target and the addition of new tenants to the strip mall. As the Town expands there will arise a need for more small strip centers and stand-alone commercial buildings. The arrival of the convenience store/gas station has highlighted the demand for neighborhood services, the need for which has apparently not yet been fully satisfied. It is likely that in addition to these convenience stores residents will want additional "close to home" commercial services to fulfill day to day shopping and service needs.

The recent redevelopment of some commercial sites in the Fairmount area must be noted. As a result, the Town Board commissioned the "West Genesee Street Land Use Circulation Study" and has applied for and has received grants to facilitate the further redevelopment of this area. The Town intends to change some Town roads in this area by realignment or extension and also to construct certain streetscape amenities to compliment the investment in redevelopment by property owners. Currently the Town is securing funding for Phases 3 and 4 of the streetscape. Sidewalks and decorative lighting has been added in Phases 1 and 2 along West Genesee Street from Onondaga Road west to Germania Ave. The Town Board has directed the Planning Board to require these amenities to any redevelopment along the West Genesee corridor. Such amenities also have been included in the redevelopment of Camillus Commons, Kasson Road and the northern side of West Genesee Street opposite Camillus Commons.

In addition to the streetscape Town project for the Fairmount area, the Town wants to also promote greater buffering for the adjacent residential homes behind the commercial development along West Genesee Street. This has resulted in the consideration of extending the commercial districts to a depth of a setback of approximately 365 on the north side of West Genesee Street from Onondaga Road west to Mackay Avenue. Developers would need to acquire the additional lands and submit a redevelopment site plan before the Town Board will entertain a zone change application to extend the depth of these commercial zones.

Recently, Modular Comfort Systems, Inc., which was located in the Village of Camillus, approached the Planning and Zoning Committee regarding relocation in the Town. Although such a use could be accommodated in existing zoning districts, it was felt that because of the rather passive nature of the operation and the low traffic volume which such a technology based

business would generate, a new zoning district should be considered. The committee reviewed and proposed for adoption a new zoning district which was designated "General Business Office" and which allows a mix of administrative office uses and personal or professional services which are not of a general retail shopping nature. This zoning district could be beneficial to other like operations and also have application to other areas in the Town. It is anticipated that such a zoning district will be harmonious with commercial or residential uses next door.

During the past ten years many of the residential parcels fronting West Genesee Street between Yorkshire Boulevard and Richlee Drive have been rezoned to business office use. Proposals to convert the remaining residential properties to office or retail use within or in close proximity to these commercially developed properties should be considered only when there has been a substantial change in the character of the parcels and only when satisfactory parking and site design can be demonstrated and adverse traffic impacts minimized.

Along West Genesee Street from Knowell Road to the Village line there is a mixture of uses on both sides of the street, which have occurred within the past fifteen years. Some rezoning from Residential to LBO was done to allow limited business uses on certain parcels. There may be a need to consider further zone changes to allow the conversion of uses on other parcels in this area, particularly on the south side of West Genesee Street. However, at this point the Town Board elects to defer making any such decisions without having a specific application before it for consideration.

In 1996 the Planning Board approved the site plan for the Planned Office Development known as Medical Center West on West Genesee Street, which site for many years had been an office building for GTE. This site is now a diversified medical service facility, which offers acute medical care as well as a broad range of medical service providers. However, there were approximately twenty acres behind the structure, which was available for development consistent with the POD Zoning District, but none materialized. Recently a developer approached the Town Board for a zone change on that parcel and submitted a plan for 34 "empty nester" patio homes. Presently that residential project is approved and homes are being constructed.

There is another commercial corridor that is developing into a significant entity and that is the area along Milton Ave and Hinsdale Road. On the Northeast corner are Home Depot, Staples, a few smaller stores and a motor vehicle tire center. Across Milton Ave is the former Grossman's now housing an Aldi's and a bargain building material store. On the Southwest corner is the revitalized Elm Hill Plaza which houses a number of smaller commercial establishments. Across Route 5 from Southern Container is a significant parcel of about 66 acres that will house the Township 5 project. This project consists of a mixture of residential apartments and retail stores in a "town center" setting. It will offer movie theaters, national retailers, regional retailers, small shops and will generally provide an array of shopping, dinning and indoor recreational activities that will result in Camillus having within the Town most of the services its residents require. This project will also attract persons from outside the Town because of its easy access via the Route 5 interstate highway. Construction of this project will start in 2009.

The Village of Camillus presents a unique opportunity for commercial shopping and services. Its location and its historical attributes should be capitalized upon. Its economic viability as a governmental entity will be significantly enhanced if its commercial main street is rejuvenated. The Village has recently adopted its own Comprehensive Plan to accomplish this. Recently, Camillus Cutlery, the Village's major industry has closed its doors after 130 years. This site may now offer an opportunity for commercial development that could enhance the Village as a desirable place in which to shop and reside.

The West Hill presently has undeveloped commercial and business office opportunities at the Wellington Planned Unit Development. There are some established commercial entities between Wellington and Bennetts Corners Road which have existed for many years and which have not been inimical to the existing rural residential character of the area. Recently the lands on the northeast and northwest corners of Bennett's Corners Road and West Genesee Turnpike, excluding the gas station were encumbered by an Agricultural Conservation which restricts these lands to only Agricultural related businesses.

From 1961 until June of 1998 there were only two fixed commercial zoning district classifications. During the 1970's, two floating commercial districts were created and designated CP (Planned Commercial) and IP (Planned Industrial). On June 28, 1998 a new Zoning Code was approved and within it five homogeneous classes of commercial districts with dissimilar impacts were created. The allowed uses within these districts were established pursuant to principal use categories which number twenty-three. This approach has worked well although some additions of allowable uses in certain commercial districts should occur.

POLICY

- Require buffering of all commercial properties from contiguous residential uses.
- Encourage and facilitate the modernization of the existing commercial development in the Fairmount area with adequate setbacks and buffering.
- Promote the rehabilitation of commercial opportunities in the Village.
- Promote the incorporation of the "Streetscape" along the West Genesee Street commercial corridor.

IMPLEMENTATION

. Rezoning residential properties for non-residential use is always difficult because more often than not, those properties abut at the rear other residential properties and the integrity of those residential neighborhoods must be preserved. In recent years the Town Board has refused to grant single lot zone changes and has instead only rezoned areas as a means of updating zoning to present usage demands. It is recommended that the Town Board continue this practice of rezoning and also of containment where appropriate, as recommended by the policies stated hereinabove.

Site plan approval by the Planning Board, although originally enacted in the mid-eighties and applied in a limited fashion, has become in recent years a prevalent practice and required procedure for all uses other than single-family dwellings. It is the modern planning tool which provides the Town with the oversight required to insure responsible development. Site circulation and parking, buffering and screening, landscaping, pedestrian facilities, outdoor lighting and architectural form and materials are most of the important elements considered by such a review. Suggested standards for these elements in the Fairmount area are contained in the "West Genesee Street Land Use and Circulation Study" which is incorporated in this Plan by reference and which document should be reviewed by developers. The Planning Board should continue to inform itself regarding all of these aspects and require such facilities as will ensure responsible development and the minimization of any adverse impacts to neighbors and the community at large.

V. INDUSTRIAL DEVELOPMENT

GOAL

Encourage industrial development, which is suitably located and compatible with the existing character of the Town.

BACKGROUND

Including the Allied Chemical/Honeywell waste bed lands, the Town presently has approximately thirteen hundred acres, which are zoned Industrial. Notwithstanding that, there is only one industrial operation in the Town. All of the acreage currently zoned Industrial has been in place for more than ten years and but for Southern Container has not been developed. This underscores the fact that Camillus has a very small industrial tax base; nevertheless, the Town has attributes, which should make it attractive to industrial development. Obviously there is much more land zoned for industrial use than realistically can be expected to be developed. Therefore the Town should focus upon those lands, which offer the best in accessibility and infrastructure to support the requirements of smaller industry.

All of the lands formerly used by Allied Chemical in conjunction with its waste bed operation are zoned "Industrial". Due to the subterranean composition of these lands heavy industrial development would not be feasible and a substantial portion of them will continue to be dedicated to be used as waste beds. However, there is a significant amount of buffering properties with road frontage, which could be converted to another use without disturbing the waste beds themselves. Consideration to changing the zoning of such buffering properties should be given only upon receipt of a specific application.

In the Northwest corner of the Town, there is industrially zoned land that borders the Erie Canal Park and Newport Road. This area should be restricted to light manufacturing and the 300 feet deep residential zone along Newport Road should remain intact to protect the historic and residential character of that area.

POLICY

- Encourage development of smaller industry sites for the Town
- Allow zone changes to the "Industrial" zoned areas that may better serve the needs of the community.
- Use GIS to identify potential development sites.

IMPLEMENTATION

The determination, of which lands are suitable for industrial development and which are not, requires careful consideration of topography, the transportation system, the availability of utilities and surrounding residential development. The existing rail system and interstate highways which traverse the northeastern sector of the Town would seem to justify the large amount of industrial zoning located in that area; however, the residents of that area should be consulted to determine the areas which could be developed for non-industrial usage without impairing the quality of life of those who live in that area. The consideration of limited sales and service commercial zone changes to provide local convenience shopping for some of the outlying residential areas which abut these industrial districts, should be entertained by the Town Board.

The face of industry in the United States and in particular Central New York has changed from large production factories which produced obnoxious noise and air emissions, to high tech manufacturing and assembly. Camillus must consider itself to be a competitor with other townships in attracting the new types of industrial users and therefore the cooperation of the Town, the County and the West Genesee Central School District is essential. Tax concessions are necessary in order to attract the new industry and those tax concessions need to be offered jointly by all governmental units. The Town and the West Genesee Central School District have adopted implementing resolutions, which provide for the real property tax benefits of §485B of the Tax Law. This tax incentive must be continued and any other benefits, which are allowed by State law, should also be implemented when made available.

GIS mapping with the appropriate data can be used to generate a report listing the available areas meeting all of the criteria desired by a developer. For example, the GIS could generate a map showing all parcels zoned Industrial that are greater than two acres which are within five miles of a major highway and have available gas and sewer service. The GIS could therefore be used to pre-qualify potential locations for development.

A reasonable tax burden and stability of tax rates will be enhanced by the development of a sound industrial base. Therefore, the Town should promote the development of industrial zoned lands. Since each industrial development proposed for the Town will require site plan approval, which process will often result in a public hearing, broad-based community support for such development is essential.

VI. TRANSPORTATION

GOAL

Establish a safe, efficient and reliable transportation system within the Town of Camillus, which will meet the needs of the present and future population.

To implement this goal the streets of Camillus have been functionally classified, which classifications take into account the volumes of traffic expected to be carried, the number of access points and their role in the overall transportation system of the Town.

ARTERIAL STREETS

DEFINITION

Arterial streets move a large volume of traffic through and around the Town and to neighboring communities. Average daily trips are typically 5,000 to 22,000. Access is a secondary function and the degree to which access is controlled depends on the importance of the street to regional traffic flow.

DESIGNATED ARTERIAL STREETS

NYS Rte.321/Bennett's Corners Rd (South of Rte 5)
Hinsdale Road
Howlett Hill Road
Horan Road (Rte 695 to Milton Ave)
Kasson Road
Knowell Road
Milton Avenue (East of Knowell)
NYS Rte. 695
NYS Rte. 5
Newport Road (South of Rte 5)
Onondaga Road (Rte. 173)
West Genesee Street
West Genesee Turnpike

POLICY

- Strip lot development should not be allowed along arterial streets.
- Sub-division development should allow for internal local street access or from internally connecting local streets.
- Promote less dense usage for properties abutting arterial streets.

IMPLEMENTATION

Arterial streets directly connect Camillus with other Townships and carry large volumes of through traffic. In order to minimize the congestion which tends to occur on these streets, it is necessary to plan development along these streets in such a way as to channel local traffic onto collector streets. Such collector streets should be planned to intersect at places along the arterial street, which are controllable and have a safe line of sight.

The preservation of West Genesee Turnpike between Ike Dixon Road and Bennetts Corners Road will be enhanced if a collector street is constructed at a point approximately 700' north of West Genesee Turnpike, which connects Ike Dixon Road with Bennetts Corners Road and which also could be connected to West Genesee Turnpike by a collector street constructed perpendicular to it opposite Daniluk Drive. This would have the effect of channeling all development along it onto West Genesee Turnpike at three points, two of which are presently controlled by signalization and the other one, which could be signalized in the future. The full concept of this will not happen since the undeveloped land on the Northeast corner of Bennetts Corner Road has been placed in a land preservation easement, limiting the two access points to Ike Dixon Road and possibly opposite Daniluk Drive. The other obvious result of such a proposed collector street would be to encourage future development in this area to occur in neighborhoods, which could be interspersed with green space thereby promoting the preservation of the rural character of the area. Although the topography south of West Genesee Turnpike would not lend itself to a collector street similar to that which is proposed on the north side of the Turnpike, to the extent possible, interconnecting streets between developments situated on the south side of the Turnpike should be required such as has been provided for in the approved plans for the Wellington Planned Unit Development and Ashen Meadows Subdivision. Traffic counts in 2002 indicate that West Genesee Turnpike carries 18,100 vehicles per day, which are predominantly commuters and commercial traffic. Today it is estimated that the vehicular traffic for this section of roadway is over 21,000 vehicles per day. To facilitate this commute and commercial traffic and also to promote the safety of that traffic, development which will result in additional curb cuts along this roadway must be critically analyzed.

Along the other previously designated arterial streets it would appear that the construction of parallel collector streets is less feasible. Existing development along these streets as well as area topography does not lend itself to the establishment of a parallel collector roadway system in conjunction with future development. Nevertheless, it is advisable to carefully plan development along these streets to require interconnections between contiguous landmasses.

With revitalization of Camillus Commons, additional turn lanes and signalization were added to West Genesee Street and its intersection with Kasson Road. With those recent highway improvements in place the traffic in that area today flows very well.

Van Buren Road has become a heavily traveled street due to its close connection with Exit 39 of the State Thruway and also as an alternate to Rte. 690 between the State Fair Grounds and Baldwinsville. The improvement of the railroad bridge crossing several years ago has contributed to the desirability of using VanBuren Road as an alternate route for north/south traffic in this area. In order to preserve its moderate rate of speed and to minimize the adverse impact of new driveways and connecting streets onto VanBuren Road, future development along it must be carefully reviewed. Six parcels of sixteen or more acres abut VanBuren Road from lower Armstrong Road to the Town line on the east side. The development of these parcels should be designed such that few curb cut connections are allowed. There is a thirty-three foot strip of land in this area, which was conveyed to the Town in 1905 for the purpose of establishing a collector

street. This strip is still owned by the Town and could provide a perpendicular collector street to VanBuren Road.

In conjunction with the recently approved Townships 5 Project, a new Town highway has been designed which will directly connect Hinsdale Road with Bennett Road along the southerly boundary of that site. This new road in addition to facilitating access to the Township 5 site will function as a collector and most significantly as a commuter highway. This new highway will encourage commuters to utilize West Genesee Street to Knowell Road to the new highway as the most direct and fastest route for commuters to gain access to and from the Route 5 bypass. This would also reduce the rush hour traffic at the Hinsdale Road and Milton Ave. intersections. This anticipated significant increased use of Knowell Road may necessitate a highway improvement project for Knowell Road which may involve an increase in its capacity by widening. Such a project probably would involve widening to the east which would appear to be the least intrusive to properties along the way. This being so, in anticipation of it the Town should discourage development along the easterly boundary of Knowell Road

Parcels fronting arterial streets should be required to have a lot width not less than 150'. The front yard set backs for such lots optimally should be 100', but in any event should be double that, which would otherwise be required by the underlying zoning district.

COLLECTOR STREETS

DEFINITION

Collector streets move small volumes of traffic between various connecting residential, commercial, local streets to each other and to arterial highways. The average daily trip volume is 1,500 to 5,000 cars with peak-hour traffic of more than ten percent of the daily volume. Service to abutting land uses is a secondary function.

DESIGNATED COLLECTOR STREETS

Airport Road
Armstrong Road
Belle Isle Road
Bennett Road
Ike Dixon Road
Gorge Road (Rte. 174)
Munro Road
Newport Road (north of Devoe Road)
Rolling Hills Road
Scenic Drive
Warners Road
Winchell Road
Van Buren Road

POLICY

- New collector streets should intersect with other collector streets serving adjacent developments.

- Driveways on collector streets should be designed such that vehicles enter onto the collector street proceeding forward and if necessary, on-site driveway turnarounds should be created.

- When a corner lot fronts both a collector street and a local street the driveway should be located so that it accesses the local street.

- Side-by-side driveways which access collector streets should be encouraged so as to minimize the points along collector streets at which turning movements occur.

LOCAL STREETS

DEFINITION

Typically the average daily trips are from 100 to 1,500 with peak-hour traffic volumes increasing by about ten per cent of the daily volumes. Local streets should not carry through traffic as moving traffic is a secondary function.

DESIGNATED LOCAL STREETS

All streets not hereinabove designated as either an arterial street or a collector street shall be considered as a local street.

POLICY

- Local streets should be laid out so that their use by through traffic is discouraged.

- The geometrics of local streets should promote reduced speeds.

LONG TERM CONSIDERATIONS

The road building heyday of the fifties and sixties may be gone forever, and therefore, the construction of new arterial streets by the joint venture of the State and Federal governments in the near term would not appear to be likely. Traditionally, Onondaga County and the Town have not built streets but instead have limited their participation to the reconstruction and improvement of existing streets, which is only accomplished on a highway safety priority basis. The following list represents an enumeration of long-term highway projects, which should be undertaken. These projects are: 1) re-establishment of Belle Isle Road across the Allied Waste beds; 2) re-establishment of Bennett Road across the Allied Waste beds; 3) preservation of abandoned railroad and trolley beds for future transportation and/or recreational uses.

Existing streets will continue to become more congested as public funding for transportation projects continues to decline in the face of tightening budgets. Therefore, the Town must depend on the present network of streets to meet its transportation needs for well into the future.

Management of those streets by regulating the intensities and patterns of land used along them is critical to the long-term safe and efficient movement of people and goods within the Town.

VII. COMMUNITY INFRASTRUCTURE AND SERVICES

GOAL

Promote and support a full range of community infrastructure and services.

Water Distribution Systems

BACKGROUND

Most of the Town is served by public water. The areas not supplied by a public water supply system obviously must rely on ground water to fulfill their needs until such time as they are incorporated into a public system. A problem will arise in those areas if ground water quality or quantity deteriorates to the point that it can no longer meet the needs. The protection and conservation of groundwater supplies is less expensive over the long term than a required but uneconomical extension of a public water supply system.

In the mid-eighties the Town commenced extending public water into the rural portions of the Town and as a matter of policy subsidized many of those installations. The Newport Road Water Improvement Area was the first. That was followed by the West Hill Water Improvement Area and its tank and other facilities which were designed to serve most of the area lying between Newport Road and Ike Dixon Road north to Canal Road where the Newport Road Water Improvement Area terminated. In order to complete water service availability throughout the Westhill, a second water tank is required. The Belle Isle area water system was upgraded during 1996 and now has the capability to serve much of the northeastern sector of the Town with public water.

POLICY

- Extend water service as warranted by demand.
- Conserve and protect all water aquifers.

Sewage Disposal

BACKGROUND

Public sanitary sewers serve almost all of the Third, Fourth, Fifth and Sixth Wards of the Town. Recently, the Town approved the creation of the Onondaga Road Sanitary Sewer District, which will immediately bring sanitary sewers to properties along Onondaga Road between Terrytown Heights Drive and the Town of Geddes boundary. The creation of this district was facilitated by a grant obtained from the Clean Water/Clean Air Bond Act. It is anticipated that in

the near future sanitary sewers may also be made available to Gulf Road and to the Westholm Park subdivision.

The Greenfield Village treatment plant has been converted to a pump station and thereby makes public sanitary sewer service available to the west and north of it. With the anticipated development in the Second ward along VanBuren Road, it is expected that this facility will make possible the extension of public sanitary sewers in this area.

In 1995, Onondaga County built the West Hill sewer interceptor which has made it possible to furnish sanitary sewer service throughout the Rolling Hills Road/Ike Dixon Road sector of the First ward, thereby serving the Fox Chapel development as well as some of the more recently approved subdivisions in that area. The interceptor is fed by sewage pump stations and will allow for development to the North and West.

The Hudson Farm on Munro Road on the East Hill has been placed in a perpetual agricultural easement. Based upon that occurrence and the high demand for the funding of other sewer extension projects elsewhere in the County, it is highly unlikely that the East Hill will be served by a County sewer extension in the foreseeable future. Therefore, any development on the East Hill should have appropriately sized lots to accommodate on-site septic systems.

POLICY

- Encourage the County to eliminate the requirement for dry sewers in developments on the East Hill since it appears that the East Hill trunk sewer extension will not be constructed.
- Extend existing sewer mains as warranted by demand.

Storm Water

BACKGROUND

Under DEC regulations the Town of Camillus is an MS4 Community, which mandates that there shall be no increase in the off site discharge of storm water from any new development. Therefore all new subdivisions and non-residential development sites are required to construct detention facilities. The Town is now requiring that all of these detention facilities be maintained by the property homeowner associations or owners. There are a number of these facilities which were built before the MS4 Regulations became effective for which the Town is responsible to maintain. Many of these detention ponds either border or are in the middle of a sub-division. Residents are requesting that these ponds be better maintained with regularly scheduled mowing and landscaping. This will be an additional burden on the Town's resources. The Town will be considering the formation of drainage districts as a means to fairly assess the costs of maintaining such facilities.

POLICY

- Require drainage districts for all new subdivisions to include retention ponds and their maintenance
- Require maintenance agreements with property owners for all detention facilities.
- Where feasible, require retention ponds to be a "common area" or as part of existing "common areas", and their maintenance to be the responsibility of a homeowner's association.

Solid Waste

BACKGROUND

The Onondaga County Resource Recovery Agency (OCRRA) pursuant to contractual agreements with Camillus as well as most of the other municipalities in the County is responsible for receiving all solid waste generated in the Town and has the capacity to handle all waste which can conceivably be generated in the near term. The Town by local law has itself undertaken to control the Town's residential waste and provides by contract for the collection of it. In addition, the Town Highway Department as it has for many years is collecting brush and other yard waste.

Presently, the Town is operating a Construction and Demolition Landfill pursuant to a Closure Order with the DEC on top of Waste bed #15 created by Allied Chemical Corporation which lands are now owned by Honeywell International. This facility has been designated as a facility, which is a part of the Onondaga County Solid Waste Plan and accepts waste, which is generated only in Onondaga County. This facility is not only presently providing a needed disposal site for Onondaga County generated waste, but also has provided the Town with a significant income stream which is available to help defray the cost of local general municipal services.

POLICY

- Maintain a system of curbside collection of solid waste from households.
- Maintain a system of curbside collection of brush and other yard waste by the Town Highway Department.
- Utilize the facilities provided by Onondaga County for disposition of solid waste, including the disposition of recyclable materials.
- Continue the operation of Construction and Demolition Landfill.

Recreation

The availability of recreational facilities has a significant positive effect on the desirability of the Town as a place to live, work and visit. The Town itself owns and maintains thirteen public parks. Also the Town cosponsors organized recreation at school playgrounds, sponsors a senior citizen's center in the Village, and maintains two museums and historic restoration projects known as the Octagon House and the Erie Canal Park There are also a variety of other private and commercial recreational facilities including riding stables, a sportsman's club with firing range, five golf courses, tennis clubs, fitness centers and miniature golf.

The Erie Canal Park is a unique facility in the Town. With the new statewide trail running through this park coupled with the reconstruction of the aqueduct, it is anticipated that the park will be a significant tourist attraction for the Town. The desire of the State to relinquish lands south of Route 5 and to the east of Newport Road which are a part of the old Erie Canal Feeder, could provide a unique opportunity to both the Town and Village by providing for pedestrian access from the Erie Canal Park to the Village.

It would appear that the existing publicly owned and/or supported recreational facilities together with the existing private and commercial recreational facilities are adequate to meet the needs of the existing population.

POLICY

- Maintain recreation sites to encourage maximum utilization.
- Encourage and coordinate joint use of Town and school district recreation facilities.
- Seek State and Federal aid with the assistance of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).
- Promote citizen and private organizational interest in the creation, support, policing and maintenance of recreation facilities.

Libraries

The Town is served by two libraries; namely, Maxwell Memorial Library, which was founded in 1927 and the Fairmount Community Library, which was founded in 1956. Over the years the Town has subsidized the operations of each library. Recently, the Town has worked with each of the libraries in their effort to strengthen and expand these facilities to continue to provide a high quality of services to the residents of the Town.

POLICY

- Continue to support funding of the Town's library facilities.

Public Safety Services

The Town is served by its own police department and by five volunteer fire organizations. In 1998, a town-wide ambulance district was created to meet the emergency response needs of the Town and currently the Town contracts with WAVES to provide this service. The Town Board, which has adopted a merit service award program for the volunteer members of these organizations, handles the coordination and funding of all of these services.

The Town is presently adequately served by all of its public service organizations. These organizations are continually educating their members and updating their equipment. They provide a very efficient and beneficial service to the Town. Currently the Town has hired a consultant to review all emergency services provided to the Town to ensure that the Town is providing the most efficient and cost-effective service to the residents.

POLICY

- Maintain efficient public safety services, which will adequately meet the needs of the residents.

IMPLEMENTATION

The provision of community infrastructure and services is a primary function of the Camillus Town Board. It should continue to monitor the adequacy of the existing facilities and appropriately fund maintenance and capital improvements.

VIII. CONCLUSION

A Comprehensive Plan must be a flexible document and its goals and objectives are to continually evolve based upon what occurs by way of demographic changes and economic trends. This Plan outlines what needs to be done and how to do it in order to ensure that the community grows in an orderly, well thought out fashion and that the needs of the Town will be met in the coming years. It is not a static blue print of how to get to some specific end point, but rather should be viewed as a living document that provides continual guidance for the work of the Town leaders and staff. At some future time, the Planning Board should initiate a review of the Plan. Any suggested changes to the Plan would be referred to the Town Board for its consideration. It is recommended that the Plan and the Survey & Analysis be reviewed each five years.