

# **THE VILLAGE OF LANSING GREENWAY PLAN**

Prepared by The Village of Lansing  
Greenway Committee With funding from  
the New York State Council on the Arts

May, 1994

---

# THE VILLAGE OF LANSING GREENWAY PLAN

**Prepared by the Village of Lansing Greenway Committee:**

Philip Dankert, Parks and Recreation Committee  
Edward J. Hickey, Planning Board Chair/Past Greenway Committee Chair  
Carol Klepack, Planning Board/Greenway Committee Chair  
Susanne T. Lorbeer, Conservation Advisory Council  
Dennis Reinhart, Department of Public Works

Tompkins County Planning Department, James W. Hanson, Commissioner  
Jeanne M. Barrett  
Joan Jurkowich  
Tracey Smith

Scott Whitham, Land-Use Planner, Ithaca, New York  
Corry Buckwalter  
Rachel Sterling

Anne McClellan, Neighborhood Open Space Coalition, New York, New York

John Reis, Photographer, Ithaca, New York

**May, 1994**

**This report was funded in part by a design grant from the  
New York State Council on the Arts**

# **THE VILLAGE OF LANSING GREENWAY PLAN**

**Prepared by the Village of Lansing Greenway Committee:**

Philip Dankert, Parks and Recreation Committee  
Edward J. Hickey, Planning Board Chair/Past Greenway Committee Chair  
Carol Klepack, Planning Board/Greenway Committee Chair  
Susanne T. Lorbeer, Conservation Advisory Council  
Dennis Reinhart, Department of Public Works

Tompkins County Planning Department, James W. Hanson, Commissioner  
Jeanne M. Barrett  
Joan Jurkowich  
Tracey Smith

Scott Whitham, Land-Use Planner, Ithaca, New York  
Corry Buckwalter  
Rachel Sterling

Anne McClellan, Neighborhood Open Space Coalition, New York, New York

John Reis, Photographer, Ithaca, New York

**May, 1994**

**This report was funded in part by a design grant from the  
New York State Council on the Arts**

L

# **THE VILLAGE OF LANSING GREENWAY PLAN**

**Prepared by The Village of Lansing Greenway Committee  
With funding from the New York State Council on the Arts**

**May, 1994**

---

Dear Mayor Wixom:

Transmitted herewith to you and the Board of Trustees is a copy of The Village of Lansing Greenway Plan as approved by the Greenway Committee.

This Plan will serve as a guide for the development of a comprehensive network of parks and recreation system consisting of bikeways, walkways, park land, and designated natural areas. It will assist Village officials in deciding where to build sidewalks and bikeways; aid the Planning Board in identifying lands to be exacted through the subdivision process; and alert developers to the lands the Village desires for recreational purposes.

The Plan will also ensure that any improvements to be made or any lands to be obtained by the Village are coordinated and placed within the broad context of the Greenway thus becoming an integral part of the community's open space. This will result in an environment which is safer for recreational activities as well as pedestrians; and one that will enhance the quality of life for all residents.

I have enjoyed working on The Village of Lansing Greenway Plan throughout this past year. The Greenway Committee has contributed much time and energy to this project, and I would like to thank each member for participating. I welcome the opportunity to work with them again in the future.

Sincerely,

Carol Klepack  
Greenway Committee



# EXECUTIVE SUMMARY

The Village of Lansing Greenway Plan was prepared for the Village of Lansing with the intention of creating a "walking Village" where children and adults can safely walk and bicycle to major destinations. An ad hoc Greenway Committee, established to complete the study, accomplished the following tasks:

Compiled and summarized residential surveys, commercial surveys, and past studies which documented the need and desire for such a Greenway Plan.

Planned a network of pedestrian and bicycle paths to connect all parts of the Village.

I/ Suggested locations for additional Village parks to serve the needs of present and future Village residents.

Mapped areas of unique scenic beauty.

Identified an area for a Village center.

Identified mechanisms for the implementation and maintenance of a Village Greenway.

The Greenway Committee's work resulted in a short-range and long-range plan as well as a guide for implementing the plans. The short-range plan identifies the

key elements of the Greenway system. This short-range plan is based on important destination points, existing sidewalks, paths, and easements, and linkages necessary for a cohesive plan. This Plan allows Village officials and residents to prioritize Greenway projects, begin negotiating with key landowners and developers, and prepare cost estimates for the first phase of the Greenway development.

Possible subdivision exactions form the basis for the long-range plan. Exaction possibilities from all parcels over two acres were considered in terms of their usefulness to an overall system of open space. This long-range plan allows the Planning Board to work with subdivision applicants to determine which portion of a lot should be incorporated into the Greenway system. In other words, this plan allows concerns for parks and recreation, open space, and pedestrian and bicycle pathways to be taken into account before a subdivision is approved. Subdivision exactions, in addition to land acquisition and existing pathways and easements, will establish the Greenway in a systematic fashion and concurrently with new development.

A third component of the Committee's work was to prepare a guide for developing the Greenway. The guide consists of identifying alternative methods for obtaining the use of land. For example, an easement may be needed in an established subdivision to provide connec-

tions to other parts of the Greenway. In addition to reviewing measures for obtaining the use of land, the Greenway Committee considered liability issues, funding sources for Greenway development, and maintenance concerns.

The final effort of the Greenway Committee was to develop a set of recommendations. Based upon the short-range and long-range plans as well as the guide for implementation, the Committee offers the following recommendations.

#### **Board of Trustees:**

- A. Approve The Village of Lansing Greenway Plan as a guide for the Planning Board when reviewing development proposals and as the Village's official recreation plan.
- B. Delegate to a standing Greenway Committee the responsibility for overseeing Greenway development and securing funding.
- C. Approve legislation which provides for a 'fee in lieu of parkland exaction.'
- D. Consider a Village Center to contribute to the establishment of a Village identity and anchor the Greenway.

#### **Standing Greenway Committee:**

- A. Investigate both public and private sources of funding for the Greenway such as the Intermodal Surface Transportation Efficiency Act and the Land and Water Conservation Fund.
- B. Apply for an Environmental Action Grant from the Rural New York Program.
- C. Implement the proposed linkages indicated in the short-range plan.

These recommendations are for the immediate future. Once the Board of Trustees assigns the responsibility of Greenway development to the appropriate committee or board, this group can more fully develop its charge and program. Suggestions for committee or board activities can be found in the last section of the full report.



tions to other parts of the Greenway. In addition to reviewing measures for obtaining the use of land, the Greenway Committee considered liability issues, funding sources for Greenway development, and maintenance concerns.

The final effort of the Greenway Committee was to develop a set of recommendations. Based upon the short-range and long-range plans as well as the guide for implementation, the Committee offers the following recommendations.

**Board of Trustees:**

- A. Approve The Village of Lansing Greenway Plan, as a guide for the Planning Board when reviewing development proposals and as the Village's official recreation plan.
- B. Delegate to a standing Greenway Committee the responsibility for overseeing Greenway development and securing funding.
- C. Approve legislation which provides for a 'fee in lieu of parkland exaction.'
- D. Consider a Village Center to contribute to the establishment of a Village identity and anchor the Greenway.

**Standing Greenway Committee:**

- A. Investigate both public and private sources of funding for the Greenway such as the Intermodal Surface Transportation Efficiency Act and the Land and Water Conservation Fund.
- B. Apply for an Environmental Action Grant from the Rural New York Program.
- C. Implement the proposed linkages indicated in the short-range plan.

These recommendations are for the immediate future. Once the Board of Trustees assigns the responsibility of Greenway development to the appropriate committee or board, this group can more fully develop its charge and program. Suggestions for committee or board activities can be found in the last section of the full report.

## EXECUTIVE SUMMARY

The Village of Lansing Greenway Plan was prepared for the Village of Lansing with the intention of creating a "walking Village" where children and adults can safely walk and bicycle to major destinations. An ad hoc Greenway Committee, established to complete the study, accomplished the following tasks:

- 4 Compiled and summarized residential surveys, commercial surveys, and past studies which documented the need and desire for such a Greenway Plan.
- Planned a network of pedestrian and bicycle paths to connect all parts of the Village.
- 4 Suggested locations for additional Village parks to serve the needs of present and future Village residents.
- r- Mapped areas of unique scenic beauty.
- Identified an area for a Village center.
- 4 Identified mechanisms for the implementation and maintenance of a Village Greenway.

The Greenway Committee's work resulted in a short-range and long-range plan as well as a guide for implementing the plans. The short-range plan identifies the

key elements of the Greenway system. This short-range plan is based on important destination points, existing sidewalks, paths, and easements, and linkages necessary for a cohesive plan. This Plan allows Village officials and residents to prioritize Greenway projects, begin negotiating with key landowners and developers, and prepare cost estimates for the first phase of the Greenway development.

Possible subdivision exactions form the basis for the long-range plan. Exaction possibilities from all parcels over two acres were considered in terms of their usefulness to an overall system of open space. This long-range plan allows the Planning Board to work with subdivision applicants to determine which portion of a lot should be incorporated into the Greenway system. In other words, this plan allows concerns for parks and recreation, open space, and pedestrian and bicycle pathways to be taken into account before a subdivision is approved. Subdivision exactions, in addition to land acquisition and existing pathways and easements, will establish the Greenway in a systematic fashion and concurrently with new development.

A third component of the Committee's work was to prepare a guide for developing the Greenway. The guide consists of identifying alternative methods for obtaining the use of land. For example, an easement may be needed in an established subdivision to provide connec-

# TABLE OF CONTENTS

**INTRODUCTION AND GOALS**..... 1

**SHORT-RANGE PLAN**..... 4

- Existing Village Sidewalks and Paths
- Proposed Pedestrian and Bicycle Paths
- Short-Range Plan Recommendations
- Short-Range Plan Map

**LONG-RANGE PLAN** ..... 11

- Parcel Recommendations
- Long-Range Plan Map
- Proposed Village Center

**DESIGN AND CONSTRUCTION GUIDELINES**  
..... 20

- Site Analysis
- Trail Materials On-
- Road Bicycling
- Adjacent Parcels
- Mixed-Use Trails
- Landscaping
- Lighting
- Accessibilitiy
- Cost Estimates

**IMPLEMENTATION GUIDE** ..... 37

- Greenway Toolbox
- Liability
- Sources of Funding
- Maintenance

**APPENDICES**..... 5 1

- Previous Surveys, Plans, Studies
- Sources





# TABLE OF CONTENTS

<b>INTRODUCTION AND GOALS.....</b>	<b>1</b>	<b>IMPLEMENTATION GUIDE.....</b>	<b>37</b>
<b>SHORT-RANGE PLAN.....</b>	<b>4</b>	<b>Greenway Toolbox</b>	
<b>Existing Village Sidewalks and Paths</b>		<b>Liability</b>	
<b>Proposed Pedestrian and Bicycle Paths</b>		<b>Sources of Funding</b>	
<b>Short-Range Plan Recommendations</b>		<b>Maintenance</b>	
<b>Short-Range Plan Map</b>		<b>APPENDICES.....</b>	<b>51</b>
<b>LONG-RANGE PLAN.....</b>	<b>11</b>	<b>Previous Surveys, Plans, Studies</b>	
<b>Parcel Recommendations Long-Range</b>		<b>Sources</b>	
<b>Plan Map</b>			
<b>Proposed Village Center</b>			
<b>DESIGN AND CONSTRUCTION GUIDELINES</b>			
<b>.....</b>	<b>20</b>		
<b>Site Analysis</b>			
<b>Trail Materials On-</b>			
<b>Road Bicycling</b>			
<b>Adjacent Parcels</b>			
<b>Mixed-Use Trails</b>			
<b>Landscaping</b>			
<b>Lighting</b>			
<b>Accessibility</b>			
<b>Cost Estimates</b>			

# INTRODUCTION

The primary intention of this Plan is to provide the Village of Lansing with a guide for the establishment of bikeways, walkways, and neighborhood parks. In offering this report, the Greenway Committee hopes to begin the process of creating a Greenway for the Village of Lansing.

The Greenway consists of a series of interconnected walking and bicycle paths that will eventually link residential neighborhoods to each other, to Village parks, to Unique Natural Areas (such as Esty Glen and Sapsucker Woods), to commercial centers (such as the malls), to public facilities (such as the Post Office and the Convenient Care Center), to recreational facilities (such as the YMCA and Village parks), and to vocational facilities (such as the Business and Technology Park) within the Village.

In the 1987 report of The President's Commission of American Outdoors, Greenways were cited as one primary element of their "vision of the future." The Commission saw establishment of these corridors as "one of this country's most important land based efforts for conservation and recreation in the next several decades", and called for a "prairie fire" of action to see a national system in place. By the latest estimates, at least 500 individual

*Murray Estates*

Greenway projects are currently being undertaken across the country. They range in scale from local initiatives to turn unused railroad beds or canal towpaths into hiking trails, to truly monumental efforts such as the nine-county Greenway in and around San Francisco and the Hudson River Valley Greenway where the eventual aim is to link Albany and New York in a continuous system.

The Village of Lansing's General Plan includes, as a goal, planning for the preservation of unique natural areas and provision of recreational facilities and parks. Previous surveys of residents have consistently shown a desire for just such facilities as the Greenway would provide (see Appendix A).

Residents of the Village of Lansing have a diversity of resources available to them. Beautiful scenery, views of Cayuga Lake, active farmland, residential neighborhoods, commercial centers, industry, health care facilities, recreational facilities, schools just beyond its borders, proximity to Ithaca, and the regional airport are all important reasons for choosing to live here. The only way to travel around the Village, however, is by car. Neighbors see each other mostly through their car windows. Children have to be driven to their friends' houses and to school, parks, and stores. There are no outdoor recreation areas accessible to most of the residents. The Village has no center, and no real identity.

By connecting the diverse areas of the Village of Lansing,

the Greenway Plan helps create a "walking village", where the pedestrian connections between residential areas and areas for public use are clear and accessible. In employing a system of Greenway corridors to both complement and offer an alternative to the existing transportation patterns, the Committee hopes to provide a tangible vision for the future form and identity of the Village itself. In designing a Greenway for the Village, the Committee has addressed the roles of recreation and scenic preservation, which are stated goals in the General Plan.

The Greenway Plan meets nine goals, which were established by the Greenway Committee at the beginning of the project:

1. Provide Village officials with a mechanism for decision-making regarding open space.
2. Design a Greenway that preserves environmentally significant features of the Village.
3. Foster a sense of local identity through careful attention to the "image" of the Village of Lansing.
4. Design a Greenway that is safe for pedestrians, bicyclists, and other users.



Greenway projects are currently being undertaken across the country. They range in scale from local initiatives to turn unused railroad beds or canal towpaths into hiking trails, to truly monumental efforts such as the nine-county Greenway in and around San Francisco and the Hudson River Valley Greenway where the eventual aim is to link Albany and New York in a continuous system.

The Village of Lansing's General Plan includes, as a goal, planning for the preservation of unique natural areas and provision of recreational facilities and parks. Previous surveys of residents have consistently shown a desire for just such facilities as the Greenway would provide (see Appendix A).

Residents of the Village of Lansing have a diversity of resources available to them. Beautiful scenery, views of Cayuga Lake, active farmland, residential neighborhoods, commercial centers, industry, health care facilities, recreational facilities, schools just beyond its borders, proximity to Ithaca, and the regional airport are all important reasons for choosing to live here. The only way to travel around the Village, however, is by car. Neighbors see each other mostly through their car windows. Children have to be driven to their friends' houses and to school, parks, and stores. There are no outdoor recreation areas accessible to most of the residents. The Village has no center, and no real identity.

By connecting the diverse areas of the Village of Lansing, the Greenway Plan helps create a "walking village", where the pedestrian connections between residential areas and areas for public use are clear and accessible. In employing a system of Greenway corridors to both complement and offer an alternative to the existing transportation patterns, the Committee hopes to provide a tangible vision for the future form and identity of the Village itself. In designing a Greenway for the Village, the Committee has addressed the roles of recreation and scenic preservation, which are stated goals in the General Plan.

The Greenway Plan meets nine goals, which were established by the Greenway Committee at the beginning of the project:

1. Provide Village officials with a mechanism for decision-making regarding open space.
2. Design a Greenway that preserves environmentally significant features of the Village.
3. Foster a sense of local identity through careful attention to the "image" of the Village of Lansing.
4. Design a Greenway that is safe for pedestrians, bicyclists, and other users.

# INTRODUCTION

The primary intention of this Plan is to provide the Village of Lansing with a guide for the establishment of bikeways, walkways, and neighborhood parks. In offering this report, the Greenway Committee hopes to begin the process of creating a Greenway for the Village of Lansing.

The Greenway consists of a series of interconnected walking and bicycle paths that will eventually link residential neighborhoods to each other, to Village parks, to Unique Natural Areas (such as Esty Glen and Sapsucker Woods), to commercial centers (such as the malls), to public facilities (such as the Post Office and the Convenient Care Center), to recreational facilities (such as the YMCA and Village parks), and to vocational facilities (such as the Business and Technology Park) within the Village.

In the 1987 report of The President's Commission of American Outdoors, Greenways were cited as one primary element of their "vision of the future." The Commission saw establishment of these corridors as "one of this country's most important land based efforts for conservation and recreation in the next several decades", and called for a "prairie fire" of action to see a national system in place. By the latest estimates, at least 500 individual

*Murray Estates*

5. Design a Greenway that is accessible to those residing, working, and shopping in the Village or visiting the area.
6. Encourage the use of alternative means of transportation.
7. Facilitate pedestrian/bicycle travel to and from adjacent communities.
8. Encourage local citizens and others to participate in Greenway development and maintenance.
9. Minimize the costs associated with developing and maintaining the Greenway.

Based upon the above goals, previous studies undertaken for the Village, and Committee recommendations, the Greenway Plan was developed. To guide its implementation and establish priorities, the Plan is broken down into a short-range plan and a long-range plan. Also, a guide for developing the Greenway was prepared. The short-range and long-range plans as well as the design and construction guidelines and the implementation guide are described in this report.

*Community Park*



## **SHORT-RANGE PLAN**

The purpose of the short-range plan is to indicate which connections should be a priority for Greenway development. The plan is based upon existing sidewalks and easements, bikeways and trails proposed by other organizations, destination points, and recommendations from the Greenway Committee. Each of these elements are described below and shown on the map at the end of this section. The short-range plan should be considered a starting point for developing the Greenway system.

### **Existing Village Sidewalks and Paths**

Several sidewalks have been constructed or are scheduled for construction in the Village. One starts at Cinema Drive at Small Mall and extends east through Gaslight Village and University Park Apartments to Uptown Village Apartments. Sidewalks also run along both sides of Triphammer Road from the southern border of the Village to Pyramid Drive. A sidewalk connects Triphammer to Dart Drive along Graham Road. Another sidewalk, which is adjacent to the Ramada, connects Triphammer to Pyramid Mall along Pyramid Drive. Finally, a sidewalk also connects Cinema Drive to Chateau Claire Apartments.

In addition to sidewalks there are several existing pathways. A grassway extends from Highgate Place east to Lansing West Apartments. There is a newly improved path from Graham Road to the east end of Cayuga Mall. Two other short paths connect Lansing Trails to Votapka Road and Pyramid Mall to Shannon Park.

The Village owns a few parcels which could be incorporated into the Greenway. The Village Park is located on Uptown Road. Another parcel is within Shannon Park. There are two small parcels and a strip of land for a pathway along the western edge of the Beck subdivision which will be dedicated to the Village upon completion of the subdivision. Finally, a walkway is located within the Kensington Subdivision.

### **Proposed Pedestrian and Bicycle Paths**

Cornell University and the Tompkins Coalition for Bicycle Transportation have conceptual plans for trails and bicycle paths within the Village of Lansing. These trails have been incorporated into the short-range plan. Cornell University has proposals on three parcels: a trail along the stream on the parcel south of Route 13 and east of Warren Road, within Sapsucker Woods, and within the Business and Technology Park. The Tompkins Coalition for Bicycle Transportation has recommended to the County that Class II bikeways be constructed along Route 34, Triphammer, and Warren Roads.

### **Destination Points**

There are certain stores, businesses, and facilities within the Village that residents bike or walk to frequently, such as Cayuga Mall. These locations serve as destination points within the Greenway Plan. The destination points chosen for the short-range Greenway plan include the commercial node at Triphammer and Route 13, the Village Hall, the Village Park, Sapsucker Woods, the Business and Technology Park, and the Post Office as well as proposed recreational and scenic areas. The destination points are briefly described below.

The commercial node at Triphammer Road and Route 13 includes Pyramid Mall, Cayuga Mall, and Triphammer Mall. Also, because of its proximity, the Village Hall has been incorporated into this destination point. The commercial area is not only local, but regional in scope. As a result, it is one of the busiest and most dangerous sections of the Village for pedestrians and bicyclists. Off-road paths have been proposed to provide routes which are safer for Village residents.

The Village Park is an obvious element of the Greenway Plan. Currently, it is the only site within the Village dedicated solely to public recreational use. Within the proposed Greenway system, however, it becomes one component of a larger system.

In addition to sidewalks there are several existing pathways. A grassway extends from Highgate Place east to Lansing West Apartments. There is a newly improved path from Graham Road to the east end of Cayuga Mall. Two other short paths connect Lansing Trails to Votapka Road and Pyramid Mall to Shannon Park.

The Village owns a few parcels which could be incorporated into the Greenway. The Village Park is located on Uptown Road. Another parcel is within Shannon Park. There are two small parcels and a strip of land for a pathway along the western edge of the Beck subdivision which will be dedicated to the Village upon completion of the subdivision. Finally, a walkway is located within the Kensington Subdivision.

### **Proposed Pedestrian and Bicycle Paths**

Cornell University and the Tompkins Coalition for Bicycle Transportation have conceptual plans for trails and bicycle paths within the Village of Lansing. These trails have been incorporated into the short-range plan. Cornell University has proposals on three parcels: a trail along the stream on the parcel south of Route 13 and east of Warren Road, within Sapsucker Woods, and within the Business and Technology Park. The Tompkins Coalition for Bicycle Transportation has recommended to the County that Class II bikeways be constructed along Route 34, Triphammer, and Warren Roads.

### **Destination Points**

There are certain stores, businesses, and facilities within the Village that residents bike or walk to frequently, such as Cayuga Mall. These locations serve as destination points within the Greenway Plan. The destination points chosen for the short-range Greenway plan include the commercial node at Triphammer and Route 13, the Village Hall, the Village Park, Sapsucker Woods, the Business and Technology Park, and the Post Office as well as proposed recreational and scenic areas. The destination points are briefly described below.

The commercial node at Triphammer Road and Route 13 includes Pyramid Mall, Cayuga Mall, and Triphammer Mall. Also, because of its proximity, the Village Hall has been incorporated into this destination point. The commercial area is not only local, but regional in scope. As a result, it is one of the busiest and most dangerous sections of the Village for pedestrians and bicyclists. Off-road paths have been proposed to provide routes which are safer for Village residents.

The Village Park is an obvious element of the Greenway Plan. Currently, it is the only site within the Village dedicated solely to public recreational use. Within the proposed Greenway system, however, it becomes one component of a larger system.

# I

## SHORT-RANGE PLAN

The purpose of the short-range plan is to indicate which connections should be a priority for Greenway development. The plan is based upon existing sidewalks and easements, bikeways and trails proposed by other organizations, destination points, and recommendations from the Greenway Committee. Each of these elements are described below and shown on the map at the end of this section. The short-range plan should be considered a starting point for developing the Greenway system.

### **Existing Village Sidewalks and Paths**

Several sidewalks have been constructed or are scheduled for construction in the Village. One starts at Cinema Drive at Small Mall and extends east through Gaslight Village and University Park Apartments to Uptown Village Apartments. Sidewalks also run along both sides of Triphammer Road from the southern border of the Village to Pyramid Drive. A sidewalk connects Triphammer to Dart Drive along Graham Road. Another sidewalk, which is adjacent to the Ramada, connects Triphammer to Pyramid Mall along Pyramid Drive. Finally, a sidewalk also connects Cinema Drive to Chateau Claire Apartments.



As a destination point, Sapsucker Woods adds an ecological element to the Greenway. Sapsucker Woods has been identified by the Tompkins County Environmental Management Council as a Unique Natural Area. The site is nationally famous for birds and locally appreciated for its botanical quality and examples of forest. It is also classified a wetland by the New York State Department of Environmental Conservation. College classes and professional ecologists frequently explore Sapsucker Woods. By incorporating this site into the Greenway system, the Village would acknowledge its value to the community.

The Business and Technology Park is an employment center both for local residents and the surrounding area. As commuting becomes more time consuming and the interest in bicycling and walking to work increases, more people may leave their cars at home. By incorporating the Business and Technology Park into the Greenway system, riding or walking to work will become a viable alternative to the automobile.

The Post Office is included in the Greenway because it is a community facility. The location of the Post Office, however, makes it available only to those using automobiles and pedestrians and bicyclists willing to use Warren Road. Including this facility in the Greenway offers a safer and more relaxing route for pedestrians and bicyclists.

The Village of Lansing General Plan identifies the need for

balanced residential, commercial, industrial, and recreational development. To ensure adequate distribution of recreational facilities, the Greenway Committee proposes four new recreation areas. The land would be obtained from subdivision exactions. The proposed recreation areas are in the following locations of the Village:

#### Northwest Lakeshore

- Lansing Trails in the northeast area
- Murray Estates
- Southwest corner of Warren Road and Route 13
- These recommendations are based on identified needs. As indicated by previous studies, a community park was recommended along the lake to preserve as much of the Village lakeshore as possible in its natural state with trails leading down the lakeshore and to Bolton Point. A Neighborhood Park was recommended in the vicinity of Lansing Trails as well. The area proposed at Murray Estates is very important for the Greenway system. More than eleven acres will become available for public open space if the Murray Estates property is subdivided. In addition, this site is one of the finest scenic resources in the Village. Finally, this site serves as an important connection between the northwest portion of the Village and the commercial center. The Cornell property has been included as a fourth area proposed for public land due to the recent interest in locating a regional recreation facility at this site.

## Short-Range Plan Recommendations

The essence of the short-range plan is to connect important destinations within the Village using current facilities. In cases where paths and sidewalks were not available or planned, the Greenway Committee recommended linkages. The existing and proposed linkages which form the basis of the short-range plan are outlined by segment below and identified by number on the map at the end of this section.

### 1. Highgate Circle to Triphammer and Small Mall Area

A path can be developed between these points by using current paths, sidewalks, and paved areas. Beginning at Highgate Place there is a grassway which is now mowed, but scheduled for improvements this year. This grassway can be connected to Triphammer Mall by using the paved area and sidewalks in Lansing West Apartments and Sevanna Park. In the same manner, pavement markings and signage could indicate pathways through the Triphammer Mall area to Small Mall, where a Village sidewalk is located.

### 2. Small Mall to Village Park and Warren Road

From the sidewalk system south of Small Mall, a connection to the park would be created by obtaining an ease

ment or other type of right-of-way on parcel number 46.16-5.5. In the same fashion, a connection could be made from this parcel through parcel 46.1-6-6.2, which is owned by Cornell University and now proposed for use as a recreation center.

### 3. Warren Road to Sapsucker Woods

By working with Cornell University as they make improvements to their real estate, significant portions of the Greenway may be completed. As indicated on the short-range plan map, a trail system from Warren Road to Sapsucker Woods is proposed by Cornell University. The trail on this parcel, number 45.1-1-59, runs along a stream.

### 4. Business and Technology Park from Route 13 to Brown Road

Similar to #3 above, Cornell University is developing a trail system within the Business and Technology Park. The primary trail will help establish a connection from Sapsucker Woods, through the Business and Technology Park, to the Post Office to the north. A secondary trail within the Business and Technology Park will connect with Warren Road.

## Short-Range Plan Recommendations

The essence of the short-range plan is to connect important destinations within the Village using current facilities. In cases where paths and sidewalks were not available or planned, the Greenway Committee recommended linkages. The existing and proposed linkages which form the basis of the short-range plan are outlined by segment below and identified by number on the map at the end of this section.

### 1. Highgate Circle to Triphammer and Small Mall Area

A path can be developed between these points by using current paths, sidewalks, and paved areas. Beginning at Highgate Place there is a grassway which is now mowed, but scheduled for improvements this year. This grassway can be connected to Triphammer Mall by using the paved area and sidewalks in Lansing West Apartments and Sevanna Park. In the same manner, pavement markings and signage could indicate pathways through the Triphammer Mall area to Small Mall, where a Village sidewalk is located.

### 2. Small Mall to Village Park and Warren Road

From the sidewalk system south of Small Mall, a connection to the park would be created by obtaining an ease

ment or other type of right-of-way on parcel number 46.1-6-5.5. In the same fashion, a connection could be made from this parcel through parcel 46.1-6-6.2, which is owned by Cornell University and now proposed for use as a recreation center.

### 3. Warren Road to Sapsucker Woods

By working with Cornell University as they make improvements to their real estate, significant portions of the Greenway may be completed. As indicated on the short-range plan map, a trail system from Warren Road to Sapsucker Woods is proposed by Cornell University. The trail on this parcel, number 45.1-1-59, runs along a stream.

### 4. Business and Technology Park from Route 13 to Brown Road

Similar to #3 above, Cornell University is developing a trail system within the Business and Technology Park. The primary trail will help establish a connection from Sapsucker Woods, through the Business and Technology Park, to the Post Office to the north. A secondary trail within the Business and Technology Park will connect with Warren Road.

As a destination point, Sapsucker Woods adds an ecological element to the Greenway. Sapsucker Woods has been identified by the Tompkins County Environmental Management Council as a Unique Natural Area. The site is nationally famous for birds and locally appreciated for its botanical quality and examples of forest. It is also classified a wetland by the New York State Department of Environmental Conservation. College classes and professional ecologists frequently explore Sapsucker Woods. By incorporating this site into the Greenway system, the Village would acknowledge its value to the community.

The Business and Technology Park is an employment center both for local residents and the surrounding area. As commuting becomes more time consuming and the interest in bicycling and walking to work increases, more people may leave their cars at home. By incorporating the Business and Technology Park into the Greenway system, riding or walking to work will become a viable alternative to the automobile.

The Post Office is included in the Greenway because it is a community facility. The location of the Post Office, however, makes it available only to those using automobiles and pedestrians and bicyclists willing to use Warren Road. Including this facility in the Greenway offers a safer and more relaxing route for pedestrians and bicyclists.

The Village of Lansing General Plan identifies the need for balanced residential, commercial, industrial, and recreational development. To ensure adequate distribution of recreational facilities, the Greenway Committee proposes four new recreation areas. The land would be obtained from subdivision exactions. The proposed recreation areas are in the following locations of the Village:

- Northwest Lakeshore
- Lansing Trails in the northeast area
- Murray Estates
- Southwest corner of Warren Road and Route 13

These recommendations are based on identified needs. As indicated by previous studies, a community park was recommended along the lake to preserve as much of the Village lakeshore as possible in its natural state with trails leading down the lakeshore and to Bolton Point. A Neighborhood Park was recommended in the vicinity of Lansing Trails as well. The area proposed at Murray Estates is very important for the Greenway system. More than eleven acres will become available for public open space if the Murray Estates property is subdivided. In addition, this site is one of the finest scenic resources in the Village. Finally, this site serves as an important connection between the northwest portion of the Village and the commercial center. The Cornell property has been included as a fourth area proposed for public land due to the recent interest in locating a regional recreation facility at this site.

#### 5. Business and Technology Park to Post Office

In order to connect the Business and Technology Park with the Post Office, a short link is needed on parcel number 45.1-1-52.2. On the east side of this parcel, a boulevard is being planned for the Airport. (See Picture A). According to plans for the Airport, deciduous, flowering, and evergreen trees will be planted along the boulevard. Ponds are also included in the plans. By developing a trail parallel to this boulevard, pedestrians and bicyclists will be able to take a walk or ride that is aesthetically pleasing.

#### 6. Post Office West Along Bomax Drive

Picture A

Bomax Drive is scheduled for construction in the near future. The Greenway Committee recommends that the road be developed with a pedestrian walkway and bicycle route. The walkway and bicycle route could be constructed along the road. An example of how bicyclist and pedestrian safety may be incorporated into road design is located in Picture B.

#### 7. Public Land Proposal #3 to Commercial Node

One of the proposed destination points described above is a parcel of land in the Lansing Trails subdivision. A public park is recommended for this area. This park may be linked to Bomax Drive, described above. Also, a

Picture B

connection may be made to the commercial node by establishing a pathway from the proposed park, along the stream through the Kensington subdivision, and over to the Graham Road sidewalk.

#### 8. Public Land Proposal #3 to Bush Lane

In order to provide a pathway from the north central portion of the Village to other nodes, a trail is proposed from Bush Lane through parcel number 45.1-1-47.2 to the Proposed Park #3. This trail would allow pedestrians and bicyclists in this area to travel to the Post Office, Business and Technology Park, and commercial area without using Trihammer Road or Warren Road.

#### 9. Burdick Hill Road to Mall Area

If Murray Estates is subdivided, more than eleven acres may be dedicated to the Village. The resulting acreage may establish a prominent scenic area for the Lansing in the northwest section of the Village. Establishing a trail to Burdick Hill Road would provide pedestrian and bicycle access to this area. A trail to the south would allow residents to walk or bike to and from the commercial node.

#### 10. YMCA to Pyramid Mall

A frequently traveled link currently exists between the YMCA and Pyramid Mall. The Greenway Committee proposes that a bridge be constructed over a ditch that separates these two areas. This would allow pedestrians and bicyclists to travel between the YMCA and the Mall without having to climb the steep banks of the ditch.

#### 11. Trail Along Cayuga Lake

The Greenway Committee proposes that a lakeside trail be included in the Greenway system. The trail would start at the northwest corner of the Village and extend southward along the lake to the Town of Ithaca. A portion of this trail would be located on an easement within the Beck subdivision. The Committee recognizes two complications with such a trail. First, the trail may have to parallel the railroad tracks due to the topography of the area. At this time, the railroad is active and Conrail owns most of the easements. Second, the trail may run through land within the Town of Lansing. Although such a trail does not seem feasible at this time, it would be an important segment of the Greenway system should the railroad tracks be abandoned and an agreement reached with the Town of Lansing. The Greenway Committee recommends that the possibilities for the trail be investigated.

connection may be made to the commercial node by establishing a pathway from the proposed park, along the stream through the Kensington subdivision, and over to the Graham Road sidewalk.

#### 8. Public Land Proposal #3 to Bush Lane

In order to provide a pathway from the north central portion of the Village to other nodes, a trail is proposed from Bush Lane through parcel number 45.1-1-47.2 to the Proposed Park #3. This trail would allow pedestrians and bicyclists in this area to travel to the Post Office, Business and Technology Park, and commercial area without using Triphammer Road or Warren Road.

#### 9. Burdick Hill Road to Mall Area

If Murray Estates is subdivided, more than eleven acres may be dedicated to the Village. The resulting acreage may establish a prominent scenic area for the Lansing in the northwest section of the Village. Establishing a trail to Burdick Hill Road would provide pedestrian and bicycle access to this area. A trail to the south would allow residents to walk or bike to and from the commercial node.

#### 10. YMCA to Pyramid Mall

A frequently traveled link currently exists between the YMCA and Pyramid Mall. The Greenway Committee proposes that a bridge be constructed over a ditch that separates these two areas. This would allow pedestrians and bicyclists to travel between the YMCA and the Mall without having to climb the steep banks of the ditch.

#### 11. Trail Along Cayuga Lake

The Greenway Committee proposes that a lakeside trail be included in the Greenway system. The trail would start at the northwest corner of the Village and extend southward along the lake to the Town of Ithaca. A portion of this trail would be located on an easement within the Beck subdivision. The Committee recognizes two complications with such a trail. First, the trail may have to parallel the railroad tracks due to the topography of the area. At this time, the railroad is active and Conrail owns most of the easements. Second, the trail may run through land within the Town of Lansing. Although such a trail does not seem feasible at this time, it would be an important segment of the Greenway system should the railroad tracks be abandoned and an agreement reached with the Town of Lansing. The Greenway Committee recommends that the possibilities for the trail be investigated.

5. Business and Technology Park to Post Office

In order to connect the Business and Technology Park with the Post Office, a short link is needed on parcel number 45.1-1-52.2. On the east side of this parcel, a boulevard is being planned for the Airport. (See Picture A). According to plans for the Airport, deciduous, flowering, and evergreen trees will be planted along the boulevard. Ponds are also included in the plans. By developing a trail parallel to this boulevard, pedestrians and bicyclists will be able to take a walk or ride that is aesthetically pleasing.

6. Post Office West Along Bomax Drive

Picture A

Bomax Drive is scheduled for construction in the near future. The Greenway Committee recommends that the road be developed with a pedestrian walkway and bicycle route. The walkway and bicycle route could be constructed along the road. An example of how bicyclist and pedestrian safety may be incorporated into road design is located in Picture B.

7. Public Land Proposal #3 to Commercial Node

One of the proposed destination points described above is a parcel of land in the Lansing Trails subdivision. A public park is recommended for this area. This park may be linked to Bomax Drive, described above. Also, a

Picture B



17 • 4x 81KHz

*Route 13 and Triphammer Road*

# Village of Lansing Greenway: Short Range

Prepared by the Tompkins County Planning Department

May, 1994



## DESTINATION POINTS

- Parks and Open Spaoes
  - A Proposed Public Land
  - B Proposed Scenic Area
  - C Proposed Public Land
  - Village Park
  - E Sapsucker Woods
- Community and Commercial Facilities
  - F Proposed Community Center
  - G Mails, YMCA, and Village Hall
  - H Post Ofhoe
  - Business and Technology Park

## 1111 OTHER FEATURES

- J Twin Glens (private)
- K Swim Club (private)

## TRAILS

Existing sidewalks, paths, etc.  
General routes proposed by Greenway Committee  
(includes routes proposed by other organizations) 1-11  
Refer to text on pages 7-9 of the Greenway Plan

# Village of Lansing Greenway: Short Range

Prepared by the Tompkins County Planning Department

May, 1994

## DESTINATION POINTS

- Parks and Open Spaces
  - Proposed Public Land Village
  - Sapsucker Woods
- Community and Commercial
  - Proposed Community Post Office
  - Business and Technology Park

- 
- B
- C
- D
- E
- A
- 
- F
- G
- H

- Land Proposed Soenio Area Proposed Park
- Facilities
- Center Malls, YMCA, and Village Hall

## OTHER FEATURES

- Twin Glens (private) Swim Club (private)

## TRAILS



Existing sidewalks, paths, etc.  
mi. General routes proposed by Greenway Committee (includes routes proposed by other organizations) 1-11 Refer to text on pages 74 of the Greenway Plan

*Route 13 and Triphammer Road*

## LONG-RANGE PLAN

The following recommendations are based on how subdividable parcels within the Village relate to a potential Village-wide Greenway system. The suggested actions are meant as guidelines only, the actual form the Greenway may take within each parcel depending entirely upon negotiations between the Village and the parcel developer. These properties are identified by tax parcel number for easy reference by the Planning Board when properties come before them for subdivision or site plan review. A map of the long-range plan has been included at the end of this section.

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
42.1-1-21	46,841	
		Watershed area should be protected, with a possible pedestrian trail as link to Town of Lansing. No Greenway recommendation.
42.1-1-24	14,658	
		As above.
42.1-1-37.2	334,802	
		This large site offers over seven and a half acres for development as public open space, and represents the northwestern

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
42.1-1-37.2	334,802	most anchor of a Village Greenway system. Key to this parcel is access to Bolton Point recreation area, with pedestrian and bicycle trails leading to the point, and the possible development of lakeshore camping. Views to the lake within the parcel itself should be preserved.
42.1-1-40.1	24,751	None. See below.
42.1-1-40.2	57,325	None. Although this agricultural land, if developed, would offer over one acre of public open space, it lies too far north of the Village and is bounded too closely by Route 34 and the border with the Town of Lansing to be useful in a Greenway system. Any views to the lake should

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
<del>42.1-1-40.2</del>	<del>57,325</del>	<del>be preserved.</del>
42.1-1-46.11	31,076	Possible trail access to Bolton Point, either through property or along Lake edge.
42.1-1-47.12	28,083	None. See 42.1-1-40.2.
42.1-1-47.2	22,483	None. As above.
42.1-1-48	49,209	See 42.1-1-46.11. Watershed here should be protected, with perhaps a trail associated with it to the lake.
42.1-1-49	10,260	None, although protection of the watershed is important here.
42.1-1-50.3	22,564	A trail within this parcel might connect with parcels to the

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
<del>42.1-1-50.3</del>	<del>22,564</del>	<del>north leading along the lake to Bolton Point.</del>
42.1-1-52.2	8,762	None, although there is a watershed to consider.
42.1-1-7	31,996	None. See 42.1-1-21.
43.1-1-1	26,064	See 42.1-1-50.3.
43.1-1-17.12	195,706	Currently abandoned farm and, this will be an important link in the Greenway system when developed, offering approximately four and a half acres in public open space. Trail connections should be developed between parcel 43.1-1-126.42 and Burdick Hill Road, perhaps past Esty Hill Cemetary, and connecting Cayuga Heights Road to trails and parks in 43.1-1-26.42.

## LONG-RANGE PLAN

The following recommendations are based on how subdividable parcels within the Village relate to a potential Village-wide Greenway system. The suggested actions are meant as guidelines only, the actual form the Greenway may take within each parcel depending entirely upon negotiations between the Village and the parcel developer. These properties are identified by tax parcel number for easy reference by the Planning Board when properties come before them for subdivision or site plan review. A map of the long-range plan has been included at the end of this section.

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
42.1-1-21	46,841	
		Watershed area should be protected, with a possible pedestrian trail as link to Town of Lansing. No Greenway recommendation.
42.1-1-24	14,658	
		As above.
42.1-1-37.2	334,802	
		This large site offers over seven and a half acres for development as public open space, and represents the northwestern

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
42.1-1-37.2	334,802	most anchor of a Village Greenway system. Key to this parcel is access to Bolton Point recreation area, with pedestrian and bicycle trails leading to the point, and the possible development of lakeshore camping. Views to the lake within the parcel itself should be preserved.
42.1-1-40.1	24,751	None. See below.
42.1-1-40.2	57,325	None. Although this agricultural land, if developed, would offer over one acre of public open space, it lies too far north of the Village and is bounded too closely by Route 34 and the border with the Town of Lansing to be useful in a Greenway system. Any views to the lake should

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>	<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
43.1-1-17.2	15,469	The eastern edge of this property might provide a connection between the above parcel and Burdick Hill Road.	43.1-1-26.13	3,714	Northern edge, if current land use changes, might be useful in linking Bush Lane with any Greenway development in parcel 43.1-1-26.42.
43.1-1-23	14,976		43.1-1-26.42	511,048	
43.1-1-25	4,861	This parcel should be considered jointly with any proposal for parcels 43.1-1-17.12 and 43.1-1-26.42, particularly for its connection with Burdick Hill Road.			This is the single largest undeveloped parcel in the Village, as well as one of the finest in its innate beauty and value to the community. More than eleven acres are available for public open space, providing for a series of parks, trailways, and natural areas.
		The southern edge of this parcel might provide access to any future Greenway development in parcel 43.1-1-26.42 from Bush Lane.			



<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>	<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
43.1-1-26.62		North edge of this parcel can provide land for trail.	43.1-1-38.2	45,215	Estates property can be built when this is developed.
43.1-1-26.63	3,659	South edge can provide land for trail.	43.1-1-38.5	12,963	Can provide link between Oakcrest Road and Murray Estates.
43.1-1-26.72	30,971	This includes land to be dedicated to the Village of Lansing for trail along Route 34 and small parcels at north and south ends of trail.	43.1-1-38.6	12,833	As above.
			43.1-1-38.7	12,650	As above.
43.1-1-38.1	11,526		43.1-1-38.8	13,068	As above.
			43.1-1-41.2	49,187	Over one acre available here on vacant land. Can provide access from parcels along Oakcrest to Murray Estates.
43.1-1-38.2	45,215	Now vacant, this parcel can be an important link from Oakcrest Road to parcel 43.1-1-41.2.			
		A one acre neighborhood park with paths from Oakcrest Road to Murray	43.1-1-47	14,542	Wide sidewalk/landscape connection between corner of Oakcrest at Triphammer and parcel 43.1-1-41.2 through 43.1-1-38.1.

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>	<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
43.1-1-26.62		North edge of this parcel can provide land for trail.	43.1-1-38.2	45,215	Estates property can be built when this is developed.
43.1-1-26.63	3,659		43.1-1-38.5	12,963	Can provide link between Oakcrest Road and Murray Estates.
43.1-1-26.72	30,971	South edge can provide land for trail.	43.1-1-38.6	12,833	As above.
		This includes land to be dedicated to the Village of Lansing for trail along Route 34 and small parcels at north and south ends of trail.	43.1-1-38.7	12,650	As above.
43.1-1-38.1	11,526		43.1-1-38.8	13,068	As above.
		Now vacant, this parcel can be an important link from Oakcrest Road to parcel 43.1-1-41.2.	43.1-1-41.2	49,187	Over one acre available here on vacant land. Can provide access from parcels along Oakcrest to Murray Estates.
43.1-1-38.2	45,215		43.1-1-47	14,542	Wide sidewalk/landscape connection between corner of Oakcrest at Triphammer and parcel 43.1-1-41.2 through 43.1-1-38.1.
		A one acre neighborhood park with paths from Oakcrest Road to Murray			

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
43.1-1-17.2	15,469	The eastern edge of this property might provide a connection between the above parcel and Burdick Hill Road.
43.1-1-23	14,976	
43.1-1-25	4,861	This parcel should be considered jointly with any proposal for parcels 43.1-1-17.12 and 43.1-126.42, particularly for its connection with Burdick Hill Road.  The southern edge of this parcel might provide access to any future Greenway development in parcel 43.1-1-26.42 from Bush Lane.

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
43.1-1-26.13	3,714	Northern edge, if current land use changes, might be useful in linking Bush Lane with any Greenway development in parcel 43.1-1-26.42.
43.1-1-26.42		This is the single largest undeveloped parcel in the Village, as well as one of the finest in its innate beauty and value to the community. More than eleven acres are available for public open space, providing for a series of parks, trailways, and natural areas.

<b>Tax Parcel</b>	<b>6% in S.F.</b>	<b>Desired Action</b>	<b>Tax Parcel</b>	<b>6% in S.F.</b>	<b><u>Desired Action</u></b>
44.1-1-53.11	51,630	Borg Warner. Access from Warren Road west along southern boundary.	45.1-1-46.16	10,271	Western edge for access to Ascot Place from Village Offices. Or purchase?
45.1-1-1.2	10,350	Access from Brook Way to either Bush Lane or Triphammer.	45.1-1-46.20	7,736	Western Edge for part of access to Ascot Place.
45.1-1-45.1	18,223	Eastern edge may be used for access from Bush Lane to future Village Park.	45.1-1-47.2	139,304	Over three acres available for public park to connect to future park on south in 45.1-1-50.
45.1-1-46.10	6,743	Village owned. Site of current Village barn. Future ParkNillage Center?	45.1-1-50	67,117	Two and a quarter acres available for public park along northern boundary of 45.1-1-47.2.
45.1-1-46.12	4,058	Village owned. Site of current Village Office. As above?	45.1-1-51.12	75,717	Over one and a half acres available for open space. Bomax Drive

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
45.1-1-51.2	30,971	Access to public park to the north.
	30,527	
45.1-1-52.2		Connection from B&T park to new post office.
	28,531	
45.1-1-52.5		Pathway connection with new post office.
	153,188	
45.1-1-55.2		Pedestrian system now being planned by Cornell.
45.1-1-55.4	136,305	Pedestrian system now being planned by Cornell to connect with Sapsucker Woods.
45.1-1-59	135,777	Pedestrian system along creek now being planned for future development by Cornell.
46.1-1-21	85,595	Almost two acres available here. Could provide a public walkway from "A" Road along stream to

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
46.1-1-21	85,595	parcel 46.1-1-6. Perhaps a small park as well and a path connecting Dart Drive to "A" Road.
46.1-1-3.52	29,776	Northwood Apartments. No action, but a pedestrian connection to a walkway in parcel 46. 1-7-99 should be created.
46.1-1-3.6	4,443	This now vacant lot can provide access from "A" Road to the parking lot of Dairy Herd Improvement Association and hence to Warren Road.
46.1-1-6	98,065	Over two acres available for public open space if this is developed. See 46. 1-1-21. East-west trail could pass Goddard Farm Cemetary and connect

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
45.1-1-51.2	30,971	Access to public park to the north.
	30,527	
45.1-1-52.2		Connection from B&T park to new post office.
45.1-1-52.5	28,531	Pathway connection with new post office.
45.1-1-55.2	153,188	Pedestrian system now being planned by Cornell.
45.1-1-55.4	136,305	Pedestrian system now being planned by Cornell to connect with Sapsucker Woods.
45.1-1-59	135,777	Pedestrian system along creek now being planned for future development by Cornell.
46.1-1-21	85,595	Almost two acres available here. Could provide a public walkway from "A" Road along stream to

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
46.1-1-21	85,595	parcel 46.1-1-6. Perhaps a small park as well and a path connecting Dart Drive to "A" Road.
46.1-1-3.52	29,776	Northwood Apartments. No action, but a pedestrian connection to a walkway in parcel 46. 1-7-99 should be created.
46.1-1-3.6	4,443	This now vacant lot can provide access from "A" Road to the parking lot of Dairy Herd Improvement Association and hence to Warren Road.
46.1-1-6	98,065	Over two acres available for public open space if this is developed. See 46. 1-1-21. East-west trail could pass Goddard Farm Cemetary and connect

<b>Tax Parcel</b>	<b>6% in S.F.</b>	<b>Desired Action</b>	<b>Tax Parcel</b>	<b>6% in S.F.</b>	<b><u>Desired Action</u></b>
44.1-1-53.11	51,630	Borg Warner. Access from Warren Road west along southern boundary.	45.1-1-46.16	10,271	Western edge for access to Ascot Place from Village Offices. Or purchase?
45.1-1-1.2	10,350	Access from Brook Way to either Bush Lane or Triphammer.	45.1-1-46.20	7,736	Western Edge for part of access to Ascot Place.
45.1-1-45.1	18,223	Eastern edge may be used for access from Bush Lane to future Village Park.	45.1-1-47.2	139,304	Over three acres available for public park to connect to future park on south in 45.1-1-50.
45.1-1-46.10	6,743	Village owned. Site of current Village barn. Future ParkNillage Center?	45.1-1-50	67,117	Two and a quarter acres available for public park along northern boundary of 45.1-1-47.2.
45.1-1-46.12	4,058	Village owned. Site of current Village Office. As above?	45.1-1-51.12	75,717	Over one and a half acres available for open space. Damon Drive continuation

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>	<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
46.1-6-2.3	21,068	Triphamer Mall. Easement for walk connection between 46.1-6-4.1 and Triphammer at Sevanna Park.	47.1-1-10	69,470	pathways north-south and east-west connecting commercial areas and residential units. Could be combined with one acre from 47.1-1-9.2 to provide a neighborhood park or open space.
46.1-6-4.1	7,401	Walk between Cinema Drive and Triphammer Mall.	47.1-1-17.10	2,614	
46.1-6-5.41	2,614	Village owned. Extension of park.	47.1-1-17.2	33,193	Part of the YMCA parcel, YMCA should be connected by bridge over deep ditch at this lot or 47.1-1-17.9.
46.1-6-6.2	72,919	Cornell now planning walkway connections. Possible Village Recreation Center. Sidewalk along east-west edges Uptown Road.	47.1-1-23	32,531	Connect trail from west with YMCA parcel and Hickory Road.
46.1-7-99	72,184	Approved path connection from "A" Road to Wakefield Road.	47.1-1-9.2	44,091	Preserve wooded area/stream as open space.
47.1-1-10	69,470	Over one and a half acres for open space here when developed, providing			Over an acre for open space or neighborhood park when developed. See 47.1-1-10.



Tax Parcel	6% in S.F.	Suggested Action	Tax Parcel	6% in S.F.	Suggested Action
47.1-4-10	4,940	Develop a sidewalk here connecting Triphammer Road with Lansing West Apartments.	48.1-2-2	49,513	along railroad bed and Route 34.
47.1-6-58.1	15,629	Open space.	48.1-2-36	48,116	Easement north/south.
48.1-2-12.1	23,784	Twin Glens.	48.1-2-38.1	9,611	Easement north/south.
48.1-2-12.4	4,626	Now vacant, next to Twin Glens.	48.1-2-39.1	12,761	Easement north-south along railroad bed.
48.1-2-16	5,149	Now vacant, next to Twin Glens	48.1-2-43	6,848	Easement north-south along railroad bed.
48.1-2-17	13,408	Now vacant, this parcel connects the two sections of Twin Glens. This connection should be maintained.	48.1-2-41	6,900	Now vacant, with gorge and views to the lake. Trail to connect north-south easement with Cedar Lane. See 48.1-2-42.
48.1-2-18	25,169	Easement north/south along railroad bed.	48.1-2-42	4,156	Same as above.
48.1-2-2	49,513	Possible east-west trail connecting Cayuga Heights Road with open space and north-south trail	48.1-2-5.1	6,142	Vacant, with lake views.
			48.1-2-5.2	14,950	Twin Glens.
			48.1-2-5.5	4,182	Twin Glens. North-south easement.

Tax Parcel	6% in S.F.	Suggested Action	Tax Parcel	6% in S.F.	Suggested Action
47.1-4-10	4,940	Develop a sidewalk here connecting Triphammer Road with Lansing West Apartments.	48.1-2-2	49,513	along railroad bed and Route 34.
47.1-6-58.1	15,629	Open space.	48.1-2-36	48,116	Easement north/south.
48.1-2-12.1	23,784	Twin Glens.	48.1-2-38.1	9,611	Easement north/south.
48.1-2-12.4	4,626	Now vacant, next to Twin Glens.	48.1-2-39.1	12,761	Easement north-south along railroad bed.
48.1-2-16	5,149	Now vacant, next to Twin Glens	48.1-2-43	6,848	Easement north-south along railroad bed.
48.1-2-17	13,408	Now vacant, this parcel connects the two sections of Twin Glens. This connection should be maintained.	48.1-2-41	6,900	Now vacant, with gorge and views to the lake. Trail to connect north-south easement with Cedar Lane. See 48.1-2-42.
48.1-2-18	25,169	Easement north/south along railroad bed.	48.1-2-42	4,156	Same as above.
48.1-2-2	49,513	Possible east-west trail connecting Cayuga Heights Road with open space and north-south trail	48.1-2-5.1	6,142	Vacant, with lake views.
			48.1-2-5.2	14,950	Twin Glens.
			48.1-2-5.5	4,182	Twin Glens. North-south easement.

<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>	<u>Tax Parcel</u>	<u>6% in S.F.</u>	<u>Desired Action</u>
46.1-6-2.3	21,068	Triphamer Mall. Easement for walk connection between 46.1-6-4.1 and Triphammer at Sevanna Park.	47.1-1-10	69,470	pathways north-south and east-west connecting commercial areas and residential units. Could be combined with one acre from 47.1-1-9.2 to provide a neighborhood park or open space.
46.1-6-4.1	7,401	Walk between Cinema Drive and Triphammer Mall.	47.1-1-17.10	2,614	Part of the YMCA parcel, YMCA should be connected by bridge over deep ditch at this lot or 47.1-1-17.9.
46.1-6-5.41	2,614	Village owned. Extension of park.	47.1-1-17.2	33,193	Connect trail from west with YMCA parcel and Hickory Road.
46.1-6-6.2	72,919	Cornell now planning walkway connections. Possible Village Recreation Center. Sidewalk along east-west edges Uptown Road.	47.1-1-23	32,531	Preserve wooded area/ stream as open space.
46.1-7-99	72,184	Approved path connection from "A" Road to Wakefield Road.	47.1-1-9.2	44,091	Over an acre for open space or neighborhood park when developed. See 47.1-1-10.
47.1-1-10	69,470	Over one and a half acres for open space here when developed, providing			

## **Proposed Village Center**

A Village Center has often been called for in previous planning studies done in the Village. This Center would provide a public meeting place that could foster Village identity, as both an advertisement to those passing through and as a space of local pride. In looking at the Village as a whole, the Greenway Committee considered sites that were central to a variety of Village activities.

The actual creation of a Village Center, and what it would contain, is a separate process from that of planning a greenway system, and will take a specialized effort on the part of the community. But in terms of the general land use plan of the Village, certain areas seemed likely to sponsor a community gathering place.

The area immediately to the east of the current Village Offices ( parcel 45.1-1-46.10) presents perhaps the best opportunity to utilize already publically owned land that is geographically central to the Village borders, and also close to a variety of different land uses, both commercial and residential. The purchase of parcel 45.1-1-46.17 , now vacant with mature woods, would connect this public land with access to Ascot Place and the residential development in the east of the Village. Access to Triphammer Road can be made by a pathway just south of the current Village Offices. Across Triphammer Road, the major commercial artery of the Village, the currently vacant

parcel 43.1-1-47 will yield a substantial accessway ( 3050 feet ) for public use when developed. This, in turn , could provide a connection to parcel 47.1-1-17.2 across Oakcrest Road, which would be the anchor of a Village of Lansing Center. By utilizing the accessway of parcel 47.1-1-17.10, this now vacant area would connect to both Pyramid Mall and the Y.M.C.A. The Village Center would, as a whole, connect both sides of Triphammer Road, forming a central pedestrian link in the heart of the Village, and act as a recognizable public open space with access to pedestrian paths on both its eastern and western edges.

This recommendation is understandably an ideal, the actual implementation of which would require a substantial investment in the purchase of now private land. In terms of this study, this area seems a good candidate for further research into a Village Center.

# Village of Lansing Greenway: Long Range (Greenway Completed)

Prepared by the Tompkins County Planning Department  
May, 1994

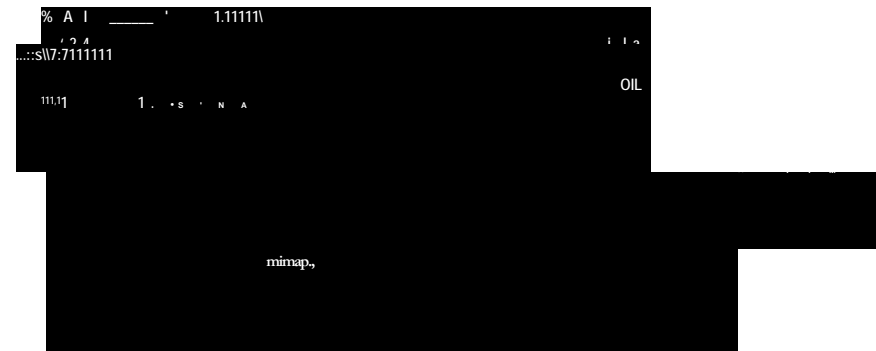
eao lma

icwm

- PARKS AND OPEN SPACES
- COMMUNITY AND COMMERCIAL FACILITIES
- OTHER FEATURES

## TRAILS

Existing sidewalks, paths, etc  
General routes proposed by Greenway Committee  
(includes routes proposed by other organizations)



# Village of Lansing Greenway: Long Range (Greenway Completed)

Prepared by the Tompkins County Planning Department  
May, 1994

- PARKS AND OPEN SPACES
  - COMMUNITY AND COMMERCIAL FACILITIES
  - OTHER FEATURES
- TRAILS

Existing sidewalks, paths, etc  
General routes proposed by Greenway Committee  
(includes routes proposed by other organizations)



## Proposed Village Center

A Village Center has often been called for in previous planning studies done in the Village. This Center would provide a public meeting place that could foster Village identity, as both an advertisement to those passing through and as a space of local pride. In looking at the Village as a whole, the Greenway Committee considered sites that were central to a variety of Village activities.

The actual creation of a Village Center, and what it would contain, is a separate process from that of planning a greenway system, and will take a specialized effort on the part of the community. But in terms of the general land use plan of the Village, certain areas seemed likely to sponsor a community gathering place.

The area immediately to the east of the current Village Offices ( parcel 45.1-1-46.10 ) presents perhaps the best opportunity to utilize already publically owned land that is geographically central to the Village borders, and also close to a variety of different land uses, both commercial and residential. The purchase of parcel 45.1-1-46.17 , now vacant with mature woods, would connect this public land with access to Ascot Place and the residential development in the east of the Village. Access to Triphammer Road can be made by a pathway just south of the current Village Offices. Across Triphammer Road, the major commercial artery of the Village, the currently vacant

parcel 43.1-1-47 will yield a substantial accessway ( 3050 feet ) for public use when developed. This, in turn , could provide a connection to parcel 47.1-1-17.2 across Oakcrest Road, which would be the anchor of a Village of Lansing Center. By utilizing the accessway of parcel 47.1-1-17.10, this now vacant area would connect to both Pyramid Mall and the Y.M.C.A. The Village Center would, as a whole, connect both sides of Triphammer Road, forming a central pedestrian link in the heart of the Village, and act as a recognizable public open space with access to pedestrian paths on both its eastern and western edges.

This recommendation is understandably an ideal, the actual implementation of which would require a substantial investment in the purchase of now private land. In terms of this study, this area seems a good candidate for further research into a Village Center.

# DESIGN AND CONSTRUCTION GUIDELINES

In building any section of the Village of Lansing Greenway, it is important to insure that what is constructed is the most appropriate for both its use and its setting. The success of the Greenway will depend on the experience of the users, and on whether it is safe, convenient and attractive.

The following are a number of issues that should be considered before the Village undertakes any new construction. These guidelines are designed for use by the Village Planning Board, the Department of Public Works, and for private developers, to help in making the Village of Lansing Greenway a successful trail system enjoyed by all.

## Site Analysis

To create a user appropriate and safe trail system, the design of the Greenway needs to consider both existing natural and built features of the site. When the various elements of the site are documented it will be evident that certain areas are more or less appropriate for development of the corridor.

*Figure 1*

### Natural Aspects:

### Soil Characteristics

A soil study will provide information on soil texture, quality and pH. Since the soil characteristics may vary from area to area along each corridor it is important to sample the soils in several locations. Soil data is used in the planting scheme of a corridor to ensure the most appropriate plant choices.



### Plant Inventory

Identify existing vegetation along proposed corridors for indication of future growth. Native plants may be documented for preservation. Once the more invasive or weedy plants are known, it will be possible to either redirect the trail around the plants or develop landscape management strategies to mitigate any safety hazards associated with the plants.

### Drainage Patterns and Nearby Streams

Determine the nature of surrounding topography in order to understand the drainage patterns in the area. The management of surface water is crucial to the success of a safe trail system. Moreover the area needs to be studied for adjacent streams that may present flooding problems.

### Wildlife

The design of the trail should consider its impact on wildlife habitats. The corridor may affect the sources of life for animals, including water, food, shelter and breeding areas. A study of the local fauna may mitigate the effects of a trail system upon existing wildlife territories.

### Built Aspects:

The Lansing area is rich in small parks and community services, and the Greenway will provide easier access to these sites. The intent of the plan is to link the parks to the surrounding community for the pedestrian or bicyclist.

The built areas encompass a diversity of community and commercial facilities, including the Pyramid Mall, a U.S. Post Office, the Cornell Business and Technology Park, Tompkins County Airport and the YMCA. The Greenway will provide a much needed pedestrian access to the Mall, as well as other locations.

The area should be surveyed for significant historic buildings for preservation, as well as bridges that may be usable or repairable.

### Cultural Aspects:

The Greenway should be designed to accommodate a variety of users in a range of situations since the Lansing and Ithaca communities hold diverse populations. In addition to joggers and bicyclists who are commonly considered in the development of a trail system, other user groups include local employees on a lunch break, international visitors, the elderly, and children from the nearby community.

### Plant Inventory

Identify existing vegetation along proposed corridors for indication of future growth. Native plants may be documented for preservation. Once the more invasive or weedy plants are known, it will be possible to either redirect the trail around the plants or develop landscape management strategies to mitigate any safety hazards associated with the plants.

### Drainage Patterns and Nearby Streams

Determine the nature of surrounding topography in order to understand the drainage patterns in the area. The management of surface water is crucial to the success of a safe trail system. Moreover the area needs to be studied for adjacent streams that may present flooding problems.

### Wildlife

The design of the trail should consider its impact on wildlife habitats. The corridor may affect the sources of life for animals, including water, food, shelter and breeding areas. A study of the local fauna may mitigate the effects of a trail system upon existing wildlife territories.

### Built Aspects:

The Lansing area is rich in small parks and community services, and the Greenway will provide easier access to these sites. The intent of the plan is to link the parks to the surrounding community for the pedestrian or bicyclist.

The built areas encompass a diversity of community and commercial facilities, including the Pyramid Mall, a U.S. Post Office, the Cornell Business and Technology Park, Tompkins County Airport and the YMCA. The Greenway will provide a much needed pedestrian access to the Mall, as well as other locations.

The area should be surveyed for significant historic buildings for preservation, as well as bridges that may be usable or repairable.

### Cultural Aspects:

The Greenway should be designed to accommodate a variety of users in a range of situations since the Lansing and Ithaca communities hold diverse populations. In addition to joggers and bicyclists who are commonly considered in the development of a trail system, other user groups include local employees on a lunch break, international visitors, the elderly, and children from the nearby community.

# DESIGN AND CONSTRUCTION GUIDELINES

In building any section of the Village of Lansing Greenway, it is important to insure that what is constructed is the most appropriate for both its use and its setting. The success of the Greenway will depend on the experience of the users, and on whether it is safe, convenient and attractive.

The following are a number of issues that should be considered before the Village undertakes any new construction. These guidelines are designed for use by the Village Planning Board, the Department of Public Works, and for private developers, to help in making the Village of Lansing Greenway a successful trail system enjoyed by all.

## Site Analysis

To create a user appropriate and safe trail system, the design of the Greenway needs to consider both existing natural and built features of the site. When the various elements of the site are documented it will be evident that certain areas are more or less appropriate for development of the corridor.

*Figure 1*

### Natural Aspects:

#### Soil Characteristics

A soil study will provide information on soil texture, quality and pH. Since the soil characteristics may vary from area to area along each corridor it is important to sample the soils in several locations. Soil data is used in the planting scheme of a corridor to ensure the most appropriate plant choices.

The design of the trail may incorporate aspects that meet the needs of these users, such as benches, native plant demonstrations and signs that may be understood in graphic terms for children and non-English speaking people.

## Trail Materials

### Surface

The choice of material for the trail surface will be determined in large part by cost and availability of the materials. There are advantages and disadvantages to the various types of surfacing materials. Criteria to consider in the Lansing Greenway are the material's durability, multi-use capabilities and cost.

### Subgrade

It is strongly recommended to install a geotextile mat between the subgrade and subbase layers. Geotextiles substantially increase the structural strength of the trail by preventing the subbase material from migrating into the subgrade (Figure 2). Additionally, the geotextile helps to control weed growth through the trail surface, as well as improve drainage.

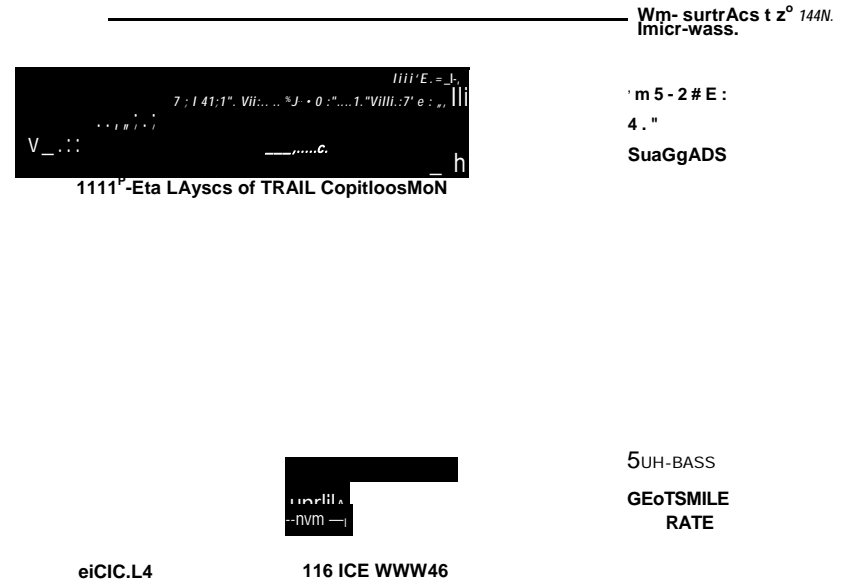


Figure 2

<u>Material</u>	<u>Advantages</u>	<u>Disadvantages</u>	<u>Material</u>	<u>Advantages</u>	<u>Disadvantages</u>
Asphalt	hard surface all weather low maintenance	high installation cost costly to repair can crack with freeze/thaw	Soil & Stone Seeded	soft but firm surface moderate cost can be modified into an asphalt surface	surface can erode with heavy rain not smooth and durable not for steep slopes (+5%)
Concrete	hardest surface all weather lowest maintenance resists freeze/ thaw	high installation cost costly to repair	Wood Chips	soft but firm surface moderate cost natural material	decomposes in moisture requires regular replenishment limited availability not for steep slopes (+5%)

Y6,1)p5, Cg,t, TOP (Cicg6P4GTED)  
 2" TYPE 3 FSINDiz.. S'-OPEP  
 arac. oF PAVEMENT

mlumr.mosPror. : C  
 tr7.171WITAKS V2Z  
 '11.4 f  
 1.V  
 W4=1111•P  
 1111 11  
 0 1 M 1 -

iTVM), Jous CONCR.ETE WALK

Figure 3

---

SCALE:  $t = t_0$

Material	Advantages	Disadvantages	Material	Advantages	Disadvantages
Asphalt	hard surface all weather low maintenance	high installation cost costly to repair can crack with freeze/thaw	Soil & Stone Seeded	soft but firm surface moderate cost can be modified into an asphalt surface	surface can erode with heavy rain not smooth and durable not for steep slopes (+5%)
Concrete	hardest surface all weather lowest maintenance resists freeze/ thaw	high installation cost costly to repair	Wood Chips	soft but firm surface moderate cost natural material	decomposes in moisture requires regular replenishment limited availability not for steep slopes (+5%)

6411)17. koeta ED)  
2" TYPE 313INDER.  
6'-OPED EDGE OF PAVEMENT

5Δ

or

1111-1111-11

→1 E

### BITUMINOUS CONCRETE WALK

ccru-s: I<sup>ff</sup> = /1-00

Figure 3

The design of the trail may incorporate aspects that meet the needs of these users, such as benches, native plant demonstrations and signs that may be understood in graphic terms for children and non-English speaking people.

## Trail Materials

### Surface

The choice of material for the trail surface will be determined in large part by cost and availability of the materials. There are advantages and disadvantages to the various types of surfacing materials. Criteria to consider in the Lansing Greenway are the material's durability, multi-use capabilities and cost.

### Subgrade

It is strongly recommended to install a geotextile mat between the subgrade and subbase layers. Geotextiles substantially increase the structural strength of the trail by preventing the subbase material from migrating into the subgrade (Figure 2). Additionally, the geotextile helps to control weed growth through the trail surface, as well as improve drainage.

'Ma t.AYtaa CC TRAIL COWPOGMON

111

SERVICE VSHIC.16

*Figure 2*



4" Cs' DISCHARGE Poin/T

5" -n-maiss (4000 1S1  
COMPRESSIVE SrgEN&TH AT  
21:01Ys)

M5IDIUM BROOM FINISH AC C55  
wikles WIDTH OF 6-01/

WELDED WIRE FASRIC, 6x6-4/4

6, 1 6EA55 AND 50U.- si-jCvi\_poz.  
cN 13oTH SIDES

RUN OF tANK.

GRAVEL coMPAc;IT-D

5Ua&RAD

## CONCRFTF WALK-

---

5CA1-5

### GENERAL NOTES

Yq" PER FWI SLOPE -Fog. 'DRAINAGE; SCARING PA-T1 MIZNJ PER 1.-PrY01/1 PLAM

A-FTM:ovR-r/l'CE" sHes4 Is GONE ova wires "PoLY Foe. 11-1), tys.

Ttigis15M tovuzerasvgFacs 51-1414. culzeD W ITN woNEATA1 HYTACCIDE CURtn.6  
L'VI'POV'P' AND SEM-EP wrill oonNEW4 HYLEPc-IDE s)c- 5 /o.

Figure 4

COMPACTED CINDER  
9211. 5% FINE APPLICATION.  
g UN- OF- BANK GRAVEL

EXISTING 0.5% COMPACTED  
R.O.B. 5.0% & RA DE

CINDER WALK

---

SCALE 1" = 1'-0"

Figure 5

9" 50% SEED

9" COMPACTED K.O. B. 6% gravel,

COMPACTED SUBGRADE  
COMPACTED R.O. 5% & AVEL-  
TD 15% use D IF 'FILL fLeG' D)

SOIL 4 STONE 5% gravel WALK.

---

SCALE 1" = 1'-0"

Figure 6

czmPAGTED GINT,E1ZS  
9Q41.. 5TE<sup>9</sup>ILIZE<sup>9</sup> APPLICA -PON.  
RUN- OF- BANK &ZAVEL  
EXISTING OK COMPACTED  
SUBC, RAPE

CINDER. WALK.

SCALE 1" = 10"

Figure 5

q<sup>s</sup>to" Sou- .3e5osp

COMPA-C.TED g.o.5, 6q4ves--  
ompAG-tep SuB&RADE

C  
CamPA-cTEP 12'0.75.62AvLL-  
Tb t3 USED IF FILL ILeCie t))

sou. 4 sroNE sEacet:>

SCALE 1" = 10"

Figure 6

4" Cs? DiSCHARGE Intr  
5<sup>11</sup>THICA•IE5S (4CCO fSI  
CCMPPVSSIVE STIZENCIN AT  
2,5 awl's)  
MEP UM BROOM Ar-gCSS  
WALK'S WIDTH OF 5Lou  
WgLDED WIRE FASZIC 61(6-4/6  
(0<sup>1</sup> EA55 AND 5011.- SHOul\_ppz,  
ON 80TH SIDES

RUN 84NK. ORAV5t-

CoMFACTF-0 5UB&RADE

## CONCRFTF WALK-

SCALE : 1" = 1'-0"

### GENERAL NOTES

Yip" PER Fax SLOPE FORIDI2AINA&E; 5(.1:VAN& PA-T ) PER. LAYOUT

S H e e n 1 Is &ONE avaa POLY Fo<sup>9</sup>. if omis.

N5ML taqCIZETM 5vgFACZ SHABCCAXED WITH WNNPEPM "HymcaDE UAW&  
wimPOUNP' AND SEAL-mP wnl-1.c. NN150R.n) HYLE c.ADE sk-

Figure 4

## On-Road Bicycling

### Bicycle Lane Widths

Since the Lansing Greenway crosses urban, suburban and rural settings it is important to consider a variety of bicycle lane widths. In a curbed street with or without parking, the minimum bicycle lane width is 5 feet (Figures 7 and 8). In a street or highway without curb or gutter, the minimum bicycle lane width is 4 feet (Figure 9).

### Vehicular Intersections with Bicycle Lanes

Figure 10 demonstrates several intersections in which motorists and bicyclists may cross paths. The examples show pavement markings for the various situations. In addition to pavement striping, roads must provide adequate signage for bicyclists and smooth pavement surface.

### Grates

Where there are drainage grates in the road it is necessary to orient the grates perpendicular to the oncoming traffic so that bicycle wheels do not get trapped in the grate.

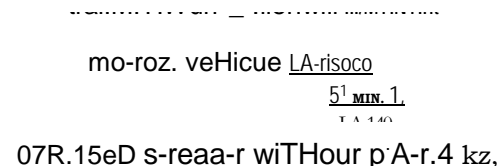


Figure 7

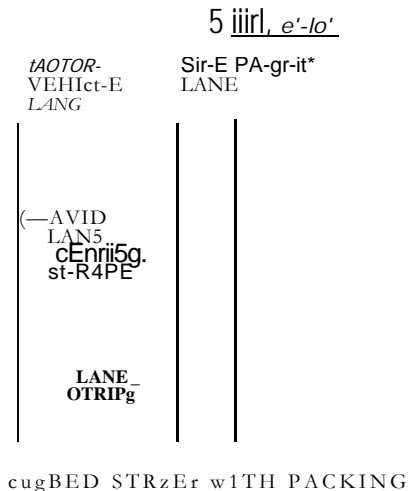


Figure 8

sT rerr or- Hi WA-Y tA) (THOr  
 Cor-6 Gurroz-

Figure 9

glemr-vgi ■I-ONLY  
 LANE

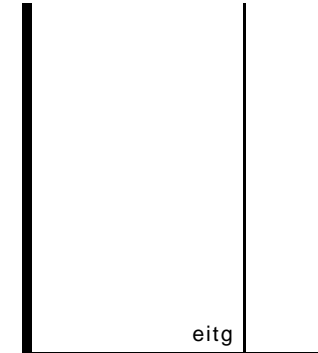
Fe-D.CqosSiN&

I t

I I

PED . COs NC. \_\_\_\_\_

/1'14 4



?frgYit4C.11.-kNV 16er-oPtES  
 12.\*11T-11.MN- oN LAN

rin\_ossi

4



li

1,11

1.514

oCPnoNM\_ vcvltuz.  
 sAGI-tr— VP-44- 0 0 4 LAttim RIGI-tr

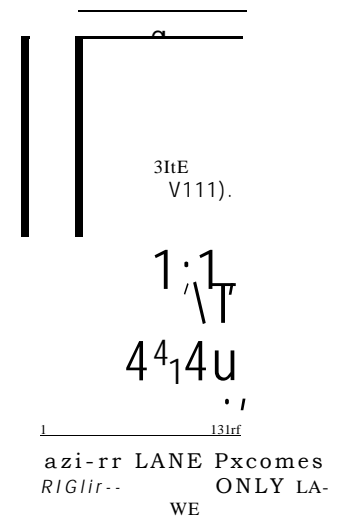
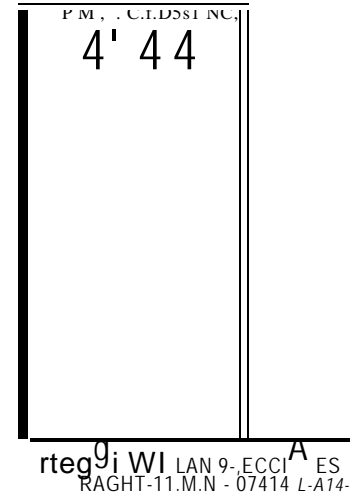
12461-tr LANE 13comes  
 ° N i x LMJE

Figure 10

519-E7-O9- HIGHWAY WIT-lour  
cv9-r, DR: Gump\_

Figure 9

6Hr--rop-N-otiof  
i-pcwv



(Fri Voubm  
vaiG■-rr- 11420- 004  
mi+JE Figure 10

## On-Road Bicycling

### Bicycle Lane Widths

Since the Lansing Greenway crosses urban, suburban and rural settings it is important to consider a variety of bicycle lane widths. In a curbed street with or without parking, the minimum bicycle lane width is 5 feet (Figures 7 and 8). In a street or highway without curb or gutter, the minimum bicycle lane width is 4 feet (Figure 9).

### Vehicular Intersections with Bicycle Lanes

Figure 10 demonstrates several intersections in which motorists and bicyclists may cross paths. The examples show pavement markings for the various situations. In addition to pavement striping, roads must provide adequate signage for bicyclists and smooth pavement surface.

### Grates

Where there are drainage grates in the road it is necessary to orient the grates perpendicular to the oncoming traffic so that bicycle wheels do not get trapped in the grate.

5' MIN  
CUR.BED Sre-EET WITHOUr pA-zr\_w&

Figure 7

a  
#4-  
514911 e'-lo'  
TstK-P. PAP-M16,  
LAME  
Mt °To°-  
VEHICLE  
LANE  
E-AVID  
LANE  
cãrrEr.  
istr-IPE  
LANE  
tiPu.  
cozs ED s-ru-ET- WITH r/tee4n6

Figure 8



## Adjacent Parcels

### Design for Privacy

There are several design options for maximizing the privacy of the abutting landowners. The area between the trail and the private property, called the trail-right-of-way, may be developed as a screen. Possible design alternatives for a screen include fencing, vegetation or grade changes. Figure 11 demonstrates the use of a berm as well as vegetation in the trail-right-of-way to provide visual privacy both to and from the trail.

*Figure 11*

## Community Relations

Good relations with adjacent landowners may be fostered with a regular maintenance program for the corridor, as well as a strategy for gathering input from landowners and users alike. Additionally, the neighbors should have contact information for the Greenway managing agency.

### **Mixed-Use Trails**

The trail should be designed to accommodate a variety of users including walkers, bikers, children and horseback riders. The trail width will vary depending upon the setting, whether urban, suburban or rural.

In an urban setting the minimum width should be 14 feet; in a suburban setting the width should be 12 feet; and in a rural setting the width should be 10 feet. Figure 12 shows the recommended minimum width for a rural area. Additionally, the trail should have a 5 foot shoulder on either side so that users may safely step off the trail at any point. These widths are to be considered minimums (Figure 12).

*Strati:* \_\_\_\_\_ *Id MIN:* 51r411■1.  
51-1444:0- -11 ML u R.FIVCE. S WU-M.

Figure 12

## Landscaping

A well-planned landscape will enhance the corridors aesthetic and functional qualities. Trees and shrubs can mitigate noise, create wind screens and visual buffers, as well as provide erosion control. Try to create a layered effect with canopy trees, understory shrubs and ground cover.

In addition to function, other issues to consider in selecting plant species include climate conditions, area available and maintenance. The plants must be appropriate for the site's soil conditions and other environmental considerations. Remember that plants have varied growing cycles, and it may take up to 50 years for a tree to mature. Plants should be chosen for their mature sizes (Figure 13).

With a suitable planting scheme the corridor's recreational potential will greatly increase. Wildlife are attracted to certain species. The flowering of plants will provide seasonal enjoyment. Since Lansing has a long winter season, plants should also be chosen for their visual interest in the winter. For example, plants may be selected that have persistent berries as well as interesting bark and branching habit.

Landscape maintenance is crucial since an overgrown understory or tree limbs may overtake the corridor.

## Landscaping

A well-planned landscape will enhance the corridors aesthetic and functional qualities. Trees and shrubs can mitigate noise, create wind screens and visual buffers, as well as provide erosion control. Try to create a layered effect with canopy trees, understory shrubs and ground cover.

In addition to function, other issues to consider in selecting plant species include climate conditions, area available and maintenance. The plants must be appropriate for the site's soil conditions and other environmental considerations. Remember that plants have varied growing cycles, and it may take up to 50 years for a tree to mature. Plants should be chosen for their mature sizes (Figure 13).

With a suitable planting scheme the corridor's recreational potential will greatly increase. Wildlife are attracted to certain species. The flowering of plants will provide seasonal enjoyment. Since Lansing has a long winter season, plants should also be chosen for their visual interest in the winter. For example, plants may be selected that have persistent berries as well as interesting bark and branching habit.

Landscape maintenance is crucial since an overgrown understory or tree limbs may overtake the corridor.

*Figure 12*

## Adjacent Parcels

### Design for Privacy

There are several design options for maximizing the privacy of the abutting landowners. The area between the trail and the private property, called the trail-right-of-way, may be developed as a screen. Possible design alternatives for a screen include fencing, vegetation or grade changes. Figure 11 demonstrates the use of a berm as well as vegetation in the trail-right-of-way to provide visual privacy both to and from the trail.

*Figure 11*

## Community Relations

Good relations with adjacent landowners may be fostered with a regular maintenance program for the corridor, as well as a strategy for gathering input from landowners and users alike. Additionally, the neighbors should have contact information for the Greenway managing agency.

### Mixed-Use Trails

The trail should be designed to accommodate a variety of users including walkers, bikers, children and horseback riders. The trail width will vary depending upon the setting, whether urban, suburban or rural.

In an urban setting the minimum width should be 14 feet; in a suburban setting the width should be 12 feet; and in a rural setting the width should be 10 feet. Figure 12 shows the recommended minimum width for a rural area. Additionally, the trail should have a 5 foot shoulder on either side so that users may safely step off the trail at any point. These widths are to be considered minimums (Figure 12).

Figure 13 <sup>4P15t 5-1c0</sup> Y/ace \_\_\_\_

A-Pr<sup>et</sup> 25 Vstrs-.<sup>4</sup>-- —

Figure 14

*AVEIZA-60 GROWTH*<sup>9</sup>Airs Po a D·WGIDUOV "reEES (TYPICAL) .

VERTICAL C.1.6.4MOGE Fog. PEDESTRIANS, Estoicusis AND 01111657rd/1-NS .

## **Lighting**

Lighting may be incorporated into the greenway plan for night use. While lighting is commonly thought to increase security, it may also give users a false impression of safety.

In the planning of light for the corridor, a minimum of light fixtures should be utilized in order to preserve the overall rural character of the area. The light fixture may be from 12 to 14 feet tall and spaced between 70 and 90 feet for reasonable lighting levels. Other possibilities, such as ground lighting, should also be explored.

## **Accessibility**

### Controlling Motor Access

Various types of barriers may be placed to inhibit vehicular access to the corridor. When selecting barrier locations, make sure that the barriers are well-marked and visible to cyclists. Reflectors should be installed on the barriers for nighttime safety.

### Gates

Gates may be constructed of metal pipe or steel cable. A potential problem with gates is that they may limit the access of people in wheelchairs who may not be able to go around the gate to get into the corridor.

### Boulders

Boulders may be placed at the entry points so that people, but not vehicles, may cross into the corridor. The boulders should be spaced so that a wheelchair may pass through.

### Bollards

Removable bollards or posts have more flexibility than gates and boulders which is an important consideration in terms of service access to the trail. Bollards should be at least 3 feet tall and be placed at least 10 feet from an intersection. Only one or three posts should be used since two posts creates a traffic flow situation that may lead to head-on collisions. Figure 15 shows a removable bollard design.

## **Lighting**

Lighting may be incorporated into the greenway plan for night use. While lighting is commonly thought to increase security, it may also give users a false impression of safety.

In the planning of light for the corridor, a minimum of light fixtures should be utilized in order to preserve the overall rural character of the area. The light fixture may be from 12 to 14 feet tall and spaced between 70 and 90 feet for reasonable lighting levels. Other possibilities, such as ground lighting, should also be explored.

## **Accessibility**

### Controlling Motor Access

Various types of barriers may be placed to inhibit vehicular access to the corridor. When selecting barrier locations, make sure that the barriers are well-marked and visible to cyclists. Reflectors should be installed on the barriers for nighttime safety.

### Gates

Gates may be constructed of metal pipe or steel cable. A potential problem with gates is that they may limit the access of people in wheelchairs who may not be able to go around the gate to get into the corridor.

### Boulders

Boulders may be placed at the entry points so that people, but not vehicles, may cross into the corridor. The boulders should be spaced so that a wheelchair may pass through.

### Bollards

Removable bollards or posts have more flexibility than gates and boulders which is an important consideration in terms of service access to the trail. Bollards should be at least 3 feet tall and be placed at least 10 feet from an intersection. Only one or three posts should be used since two posts creates a traffic flow situation that may lead to head-on collisions. Figure 15 shows a removable bollard design.

Figure 14

*AvEgAGE GROWTH MIES Po= vwcI /Na<sup>y</sup>s -reaas CrY<sup>p</sup>ichp .*



STEEL TOP PLAT  
**WELDED ANp & 20vNO1**  
G **RCUMFeR.awc-E**

**(014** STEEL PIPE IME  
A TIGHT **ND** PAINT

PINISH **erZA-VE**

I U ~ 1111

111)= 0

A 1111.7

cp MEI-PIPE  
**w/ (0 CO-C.. SURROUND**  
pi PETb .tri-8VDE yefli  
Ai5ova 'AM GRA-DV  
comPACTED Sve6eApE

jZEMOVA-F,j 13oi-t-A gD

CALE: I /1- I 1- 04

Figure 15

## Enabling Access for the Disabled

Before constructing the trail, the standards for accessible design should be consulted in the *Uniform Federal Accessibility Standards* and the "Americans with Disabilities Act Accessibility Guidelines" (Available by calling 1-800-USA-ABLE).

Hard surfaces, such as asphalt and concrete, create an accessible trail for a variety of user groups. The trail gradient should not exceed 5 percent unless a ramp is installed (Figure 16). A gradient of 6 to 8 percent is suitable for a ramp. Additionally, an accessible trail has rest stops every 200 feet or at least signs that designate distances between rest stops.



Figure 16

## **Bridges**

### Construction

Bridges are available in prefabricated form for quick installation with a crane. However, the bridge should meet certain specifications in order to be safe for pedestrians, bicycles, and horses. The bridge should be constructed of 4-inch-thick pressure-treated planks. Decking should be nailed to the superstructure with a maximum space of 1/4 inch between planks for drainage. The planks must be laid perpendicular or at an angle to the beams so that bicycles may cross safely (Figures 17 and 18).

## Enabling Access for the Disabled

Before constructing the trail, the standards for accessible design should be consulted in the *Uniform Federal Accessibility Standards* and the "Americans with Disabilities Act Accessibility Guidelines" (Available by calling 1-800-USAABLE).

Hard surfaces, such as asphalt and concrete, create an accessible trail for a variety of user groups. The trail gradient should not exceed 5 percent unless a ramp is installed (Figure 16). A gradient of 6 to 8 percent is suitable for a ramp. Additionally, an accessible trail has rest stops every 200 feet or at least signs that designate distances between rest stops.

)

11}

Figure 16

## **Bridges**

### Construction

Bridges are available in prefabricated form for quick installation with a crane. However, the bridge should meet certain specifications in order to be safe for pedestrians, bicycles, and horses. The bridge should be constructed of 4-inch-thick pressure-treated planks. Decking should be nailed to the superstructure with a maximum space of 1/4 inch between planks for drainage. The planks must be laid perpendicular or at an angle to the beams so that bicycles may cross safely (Figures 17 and 18).

IMITTT"Tr  
i n

STEEL TOP PLATE  
WELDED AND PAINTED,  
CORROSION RESISTANT

114 STEEL PIPE  
LIGHTLY AN  
G I Z E . y

691/22" STEEL PIPE  
W/ 10° CMG. SURROUND  
PI PET? M OTIZVDE Vq"  
A50VE. PIO, GRA-D  
comPACrel) SW362/125

Removable T30L-t-14 RP

SCALE ; 1" = 1'- 0"

Figure 15

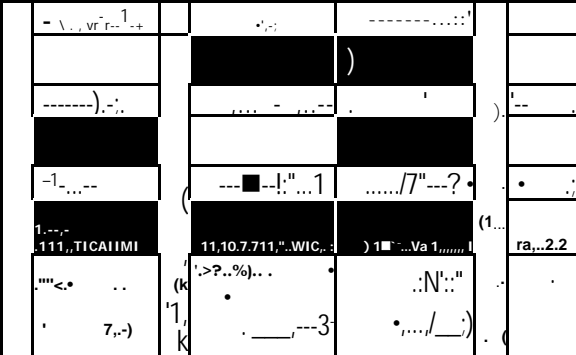
FINZ- 51K4N& SAFETY:  
 L+YE•12.11,65 tve-ti /  
 PERFSN Picuckg.. -ro  
 s# PPOATIN 6 SCAMS.

Figure 17

AN EXAMPLE OF How  
 Nor To LAY BRIDGE DECKING.

Figure 18

RAILING HEIGHT sit"  
 CBCYCLISIS FrP<sub>ts-rei</sub>(ANS) •  
 i th." -n-tcvmess tog.  
 HAND12A-IL



teir;65 eAILING DIM51\lsioKls

Figure 19

## Railings

Following AASHTO guidelines, the posts and railings should support a vertical load of 50 pounds per linear foot of rail height. Bicyclists require a railing at least 54 inches above the deck surface. Railings must have a top rail, middle rail and bottom rail. Rail measurements are included in Figure 19.

## **Signage**

The Lansing Greenway will require signs for several purposes: traffic regulation, information, and trailhead identification. Signs may be constructed from wood, metal or plastic.

It is recommended that the Lansing Greenway Planning Committee sponsor a contest in the local schools to develop a logo design. A logo will provide an identity for the project as well as a reminder that the user is in the Greenway system. The name "Village of Lansing" should be incorporated into the logo. The contest may also inspire community spirit and help publicize the Greenway.

The signs may be mounted on trees or sign posts of pressure-treated wood. The posts should be 6 x 6 inches and up to eight feet tall. Since the area encounters a wintertime freeze/thaw cycle, it is necessary to bury the post three feet below finish grade. The top of the post

must be beveled in order to avoid water collection. Bolts, nails and washers must be galvanized.

For safety reasons informational signs should be placed four feet from the trail (Figure 20). Traffic signs should be placed two feet from the trail (Figure 21).

TRAIL- INFORMATIONAL SIGNS (4'- FgoM IMft-)

*Figure 20*

-MAL TAAffic SIGNS (z' pg.0M TRAIL)

*Figure 21*

## Railings

Following AASHTO guidelines, the posts and railings should support a vertical load of 50 pounds per linear foot of rail height. Bicyclists require a railing at least 54 inches above the deck surface. Railings must have a top rail, middle rail and bottom rail. Rail measurements are included in Figure 19.

## **Signage**

The Lansing Greenway will require signs for several purposes: traffic regulation, information, and trailhead identification. Signs may be constructed from wood, metal or plastic.

It is recommended that the Lansing Greenway Planning Committee sponsor a contest in the local schools to develop a logo design. A logo will provide an identity for the project as well as a reminder that the user is in the Greenway system. The name "Village of Lansing" should be incorporated into the logo. The contest may also inspire community spirit and help publicize the Greenway.

The signs may be mounted on trees or sign posts of pressure-treated wood. The posts should be 6 x 6 inches and up to eight feet tall. Since the area encounters a wintertime freeze/thaw cycle, it is necessary to bury the post three feet below finish grade. The top of the post

must be beveled in order to avoid water collection. Bolts, nails and washers must be galvanized.

For safety reasons informational signs should be placed four feet from the trail (Figure 20). Traffic signs should be placed two feet from the trail (Figure 21).

TP-411- livfogA4TIoNA-L- SIGNS 4-' Rem-m\*10

*Figure 20*

TMAR- TRAFFic. SIGNS (2.' RAN TRAFt.)

*Figure 21*

Foe\_PV•iNG SA-F57Y  
 BRJC6E DEcti IN&  
 PERpeNpictx.A-g. To su  
 PPDAT1 NGBEAKS.

Figure 17

AN il(AMpLE OF Flow)  
 NOT 7V LAY MIDGE DEccING.

Figure 18

RAILING HEIGHT 5411  
 C8e.Ya.t575 PE<sup>P</sup>tsteitkOs) •  
 1 1/2- 1 1-11C4NESS rog.  
 HANDlzA•IL.

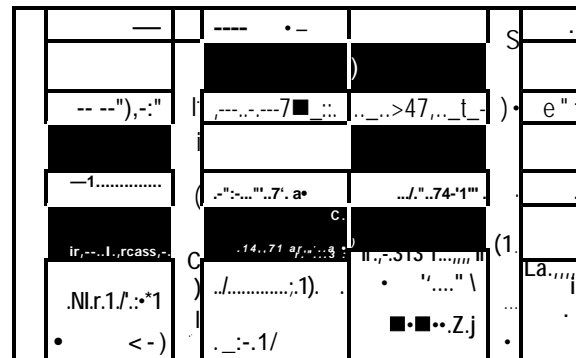


Figure 19 15eic&e v.mur./6 DIMENSIONS



## Cost Estimates

The most successful solution to path design is not always the most expensive one. Trail materials should always be suitable to their site conditions and planned uses. The South Hill Recreation Trail, built by the Town of Ithaca, has been quite successful in minimizing construction cost by planning in-house, using on site materials, and coordinating with the Department of Public Works for the actual construction. Volunteer groups are often available to do much of the required work, and are also a good way to have the community actively involved with the project.

Below are some general cost estimates for construction of various types of trail. These estimates are necessarily general, as each segment of the Greenway will demand different site considerations. Depending on the actual conditions of the existing site, the costs may vary considerably, and allowances should be made for this in any budgeting.

<u>Costs Per Linear Foot</u>	
Asphalt Path (10 feet wide)	\$30
In-road one-way bike land (4-5 feet wide)	\$35
Concrete sidewalk (8 feet wide)	\$50
Woodchip Path (10-12 feet wide)	\$8
Seeded Gravel (8-10 feet wide)	\$20



# IMPLEMENTATION GUIDE

When the Greenway plans are considered for implementation, several questions may be posed immediately. What other options are there for providing land for the Greenway besides subdivision exactions? Who is liable for injury? How can the Village afford to fund and maintain the Greenway? In this section, these three issues are addressed.

In some cases, methods other than subdivision exactions may be appropriate for establishing portions of the Greenway. For example, the clustering of a subdivision may provide a link which is needed to establish a continuous section of the Greenway. The first section of this report suggests other "tools" which may be used to provide land for the Greenway, such as regulations, easements, market forces, and land acquisition.

Liability issues are discussed after the Greenway tools are presented. Portions of the New York State General Obligations Law are discussed as well as the duty of care owed to a Greenway user, a risk assessment and management strategy, liability insurance, and tips for building a safe bicycle system.

Sources of Federal and State funding are presented in the third section. The Village of Lansing may be able to receive funds for Greenway development from the Federal government through the Intermodal Surface Trans-

*Village Office*

portation Efficiency Act or the Land and Water Conservation Fund. At the State level, funds may be available through the Rural New York Program.

The possibility of turning over the development of the Greenway to a particular group is discussed in the final and concluding section of this report. The types of tasks which must be undertaken to move the Greenway forward are suggested. The accomplishment of these tasks will be necessary to provide the energy which will be needed to continue the research and implement the proposals offered in the Greenway Study and Plan.

## GREENWAY TOOLBOX

The Village could provide land for the Greenway a number of ways. The long-range plan presented in this report is based upon subdivision exactions, however, the Village could use regulation, easements, the market, and land acquisition to develop the Greenway. Each option is briefly discussed below.

## REGULATORY OPTIONS

**Development Exactions:** Under applicable New York State law, the Village of Lansing may receive land, or payment-in-lieu-of, in any event that property is subdivided for residential development. Language to this effect is already incorporated into the Village's Subdivi-

sion Regulations in §406.02(b): "The [Planning] Board shall require that recreation space be provided at the rate of not less than 1 acre per 30 dwelling units or lots developed to provide for 30 dwelling units, OR 6% of the total area of the subdivision, whichever number is greater."

**Zoning District:** The Village of Lansing is divided into eight basic zoning districts: Low Density Residential, Medium Density Residential, High Density Residential, Commercial Low Traffic, Commercial High Traffic, Business and Technology, Research, and Human Health Services. A new Greenway District could be created in addition to these Districts. Within this District regulations concerning use, density, and dimensional requirements could be established that would assist the Village in developing and preserving the Greenway.

**Combining District:** Instead of establishing a new zoning district for the Greenway, the Village could establish a Greenway Combining District which would overlay the zoning map. Parcels within this district would then be subject to Greenway Combining District requirements, which would be supplemental to those of the basic, underlying zoning district. The Combining District would be similar to the current Conservation Combining District, Floodplain District, and Farm and Craft Market Combining District.

portation Efficiency Act or the Land and Water Conservation Fund. At the State level, funds may be available through the Rural New York Program.

The possibility of turning over the development of the Greenway to a particular group is discussed in the final and concluding section of this report. The types of tasks which must be undertaken to move the Greenway forward are suggested. The accomplishment of these tasks will be necessary to provide the energy which will be needed to continue the research and implement the proposals offered in the Greenway Study and Plan.

## GREENWAY TOOLBOX

The Village could provide land for the Greenway a number of ways. The long-range plan presented in this report is based upon subdivision exactions, however, the Village could use regulation, easements, the market, and land acquisition to develop the Greenway. Each option is briefly discussed below.

## REGULATORY OPTIONS

Development Exactions: Under applicable New York State law, the Village of Lansing may receive land, or payment-in-lieu-of, in any event that property is subdivided for residential development. Language to this effect is already incorporated into the Village's Subdivi-

sion Regulations in §406.02(b): "The [Planning] Board shall require that recreation space be provided at the rate of not less than 1 acre per 30 dwelling units or lots developed to provide for 30 dwelling units, OR 6% of the total area of the subdivision, whichever number is greater."

zoning District: The Village of Lansing is divided into eight basic zoning districts: Low Density Residential, Medium Density Residential, High Density Residential, Commercial Low Traffic, Commercial High Traffic, Business and Technology, Research, and Human Health Services. A new Greenway District could be created in addition to these Districts. Within this District regulations concerning use, density, and dimensional requirements could be established that would assist the Village in developing and preserving the Greenway.

Combining District: Instead of establishing a new zoning district for the Greenway, the Village could establish a Greenway Combining District which would overlay the zoning map. Parcels within this district would then be subject to Greenway Combining District requirements, which would be supplemental to those of the basic, underlying zoning district. The Combining District would be similar to the current Conservation Combining District, Floodplain District, and Farm and Craft Market Combining District.



# IMPLEMENTATION GUIDE

When the Greenway plans are considered for implementation, several questions may be posed immediately. What other options are there for providing land for the Greenway besides subdivision exactions? Who is liable for injury? How can the Village afford to fund and maintain the Greenway? In this section, these three issues are addressed.

In some cases, methods other than subdivision exactions may be appropriate for establishing portions of the Greenway. For example, the clustering of a subdivision may provide a link which is needed to establish a continuous section of the Greenway. The first section of this report suggests other "tools" which may be used to provide land for the Greenway, such as regulations, easements, market forces, and land acquisition.

Liability issues are discussed after the Greenway tools are presented. Portions of the New York State General Obligations Law are discussed as well as the duty of care owed to a Greenway user, a risk assessment and management strategy, liability insurance, and tips for building a safe bicycle system.

Sources of Federal and State funding are presented in the third section. The Village of Lansing may be able to receive funds for Greenway development from the Federal government through the Intermodal Surface Trans-

*Village Office*

Incentive Zoning: New York State law authorizes Village officials to grant specific incentives or bonuses to developers on condition that specific physical, social, or cultural benefits or amenities would be provided to the community. Incentives or bonuses can include adjustments to the permissible density, area, height, open space, use, or other provisions of a zoning law for a specific purpose authorized by the Village board. Community benefits or amenities include open space, housing for persons of low or moderate income, parks, elder day care, day care or other specific physical, social or cultural amenities, or cash in lieu thereof, of benefit to the residents of the community as authorized by the Board of Trustees. The benefits or amenities should be tied to the Comprehensive Plan. For example, to help develop the Greenway, Village officials could relax area requirements if an applicant contributes to the development of the Greenway.

Clustering: Clustering and Planned Unit Development (PUD), which is described below, are regulatory techniques for fostering more innovative development. Clustering allows residential units to be concentrated on a portion of a parcel which is most suitable for development. The law is applicable to lands zoned for residential purposes only. When implemented, the lots cannot exceed the number, minimum lot size, and density requirements of the basic zoning district, and all other

applicable requirements must be met. The units permitted may be in detached, semi-detached, attached, or multi-story structures. The Board of Trustees have authorized the Planning Board to permit clustering in §503.06 of the Zoning Law and §314 of the Subdivision Regulations.

Planned Unit Development (PUD): A PUD law is more flexible than clustering. Language could be incorporated into the Zoning Law which would allow for certain regulations, e.g. use and density, to be relaxed in certain areas of the Village. An applicant, for example, could build a mixed use development and cluster the structures within the portions of the property most suitable for the project proposed. This portion of the law is activated only when an applicant is interested in building a project of this nature. There is no State statute specifically authorizing the Village of Lansing to permit PUDs because the basic grant of zoning power is broad enough to include the power to incorporate PUD provisions in the zoning regulations.

## EASEMENTS

Another way to approach the development of the Greenway is to have the Village officials or a local land trust, such as the Finger Lakes Land Trust, obtain easements. The Conservation Easement is one way to allow



Village residents to have access to land and resources without having the Village hold title to the property. The owner of the subject property agrees to restrict development of all or a portion of the land. The agreement details the type and amount of development that would be prohibited. Conservation Easements are authorized by the Environmental Conservation Law of the State of New York.

#### MARKET FORCES

The Village could also free open space for the Greenway through a Purchase of Development Rights (PDR) or Transfer of Development Rights (TDR) program. The essence of these two programs is to separate the development rights from the land itself. A PDR program would allow the Village to purchase the development rights of Greenway parcels so that the land would remain free from disturbance. Transfer of Development Rights (TDR) is similar to Purchase of Development Rights except that development rights purchased from a landowner can be used on another parcel of land. To invoke a TDR program, Village officials would have to establish "sending areas", or the areas to be preserved, and "receiving areas" where the use of development rights would be permitted. The number of development rights is determined for each parcel in the sending area. One or a few development rights are left for the parcel, and the rest can be sold by the owner through the market to a land-

owner in the receiving area. When the credits are transferred, the land owner in the receiving area is permitted to increase the amount of development already permitted.

#### LAND ACQUISITION

In addition to developing the Greenway through regulation, easements, and market forces, land may be acquired by the Village of Lansing. There are several ways to acquire land including purchase, eminent domain, acquisition of options or rights-of-first-refusal, donation and tax foreclosure. Each of these land acquisition options are briefly described below.

Purchase: To preserve open spaces, protect environmentally sensitive areas, or otherwise conserve property, the Village may purchase land in "fee simple". Often this is funded through bond issues backed by local property taxes, sales taxes, or real estate transfer taxes. Fee simple interests in land allow a property owner to exercise all rights associated with the land.

Eminent Domain: New York State has empowered local governments to seize private property through eminent domain. Any taking must be for a legitimate public use and the owner must be compensated at the fair market value of the land taken. The standard to determine just compensation is "highest and best use" of the property on the date of the taking.

Village residents to have access to land and resources without having the Village hold title to the property. The owner of the subject property agrees to restrict development of all or a portion of the land. The agreement details the type and amount of development that would be prohibited. Conservation Easements are authorized by the Environmental Conservation Law of the State of New York.

## MARKET FORCES

The Village could also free open space for the Greenway through a Purchase of Development Rights (PDR) or Transfer of Development Rights (TDR) program. The essence of these two programs is to separate the development rights from the land itself. A PDR program would allow the Village to purchase the development rights of Greenway parcels so that the land would remain free from disturbance. Transfer of Development Rights (TDR) is similar to Purchase of Development Rights except that development rights purchased from a landowner can be used on another parcel of land. To invoke a TDR program, Village officials would have to establish "sending areas", or the areas to be preserved, and "receiving areas" where the use of development rights would be permitted. The number of development rights is determined for each parcel in the sending area. One or a few development rights are left for the parcel, and the rest can be sold by the owner through the market to a land-

owner in the receiving area. When the credits are transferred, the land owner in the receiving area is permitted to increase the amount of development already permitted.

## LAND ACQUISITION

In addition to developing the Greenway through regulation, easements, and market forces, land may be acquired by the Village of Lansing. There are several ways to acquire land including purchase, eminent domain, acquisition of options or rights-of-first-refusal, donation and tax foreclosure. Each of these land acquisition options are briefly described below.

Purchase: To preserve open spaces, protect environmentally sensitive areas, or otherwise conserve property, the Village may purchase land in "fee simple". Often this is funded through bond issues backed by local property taxes, sales taxes, or real estate transfer taxes. Fee simple interests in land allow a property owner to exercise all rights associated with the land.

Eminent Domain: New York State has empowered local governments to seize private property through eminent domain. Any taking must be for a legitimate public use and the owner must be compensated at the fair market value of the land taken. The standard to determine just compensation is "highest and best use" of the property on the date of the taking.

Incentive Zoning: New York State law authorizes Village officials to grant specific incentives or bonuses to developers on condition that specific physical, social, or cultural benefits or amenities would be provided to the community. Incentives or bonuses can include adjustments to the permissible density, area, height, open space, use, or other provisions of a zoning law for a specific purpose authorized by the Village board. Community benefits or amenities include open space, housing for persons of low or moderate income, parks, elder day care, day care or other specific physical, social or cultural amenities, or cash in lieu thereof, of benefit to the residents of the community as authorized by the Board of Trustees. The benefits or amenities should be tied to the Comprehensive Plan. For example, to help develop the Greenway, Village officials could relax area requirements if an applicant contributes to the development of the Greenway.

Clustering: Clustering and Planned Unit Development (PUD), which is described below, are regulatory techniques for fostering more innovative development. Clustering allows residential units to be concentrated on a portion of a parcel which is most suitable for development. The law is applicable to lands zoned for residential purposes only. When implemented, the lots cannot exceed the number, minimum lot size, and density requirements of the basic zoning district, and all other

applicable requirements must be met. The units permitted may be in detached, semi-detached, attached, or multi-story structures. The Board of Trustees have authorized the Planning Board to permit clustering in §503.06 of the Zoning Law and §314 of the Subdivision Regulations.

Planned Unit Development (PUD): A PUD law is more flexible than clustering. Language could be incorporated into the Zoning Law which would allow for certain regulations, e.g. use and density, to be relaxed in certain areas of the Village. An applicant, for example, could build a mixed use development and cluster the structures within the portions of the property most suitable for the project proposed. This portion of the law is activated only when an applicant is interested in building a project of this nature. There is no State statute specifically authorizing the Village of Lansing to permit PUDs because the basic grant of zoning power is broad enough to include the power to incorporate PUD provisions in the zoning regulations.

#### EASEMENTS

Another way to approach the development of the Greenway is to have the Village officials or a local land trust, such as the Finger Lakes Land Trust, obtain easements. The Conservation Easement is one way to allow

Options and Rights-Of-First-Refusal: Instead of actually purchasing a parcel, the Village could simply hold the right to purchase land. For example, an option may be purchased which entitles the Village the right to buy a parcel without the obligation to do so. As long as the Village holds this option, the landowner cannot sell the parcel to another party. A right-of-first-refusal allows the landowner to receive offers from other parties as long as the Village has the chance to match another bid. The initial cost of acquiring an option or a right-of-first-refusal is commonly far less than the cost of a fee purchase. Control over property acquired with these mechanisms may in some cases reduce the overall cost of building a Greenway to the Village. Of course, if it becomes necessary to actually purchase the fee to the property to maintain the desired degree of control, the Village may at the time of the purchase have to pay market value for the property. Costs could be reduced if these rights are acquired through donation.

Donation or Tax Foreclosure: The Village of Lansing could obtain a piece of property or property rights for less than full market value through one of these methods. Often landowners donate property or easements for conservation purposes. This could be encouraged through tax incentives. For example, a life estate may be established whereby the donor could continue to live on and use the land during his or her lifetime and enjoy a tax advantage for doing so. Afterward the property would be

turned over to the Village. Finally, the Village could investigate tax foreclosures to help obtain property for the Greenway less expensively.

## GREENWAY LIABILITY

Aside from providing land for the Greenway system, another important issue relevant to creating a Greenway is liability. What happens if a Greenway user gets hurt? Would the landowner be liable? Would the Village be liable? Several steps can be taken both to protect the residents and officials of the Village from liability and to provide a bicycle system that is safe. Discussed in this section are certain provisions of New York State law relating to recreational use of property that provide some protection to landowners who may participate in the Greenway. These provisions contain certain limitations that are also briefly presented. Measures residents and Village officials can take to avoid liability are discussed as well. This information should be treated as introductory only. A legal opinion should be obtained in order to fully address liability issues.

Certain liability protection is afforded to landowners in accordance with the terms of New York State's General Obligations Law Section 9-103(1). According to this law, an owner, occupant or lessee of property "owes no duty to keep the premises safe for entry or use by others for hunting, fishing,... canoeing, boating, trapping, hiking,

cross-country skiing, speleological activities, horseback riding, bicycle riding, hang gliding, motorized vehicle operation for recreational purposes, snowmobile operation, cutting or gathering of wood for non-commercial purposes or training of dogs, or to give warning of any hazardous condition or use of or structure or activity on such premises to persons entering for such purposes." The owner does not extend any assurance that the premises are safe for the activities listed. Also, if the property owner grants permission for the property to be used for these activities, a person so using the property would not be deemed an invitee to whom the property owner would owe a duty of care. Further, the property owner does not assume responsibility or incur liability for any injury caused by any act of persons to whom permission to so use the property has been granted.

There are limitations, however, to this Section of the General Obligations Law. This Section does not limit the liability that would otherwise exist for willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity. Also, liability is not limited where permission was granted for consideration other than consideration paid by the State or Federal government. Finally, there is no limitation on liability for injury caused by persons with permission to other persons to whom the owner had a duty to keep the premises safe or to warn of danger.

Although the General Obligations Law does offer some protection to landowners, this does not mean that a landowner cannot be found liable. In determining liability, the general rule in New York is that an owner of property is required to exercise reasonable care under the circumstances. The extent to which an injury to a person on the property is foreseeable will be considered. In general, the more foreseeable the injury, the greater the chance that a court would impose liability. The courts will also consider the relationship between the landowner and the user. For example, the lowest duty of care is owed to a trespasser, someone who intentionally and without consent or privilege enters another person's property, since their presence is not highly foreseeable. In the case of a "licensee", or someone who is given express or implied permission by the landowner, it is more foreseeable that a dangerous condition may cause injury. The highest duty of care under the law is owed to an "invitee". An "invitee" is someone who enters by invitation, express or implied, and whose entry is connected with the landowner's business or with an activity the landowner conducts or permits to be conducted on the land and where there is a benefit to the owner or mutuality of benefit.

There are several measures that residents and Village officials may take to avoid liability that might be associated with the development and use of a Greenway. From the standpoint of the Village or a resident, a risk assess-

cross-country skiing, speleological activities, horseback riding, bicycle riding, hang gliding, motorized vehicle operation for recreational purposes, snowmobile operation, cutting or gathering of wood for non-commercial purposes or training of dogs, or to give warning of any hazardous condition or use of or structure or activity on such premises to persons entering for such purposes." The owner does not extend any assurance that the premises are safe for the activities listed. Also, if the property owner grants permission for the property to be used for these activities, a person so using the property would not be deemed an invitee to whom the property owner would owe a duty of care. Further, the property owner does not assume responsibility or incur liability for any injury caused by any act of persons to whom permission to so use the property has been granted.

There are limitations, however, to this Section of the General Obligations Law. This Section does not limit the liability that would otherwise exist for willful or malicious failure to guard, or to warn against, a dangerous condition, use, structure or activity. Also, liability is not limited where permission was granted for consideration other than consideration paid by the State or Federal government. Finally, there is no limitation on liability for injury caused by persons with permission to other persons to whom the owner had a duty to keep the premises safe or to warn of danger.

Although the General Obligations Law does offer some protection to landowners, this does not mean that a landowner cannot be found liable. In determining liability, the general rule in New York is that an owner of property is required to exercise reasonable care under the circumstances. The extent to which an injury to a person on the property is foreseeable will be considered. In general, the more foreseeable the injury, the greater the chance that a court would impose liability. The courts will also consider the relationship between the landowner and the user. For example, the lowest duty of care is owed to a trespasser, someone who intentionally and without consent or privilege enters another person's property, since their presence is not highly foreseeable. In the case of a "licensee", or someone who is given express or implied permission by the landowner, it is more foreseeable that a dangerous condition may cause injury. The highest duty of care under the law is owed to an "invitee". An "invitee" is someone who enters by invitation, express or implied, and whose entry is connected with the landowner's business or with an activity the landowner conducts or permits to be conducted on the land and where there is a benefit to the owner or mutuality of benefit.

There are several measures that residents and Village officials may take to avoid liability that might be associated with the development and use of a Greenway. From the standpoint of the Village or a resident, a risk assess-

Options and Rights-Of-First-Refusal: Instead of actually purchasing a parcel, the Village could simply hold the right to purchase land. For example, an option may be purchased which entitles the Village the right to buy a parcel without the obligation to do so. As long as the Village holds this option, the landowner cannot sell the parcel to another party. A right-of-first-refusal allows the landowner to receive offers from other parties as long as the Village has the chance to match another bid. The initial cost of acquiring an option or a right-of-first-refusal is commonly far less than the cost of a fee purchase. Control over property acquired with these mechanisms may in some cases reduce the overall cost of building a Greenway to the Village. Of course, if it becomes necessary to actually purchase the fee to the property to maintain the desired degree of control, the Village may at the time of the purchase have to pay market value for the property. Costs could be reduced if these rights are acquired through donation.

Donation or Tax Foreclosure: The Village of Lansing could obtain a piece of property or property rights for less than full market value through one of these methods. Often landowners donate property or easements for conservation purposes. This could be encouraged through tax incentives. For example, a life estate may be established whereby the donor could continue to live on and use the land during his or her lifetime and enjoy a tax advantage for doing so. Afterward the property would be

turned over to the Village. Finally, the Village could investigate tax foreclosures to help obtain property for the Greenway less expensively.

## GREENWAY LIABILITY

Aside from providing land for the Greenway system, another important issue relevant to creating a Greenway is liability. What happens if a Greenway user gets hurt? Would the landowner be liable? Would the Village be liable? Several steps can be taken both to protect the residents and officials of the Village from liability and to provide a bicycle system that is safe. Discussed in this section are certain provisions of New York State law relating to recreational use of property that provide some protection to landowners who may participate in the Greenway. These provisions contain certain limitations that are also briefly presented. Measures residents and Village officials can take to avoid liability are discussed as well. This information should be treated as introductory only. A legal opinion should be obtained in order to fully address liability issues.

Certain liability protection is afforded to landowners in accordance with the terms of New York State's General Obligations Law Section 9-103(1). According to this law, an owner, occupant or lessee of property "owes no duty to keep the premises safe for entry or use by others for hunting, fishing,... canoeing, boating, trapping, hiking,

ment and management strategy could be developed and implemented. Also, liability insurance could be purchased. Finally, and particularly where bicycles are intended or likely to be used, the Village should develop the Greenway in as safe a manner as reasonably possible. The risk assessment and management strategy, liability insurance, and planning and designing a Greenway with safety concerns in mind are briefly discussed below.

Risk Management and Assessment: Seven steps are listed below which should help prevent accidents and reduce the chances of liability. By taking these steps, all inherent dangers and potential risks on the property should be identified, and measures can be taken to eliminate the risks and warn users of their existence. The landowner should not assume anything on the part of the users, not even common sense or reasonable judgment. These actions are important for the Village as well as the residents, since the New York Court Claims Act makes the State and its political subdivisions liable for negligent acts and omissions in certain circumstances.

- 1) Identify exposures to risk and the frequency and severity of the exposures;
- 2) Warn users of potential risks;

- 3) Correct a dangerous situation before an accident occurs;
- 4) Educate and train personnel, if any, to minimize risks;
- 5) Develop and implement an accident reporting system;
- 6) Monitor the property on a regularly scheduled basis; and
- 7) Document all risk assessments, management practices, and remedial actions.<sup>1</sup>

Liability Insurance: Some insurance coverage may be available for open and recreational uses of land. Members of an insurance pool may be able to obtain "umbrella" coverage. The Land Trust Alliance has a "Green Umbrella Plan" that provides coverage for greenways. Also, if a land trust becomes involved, there may be an opportunity for additional protection under their liability policy. Indemnification may be another method for landowners to reduce their exposure to liability. Indemnification means that a landowner is held harmless for any claims, costs, and/or liability that may arise from an accident or vandalism to the property. The Village, a land trust or recreation group may agree to indemnify the landowner and/or provide insurance coverage. Finally,



municipalities are increasingly turning to self-insurance when coverage is too expensive or when insurance companies deny coverage. Self-insurance enables the municipality to assume some portion of the responsibility for risk and may be funded by creating a contingency fund intended to cover potential losses.<sup>2</sup> Although self-insurance may be less costly than coverage provided by established insurance companies, the financial exposure to a claim may exceed the funds set aside to cover potential liabilities.

Building A Safe Bicycle System: The increased number of bicyclists on the road, many untrained or unskilled, and the vehicular nature of the bicycle, has offered many lessons in terms of bicycle facility design and maintenance. By building as safe a system as possible, the Village can minimize its risk of liability. Some tips for doing so are listed below.

- 1) Determine what type of bicycles are being accommodated. For example, experienced cyclists use the bicycle as a mode of transportation. They ride longer distances at higher speeds and tend to use the same major roads that the cars use. Young children and adults may be riding bikes for recreation. They typically like to ride in a safer setting, e.g. paths, sidewalks, and residential streets. In general, the practices of the different types of cyclists may cause conflict.
- 2) Consider common accident problems. The bicycle should be considered a vehicle and treated in existing traffic safety programs. Collect and analyze bicycle accident and usage data, and develop a program similar to that for motor vehicles. A plan can be used both for designing improvements and to provide data that may be helpful in developing a defense against a law suit.
- 3) Employ transportation professionals when designing a system. Considerations such as surface, grades, curvature, sight distance, and traffic control devices are critical, and they are best determined by a transportation expert.
- 4) Use current guidelines and good judgment. Any design guidelines recommended by New York State should be used where applicable. Also, the courts and practitioners have recognized professional standards such as those available from AASHTO.
- 5) Evaluate completed projects. Minimize changes in traffic mix, since motorists may not be watching for bicyclists and vice versa. Projects should be evaluated for their effectiveness, with a periodic review of bicycle accident data, usage, and complaints.

municipalities are increasingly turning to self-insurance when coverage is too expensive or when insurance companies deny coverage. Self-insurance enables the municipality to assume some portion of the responsibility for risk and may be funded by creating a contingency fund intended to cover potential losses.<sup>2</sup> Although self-insurance may be less costly than coverage provided by established insurance companies, the financial exposure to a claim may exceed the funds set aside to cover potential liabilities.

Building A Safe Bicycle System: The increased number of bicyclists on the road, many untrained or unskilled, and the vehicular nature of the bicycle, has offered many lessons in terms of bicycle facility design and maintenance. By building as safe a system as possible, the Village can minimize its risk of liability. Some tips for doing so are listed below.

- 1) Determine what type of bicycles are being accommodated. For example, experienced cyclists use the bicycle as a mode of transportation. They ride longer distances at higher speeds and tend to use the same major roads that the cars use. Young children and adults may be riding bikes for recreation. They typically like to ride in a safer setting, e.g. paths, sidewalks, and residential streets. In general, the practices of the different types of cyclists may cause conflict.
- 2) Consider common accident problems. The bicycle should be considered a vehicle and treated in existing traffic safety programs. Collect and analyze bicycle accident and usage data, and develop a program similar to that for motor vehicles. A plan can be used both for designing improvements and to provide data that may be helpful in developing a defense against a law suit.
- 3) Employ transportation professionals when designing a system. Considerations such as surface, grades, curvature, sight distance, and traffic control devices are critical, and they are best determined by a transportation expert.
- 4) Use current guidelines and good judgment. Any design guidelines recommended by New York State should be used where applicable. Also, the courts and practitioners have recognized professional standards such as those available from AASHTO.
- 5) Evaluate completed projects. Minimize changes in traffic mix, since motorists may not be watching for bicyclists and vice versa. Projects should be evaluated for their effectiveness, with a periodic review of bicycle accident data, usage, and complaints.

ment and management strategy could be developed and implemented. Also, liability insurance could be purchased. Finally, and particularly where bicycles are intended or likely to be used, the Village should develop the Greenway in as safe a manner as reasonably possible. The risk assessment and management strategy, liability insurance, and planning and designing a Greenway with safety concerns in mind are briefly discussed below.

Risk Management and Assessment: Seven steps are listed below which should help prevent accidents and reduce the chances of liability. By taking these steps, all inherent dangers and potential risks on the property should be identified, and measures can be taken to eliminate the risks and warn users of their existence. The landowner should not assume anything on the part of the users, not even common sense or reasonable judgment. These actions are important for the Village as well as the residents, since the New York Court Claims Act makes the State and its political subdivisions liable for negligent acts and omissions in certain circumstances.

- 1) Identify exposures to risk and the frequency and severity of the exposures;
- 2) Warn users of potential risks;

- 3) Correct a dangerous situation before an accident occurs;
- 4) Educate and train personnel, if any, to minimize risks;  
  
Develop and implement an accident reporting system;
- 6) Monitor the property on a regularly scheduled basis; and
- 7) Document all risk assessments, management practices, and remedial actions.<sup>1</sup>

Liability Insurance: Some insurance coverage may be available for open and recreational uses of land. Members of an insurance pool may be able to obtain "umbrella" coverage. The Land Trust Alliance has a "Green Umbrella Plan" that provides coverage for greenways. Also, if a land trust becomes involved, there may be an opportunity for additional protection under their liability policy. Indemnification may be another method for landowners to reduce their exposure to liability. Indemnification means that a landowner is held harmless for any claims, costs, and/or liability that may arise from an accident or vandalism to the property. The Village, a land trust or recreation group may agree to indemnify the landowner and/or provide insurance coverage. Finally,

Review and consideration of these five issues, and adherence to the bicycle safety recommendations listed above, may help reduce the Village of Lansing's risks of liability. If these guidelines are followed, a risk assessment and management program is put into place, and liability insurance is purchased, the Village and its residents shall have taken significant steps toward providing a Greenway that is safe for its users and which is not likely to impose an excessive financial burden on the Village's taxpayers.

As described above, it is important for the Village not only to target certain areas for Greenway development, but also to invest in the appropriate materials, planning and maintenance. There are sources of funding available to help defray the costs associated with these expenses. The final section of this report discusses various mechanisms for funding projects such as the Village of Lansing Greenway.

## **SOURCES OF FUNDING**

Foundations, the private sector, donations, land trusts, and State and Federal grants are just some of the sources of funding the Village can investigate for developing the Greenway. In this section of the Greenway Study and Plan, a provision of New York State General Municipal Law, two important Federal grant programs and one State program are discussed: the fee in lieu of

parkland exaction, the Intermodal Surface Transportation Efficiency Act of 1991, the Land and Water Conservation Fund, and the Rural New York program. These programs represent four important sources of funding that may be available for the Greenway project.

## **FEE IN LIEU OF PARKLAND EXACTION**

Sections 7-725-a, Site plan review, and 7-730, Subdivision review, of the New York State Village Law allow village planning boards to reserve land for parks if a finding is made that the site plan or subdivision will result in a need for additional recreational land. "Such findings shall include an evaluation of the present and anticipated future needs for park and recreational facilities in the village based on projected population growth to which the particular site plan or subdivision plat will contribute."

The law goes on to state that if no land is suitable for a park, "the planning board may require a sum of money in lieu thereof." All fees collected in lieu of parkland are placed in a trust fund to be used "exclusively for park, playground, or other recreational purposes, including the acquisition of property."

The Village Subdivision Regulations already contain provisions based upon these sections of the New York State Village Law that permit the Village to exact fees in lieu of land dedication. The Village's Planning Board is

currently reviewing these provisions in an effort to propose amendments that would make these provisions easier for the developer to understand and for the Village to apply. The capital reserve that would be funded from use of these provisions will be used to help finance the Greenway project.

#### INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

Federal funds are available for pedestrian walkways and bicycle facilities through the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The funds come from six sources: the National Highway System, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Federal Lands Highway Funds, Scenic Byways Program and National Recreational Trails. Except for the National Recreational Trails Fund, all facilities proposed for funding under these programs must be principally for transportation rather than recreation. Again excluding the National Recreational Trails Fund, all projects must be located and designed according to the long-range plan developed by the Tompkins County Metropolitan Planning Organization (MPO) and New York State. Each of these six funding sources available through ISTEA is briefly described below.

National Highway System: This funding is available in Tompkins County only for projects along Route 13. Eligible projects include the construction of bicycle transportation facilities and pedestrian walkways along the Route 13 corridor. The Federal share of the costs for these projects is 80% with a 20% State or local match.

Surface Transportation Program: Funds from this program may be used for bicycle transportation facilities and pedestrian walkways as well as non-construction projects such as brochures, public service announcements, and route maps. Ten percent (10%) of New York State's Surface Transportation Program funds are available for transportation enhancement activities. Two transportation enhancement activities are a) the provision of facilities for bicyclists and pedestrians, and b) the preservation of abandoned railway corridors, including conversion and use for pedestrian or bicycle trails. The Federal share of the costs for these projects is 80% with a 20% State or local match.

Congestion Mitigation and Air Quality Improvement Program: Similar to the Surface Transportation Program, funding is available for the construction of bicycle transportation facilities, pedestrian walkways, and non-construction projects such as brochures, public service announcements, and route maps. The Federal share of the costs for these projects is 80% with 20% State or local match.

currently reviewing these provisions in an effort to propose amendments that would make these provisions easier for the developer to understand and for the Village to apply. The capital reserve that would be funded from use of these provisions will be used to help finance the Greenway project.

#### INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

Federal funds are available for pedestrian walkways and bicycle facilities through the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The funds come from six sources: the National Highway System, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement Program, Federal Lands Highway Funds, Scenic Byways Program and National Recreational Trails. Except for the National Recreational Trails Fund, all facilities proposed for funding under these programs must be principally for transportation rather than recreation. Again excluding the National Recreational Trails Fund, all projects must be located and designed according to the long-range plan developed by the Tompkins County Metropolitan Planning Organization (MPO) and New York State. Each of these six funding sources available through ISTEA is briefly described below.

National Highway System: This funding is available in Tompkins County only for projects along Route 13. Eligible projects include the construction of bicycle transportation facilities and pedestrian walkways along the Route 13 corridor. The Federal share of the costs for these projects is 80% with a 20% State or local match.

Surface Transportation Program: Funds from this program may be used for bicycle transportation facilities and pedestrian walkways as well as non-construction projects such as brochures, public service announcements, and route maps. Ten percent (10%) of New York State's Surface Transportation Program funds are available for transportation enhancement activities. Two transportation enhancement activities are a) the provision of facilities for bicyclists and pedestrians, and b) the preservation of abandoned railway corridors, including conversion and use for pedestrian or bicycle trails. The Federal share of the costs for these projects is 80% with a 20% State or local match.

Dortgestion Mitigation and Air Quality Improvement Program: Similar to the Surface Transportation Program, funding is available for the construction of bicycle transportation facilities, pedestrian walkways, and non-construction projects such as brochures, public service announcements, and route maps. The Federal share of the costs for these projects is 80% with 20% State or local match.

Review and consideration of these five issues, and adherence to the bicycle safety recommendations listed above, may help reduce the Village of Lansing's risks of liability. If these guidelines are followed, a risk assessment and management program is put into place, and liability insurance is purchased, the Village and its residents shall have taken significant steps toward providing a Greenway that is safe for its users and which is not likely to impose an excessive financial burden on the Village's taxpayers.

As described above, it is important for the Village not only to target certain areas for Greenway development, but also to invest in the appropriate materials, planning and maintenance. There are sources of funding available to help defray the costs associated with these expenses. The final section of this report discusses various mechanisms for funding projects such as the Village of Lansing Greenway.

## **SOURCES OF FUNDING**

Foundations, the private sector, donations, land trusts, and State and Federal grants are just some of the sources of funding the Village can investigate for developing the Greenway. In this section of the Greenway Study and Plan, a provision of New York State General Municipal Law, two important Federal grant programs and one State program are discussed: the fee in lieu of

parkland exaction, the Intermodal Surface Transportation Efficiency Act of 1991, the Land and Water Conservation Fund, and the Rural New York program. These programs represent four important sources of funding that may be available for the Greenway project.

## **FEE IN LIEU OF PARKLAND EXACTION**

Sections 7-725-a, Site plan review, and 7-730, Subdivision review, of the New York State Village Law allow village planning boards to reserve land for parks if a finding is made that the site plan or subdivision will result in a need for additional recreational land. "Such findings shall include an evaluation of the present and anticipated future needs for park and recreational facilities in the village based on projected population growth to which the particular site plan or subdivision plat will contribute."

The law goes on to state that if no land is suitable for a park, "the planning board may require a sum of money in lieu thereof." All fees collected in lieu of parkland are placed in a trust fund to be used "exclusively for park, playground, or other recreational purposes, including the acquisition of property."

The Village Subdivision Regulations already contain provisions based upon these sections of the New York State Village Law that permit the Village to exact fees in lieu of land dedication. The Village's Planning Board is

Federal Lands Highway Funds: Pedestrian walkways and bicycle transportation facilities may be eligible for funding under this program if they are planned in conjunction with roads, highways, and parkways. Funding is at the discretion of the department charged with the administration of such monies. Federal lands projects are 100% federally funded.

Scenic Byways Program: Funds may be used under this program to construct facilities along the highway for the use of pedestrians and bicyclists. The Federal share of the costs for projects is 80% with a 20% State or local match.

National Recreational Trails Fundy This is one program where money is available for recreational purposes through ISTEA. A variety of recreational trails programs may be eligible for funding if they benefit bicyclists, pedestrians, and other non-motorized and motorized users. All projects must be consistent with New York State's Statewide Comprehensive Outdoor Recreation Plan (SCORP) required by the Land and Water Conservation Fund Act (discussed next). By 1996, the State must use a percentage of its tax revenue from fuel used for off-highway recreational purposes towards funding trail projects.

Funding may also be available from other sources. For example, when highway bridges are being replaced or rehabilitated with Federal funds on a highway where

access is not fully controlled, and where bicycles are permitted, then the Secretary of Transportation can include bicycle accommodations as part of the project. Also, safety improvement grants are addressed under Title II, Section 2002 of ISTEA. Finally, Title III, Section 25 of ISTEA allows transit funds to be used for bicycle and pedestrian access to transit facilities, to provide shelters and parking facilities for bicycles in or around transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles. Federal Transit Administration funds are 90% Federal with a 10% local match.

The United States Department of Transportation has some recommendations for municipalities interested in funding under ISTEA. For the Village of Lansing, local officials should gain the support of the Metropolitan Planning Organization (MPO). Then the local officials and the MPO should work with the New York State Department of Transportation to determine eligibility, availability of funds, and priority.

## LAND AND WATER CONSERVATION FUND

This fund was created in 1964 to establish and maintain a nationwide legacy of high quality recreational facilities. Funding is available for both Federal acquisition of national parks, conservation recreation areas and for grant-in-aid to state and local governments to help them acquire, develop and improve outdoor recreation areas.



All applications are made through the regional offices of the New York State Office of Parks, Recreation, and Historic Preservation and by the Department of Environmental Conservation. Eligible projects include the acquisition, protection, development or rehabilitation of outdoor recreation facilities. Up to 50% of the project cost may be reimbursed. The project sponsor, however, must be capable of funding the entire cost of the project up front. As the project progresses, vouchers must be submitted for reimbursement. Allowable costs include preliminary expenses such as engineering and architectural services, plans and specifications, project construction and consultant services, and direct expenses included in an approved Project Agreement. The sponsor is responsible for the costs of operation and maintenance of a completed facility. Fees may be charged and the income used to help defray the costs of operation and maintenance.

Similar to the other grants, there are limitations to funding. The facility must remain in public ownership for recreation purposes in perpetuity, allow use by the general public without discrimination, be maintained in a manner so as to be attractive and inviting to the public. Also, the basic use as approved in the grant may not be changed. Federal compliances include the Civil Rights Act, Hatch Act, etc. Finally, the project should contribute to Statewide, Regional, or Local Recreation Plans.

## RURAL NEW YORK

The State of New York is accepting applications for four grant programs. Funding will be available for historic preservation projects, rural land conservation projects, rural land use projects, and rural environmental advocacy projects. Specifically supported projects under the environmental advocacy program are greenways and trails. The Open Space Institute will administer the Rural New York Environmental Action Grant Program. The action grant will be invested in projects which are designed to advocate, increase the awareness of, and research vulnerable ecosystems, e.g. wildlife habitats and to advocate and plan for protecting open spaces, e.g. greenways and public parks. Other projects related to sound land use planning, growth management, land conservation, solid waste, and community water supplies, etc. are also targeted for possible funding. The New York Environmental Action Grant Program also may fund several types of activities related to these goals. For example, the grant may support legal research, technical assistance, feasibility studies, landscape analyses, volunteer labor and establishing new organizations.

All applications are made through the regional offices of the New York State Office of Parks, Recreation, and Historic Preservation and by the Department of Environmental Conservation. Eligible projects include the acquisition, protection, development or rehabilitation of outdoor recreation facilities. Up to 50% of the project cost may be reimbursed. The project sponsor, however, must be capable of funding the entire cost of the project up front. As the project progresses, vouchers must be submitted for reimbursement. Allowable costs include preliminary expenses such as engineering and architectural services, plans and specifications, project construction and consultant services, and direct expenses included in an approved Project Agreement. The sponsor is responsible for the costs of operation and maintenance of a completed facility. Fees may be charged and the income used to help defray the costs of operation and maintenance.

Similar to the other grants, there are limitations to funding. The facility must remain in public ownership for recreation purposes in perpetuity, allow use by the general public without discrimination, be maintained in a manner so as to be attractive and inviting to the public. Also, the basic use as approved in the grant may not be changed. Federal compliances include the Civil Rights Act, Hatch Act, etc. Finally, the project should contribute to Statewide, Regional, or Local Recreation Plans.

## RURAL NEW YORK

The State of New York is accepting applications for four grant programs. Funding will be available for historic preservation projects, rural land conservation projects, rural land use projects, and rural environmental advocacy projects. Specifically supported projects under the environmental advocacy program are greenways and trails.

The Open Space Institute will administer the Rural New York Environmental Action Grant Program. The action grant will be invested in projects which are designed to advocate, increase the awareness of, and research vulnerable ecosystems, e.g. wildlife habitats and to advocate and plan for protecting open spaces, e.g. greenways and public parks. Other projects related to sound land use planning, growth management, land conservation, solid waste, and community water supplies, etc. are also targeted for possible funding. The New York Environmental Action Grant Program also may fund several types of activities related to these goals. For example, the grant may support legal research, technical assistance, feasibility studies, landscape analyses, volunteer labor and establishing new organizations.

Federal Lands Highway Funds: Pedestrian walkways and bicycle transportation facilities may be eligible for funding under this program if they are planned in conjunction with roads, highways, and parkways. Funding is at the discretion of the department charged with the administration of such monies. Federal lands projects are 100% federally funded.

Scenic Byways Program: Funds may be used under this program to construct facilities along the highway for the use of pedestrians and bicyclists. The Federal share of the costs for projects is 80% with a 20% State or local match.

National Recreational Trails Fund: This is one program where money is available for recreational purposes through ISTEA. A variety of recreational trails programs may be eligible for funding if they benefit bicyclists, pedestrians, and other non-motorized and motorized users. All projects must be consistent with New York State's Statewide Comprehensive Outdoor Recreation Plan (SCORP) required by the Land and Water Conservation Fund Act (discussed next). By 1996, the State must use a percentage of its tax revenue from fuel used for off-highway recreational purposes towards funding trail projects.

Funding may also be available from other sources. For example, when highway bridges are being replaced or rehabilitated with Federal funds on a highway where

access is not fully controlled, and where bicycles are permitted, then the Secretary of Transportation can include bicycle accommodations as part of the project. Also, safety improvement grants are addressed under Title II, Section 2002 of ISTEA. Finally, Title III, Section 25 of ISTEA allows transit funds to be used for bicycle and pedestrian access to transit facilities, to provide shelters and parking facilities for bicycles in or around transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles. Federal Transit Administration funds are 90% Federal with a 10% local match.

The United States Department of Transportation has some recommendations for municipalities interested in funding under ISTEA. For the Village of Lansing, local officials should gain the support of the Metropolitan Planning Organization (MPO). Then the local officials and the MPO should work with the New York State Department of Transportation to determine eligibility, availability of funds, and priority.

#### LAND AND WATER CONSERVATION FUND

This fund was created in 1964 to establish and maintain a nationwide legacy of high quality recreational facilities. Funding is available for both Federal acquisition of national parks, conservation recreation areas and for grant-in-aid to state and local governments to help them acquire, develop and improve outdoor recreation areas.

---

The Open Space Institute accepts applications for its Environmental Action Grant twice a year. Applications submitted by March 15th are reviewed for the first two cycles. The next deadline is September 15th, when the second cycle starts. An entire project or phases of a project are eligible for funding.

#### PART IV: GREENWAY MAINTENANCE

A final question which must be resolved before starting the Greenway process is determining who will be in charge. An oversight board can take many forms including a newly created citizens committee or an "Adopt-A-Greenway" program. Another possibility is to add the responsibility of Greenway development to the charge of an existing committee or board. There will be several tasks which a committee or board must accomplish to establish the Greenway. A sample of these tasks is presented below.

Help determine which portions of subdivisions should be incorporated into the Greenway.

Clean up the Greenway, e.g. pick up broken branches, smooth trails, repair signs.

Keep records of complaints, accidents and trail repair.

Secure funding.

- Coordinate activities with municipalities surrounding the Village to link trails and pathways.
- Organize annual events which will highlight the significance of the Greenway.
- Respond to the changing needs of pedestrians and bicyclists.
- Maintain current files and maps of Greenway developments.
- Develop a Greenway brochure.
- Contact landowners with possible Greenway connections to discuss the program.

Because of the work that has already been accomplished, the new committee or board can consider the above tasks a starting point, picking up where the ad hoc Greenway Committee left off. The Greenway Committee has already shown the need and support for a Greenway, developed plans and recommendations to work from, and conducted preliminary research into methods to provide land for the Greenway as well as liability, funding, and maintenance. It is now up to Village officials and Village residents to see that such an ongoing group is selected to develop public parks, pedestrian and bicycle paths, protect open spaces, and to help draw our Village together.

iles.moA 6upevaid \_\_\_\_\_ <sup>uospnH open &Jew) pue</sup> ~~AmB~~  
~~AmB~~

SaLONC1N3

## ENDNOTES

<sup>1</sup> Greenway FactSheet #8. Liability: Protecting Yourself and Others. Scenic Hudson.

<sup>2</sup> Ibid.

The Open Space Institute accepts applications for its Environmental Action Grant twice a year. Applications submitted by March 15th are reviewed for the first two cycles. The next deadline is September 15th, when the second cycle starts. An entire project or phases of a project are eligible for funding.

#### PART IV: GREENWAY MAINTENANCE

A final question which must be resolved before starting the Greenway process is determining who will be in charge. An oversight board can take many forms including a newly created citizens committee or an "Adopt-AGreenway" program. Another possibility is to add the responsibility of Greenway development to the charge of an existing committee or board. There will be several tasks which a committee or board must accomplish to establish the Greenway. A sample of these tasks is presented below.

- Help determine which portions of subdivisions should be incorporated into the Greenway.
- Clean up the Greenway, e.g. pick up broken branches, smooth trails, repair signs.
- Keep records of complaints, accidents and trail repair.
- Secure funding.

Coordinate activities with municipalities surrounding the Village to link trails and pathways.

Organize annual events which will highlight the significance of the Greenway.

- Respond to the changing needs of pedestrians and bicyclists.
- Maintain current files and maps of Greenway developments.
- Develop a Greenway brochure.
- Contact landowners with possible Greenway connections to discuss the program.

Because of the work that has already been accomplished, the new committee or board can consider the above tasks a starting point, picking up where the ad hoc Greenway Committee left off. The Greenway Committee has already shown the need and support for a Greenway, developed plans and recommendations to work from, and conducted preliminary research into methods to provide land for the Greenway as well as liability, funding, and maintenance. It is now up to Village officials and Village residents to see that such an ongoing group is selected to develop public parks, pedestrian and bicycle paths, protect open spaces, and to help draw our Village together.

# **APPENDICES**

Previous Surveys, Plans, Studies  
Sources



## Introduction

The Village of Lansing was awarded a grant by the New York State Council on the Arts in the Spring of 1992 to produce a Greenway Study and Plan. The purpose of this project is to create a linear open space system that will thread the residential, commercial, and industrial areas of the Village together. Bicycle and pedestrian passageways, natural habitats, parks, and scenic views all could be incorporated into the plan. The project will be completed in four phases, including collecting and synthesizing information, preparing a preliminary design, preparing a final design, and developing a program for implementing the Greenway Study and Plan.

This report completes Part One, collecting and synthesizing information already available. Since the Village of Lansing was incorporated, Village officials and residents have been interested in developing that part of the General Plan related to parks, recreation, and open space, and as a result, several studies related to the Greenway Study and Plan have been completed. Proposals that have been presented to the Village cover parks and recreation, bicycle and pedestrian paths, and a Village center. A summary of the General Plan and past work, as they relate to the Greenway plan project, are presented below.

## General Plan

In January, 1979, the Village of Lansing Board of Trustees approved the General Plan in order to provide for the general health, safety and welfare of Village residents. To carry out the Plan, the Planning Board adopted three goals:

- 1) To provide a balance of residential, commercial, industrial and recreational development with consideration of the development plans of neighboring municipalities, in order to produce a satisfying living and working environment, while preserving and enhancing the natural beauty of the area.
- 2) To provide adequate public facilities and services at reasonable costs.
- 3) To maintain an information system that will keep current, anticipate, and adjust to social and economic changes in the community and the larger geographical area.

## Introduction

The Village of Lansing was awarded a grant by the New York State Council on the Arts in the Spring of 1992 to produce a Greenway Study and Plan. The purpose of this project is to create a linear open space system that will thread the residential, commercial, and industrial areas of the Village together. Bicycle and pedestrian passageways, natural habitats, parks, and scenic views all could be incorporated into the plan. The project will be completed in four phases, including collecting and synthesizing information, preparing a preliminary design, preparing a final design, and developing a program for implementing the Greenway Study and Plan.

This report completes Part One, collecting and synthesizing information already available. Since the Village of Lansing was incorporated, Village officials and residents have been interested in developing that part of the General Plan related to parks, recreation, and open space, and as a result, several studies related to the Greenway Study and Plan have been completed. Proposals that have been presented to the Village cover parks and recreation, bicycle and pedestrian paths, and a Village center. A summary of the General Plan and past work, as they relate to the Greenway plan project, are pre-

sented below.

## General Plan

In January, 1979, the Village of Lansing Board of Trustees approved the General Plan in order to provide for the general health, safety and welfare of Village residents. To carry out the Plan, the Planning Board adopted three goals:

- 1) To provide a balance of residential, commercial, industrial and recreational development with consideration of the development plans of neighboring municipalities, in order to produce a satisfying living and working environment, while preserving and enhancing the natural beauty of the area.
- 2) To provide adequate public facilities and services at reasonable costs.
- 3) To maintain an information system that will keep current, anticipate, and adjust to social and economic changes in the community and the larger geographical area.

# **APPENDICES**

Previous Surveys, Plans, Studies  
Sources

Specific policies, objectives, and recommendations were made for a series of community facilities and services, including transportation, public utilities, educational services, parks and open space, police protection, fire protection, and medical services.

The course for parks and recreation planning was clearly identified in the General Plan. The policies and objectives are listed below.

- 1) To plan and develop adequate parks and open spaces within the Village for recreation and relaxation.
- 2) To encourage citizen involvement in park development and improvement.
- 3) To participate on county and regional boards for planning for recreational facilities and programs.
- 4) To provide access to existing nearby facilities.
- 5) To make the most efficient use of existing school recreation facilities in adjacent communities.

- 6) To utilize state and federal assistance programs whenever possible in order to achieve maximum effectiveness of local tax dollars.
- 7) To provide recreational areas to supplement apartment facilities.
- 8) To ensure that new developments provide adequate recreational and open space areas.
- 9) To encourage location of recreation and open space facilities to preserve the unique natural features in the Village.

In order to fulfill the above policies and objectives, certain recommendations were outlined in the General Plan. They are listed below.

- 1) Survey the Village's recreational needs and develop plans for programs to serve various population, age and interest levels.
- 2) Seek federal and state funding programs for planning and acquisition of recreational areas.

- 3) Develop a linear trail system for pedestrian and bicycle use.
- 4) Continue to coordinate with the Town of Ithaca and the Ithaca City School District regarding development of recreational facilities at DeWitt Middle School.
- 5) Identify and propose acquisition of specific sites.
- 6) Require all new Planned Development Areas and multiple residence plans to provide recreational space appropriate to development within the complex.
- 7) Plan a system of linear and neighborhood parks and outline acquisition proposals.
- 8) Continue to use the provisions of the Subdivision Regulations to acquire land and/or funds for recreational purposes.

Before writing the General Plan, Village officials conducted a general survey to assess the opinion of residents toward various issues in Lansing.

This was completed in 1975. Two years later a commercial survey was conducted. Both of these surveys were updated in 1989. Finally, a Recreation Interest Survey was completed in 1987. Information from these projects which is pertinent to the Greenway Study and Plan is summarized in the next section.

### **Results of Previous Local Surveys**

#### *Residential Surveys:*

In 1975 and 1989 questionnaires, Lansing residents were asked how they felt about the Village in general, housing, commercial development, industrial development, transportation, municipal services, and parks and recreation. Also, they were asked to list priorities for the Village of Lansing.

Regarding the Village in general, residents rated the Village as a place to live and stated why they chose to live in this area. In 1975, most of the people answering the survey rated Lansing "about average." The majority of those who lived in the Village in 1989 and responded to the survey felt that it was "above average". The second most popular answer was a tie between "one of the best" and "average". In both surveys, most resi-

- 3) Develop a linear trail system for pedestrian and bicycle use.
- 4) Continue to coordinate with the Town of Ithaca and the Ithaca City School District regarding development of recreational facilities at DeWitt Middle School.
- 5) Identify and propose acquisition of specific sites.
- 6) Require all new Planned Development Areas and multiple residence plans to provide recreational space appropriate to development within the complex.
- 7) Plan a system of linear and neighborhood parks and outline acquisition proposals.
- 8) Continue to use the provisions of the Subdivision Regulations to acquire land and/or funds for recreational purposes.

Before writing the General Plan, Village officials conducted a general survey to assess the opinion of residents toward various issues in Lansing.

This was completed in 1975. Two years later a commercial survey was conducted. Both of these surveys were updated in 1989. Finally, a Recreation Interest Survey was completed in 1987. Information from these projects which is pertinent to the Greenway Study and Plan is summarized in the next section.

### **Results of Previous Local Surveys**

#### *Residential Surveys:*

In 1975 and 1989 questionnaires, Lansing residents were asked how they felt about the Village in general, housing, commercial development, industrial development, transportation, municipal services, and parks and recreation. Also, they were asked to list priorities for the Village of Lansing.

Regarding the Village in general, residents rated the Village as a place to live and stated why they chose to live in this area. In 1975, most of the people answering the survey rated Lansing "about average." The majority of those who lived in the Village in 1989 and responded to the survey felt that it was "above average". The second most

popular answer was a tie between "one of the best" and "average". In both surveys, most resi-

Specific policies, objectives, and recommendations were made for a series of community facilities and services, including transportation, public utilities, educational services, parks and open space, police protection, fire protection, and medical services.

The course for parks and recreation planning was clearly identified in the General Plan. The policies and objectives are listed below.

- 1) To plan and develop adequate parks and open spaces within the Village for recreation and relaxation.
- 2) To encourage citizen involvement in park development and improvement.
- 3) To participate on county and regional boards for planning for recreational facilities and programs.
- 4) To provide access to existing nearby facilities.
- 5) To make the most efficient use of existing school recreation facilities in adjacent communities.

- 6) To utilize state and federal assistance programs whenever possible in order to achieve maximum effectiveness of local tax dollars.
- 7) To provide recreational areas to supplement apartment facilities.
- 8) To ensure that new developments provide adequate recreational and open space areas.
- 9) To encourage location of recreation and open space facilities to preserve the unique natural features in the Village.

In order to fulfill the above policies and objectives, certain recommendations were outlined in the General Plan. They are listed below.

- 1) Survey the Village's recreational needs and develop plans for programs to serve various population, age and interest levels.
- 2) Seek federal and state funding programs for planning and acquisition of recreational areas.

dents stated that they lived in the Village of Lansing because of available housing in a convenient location; however, in 1989 more people lived in the Village because of its natural beauty.

Results of both surveys indicated that residents were extremely dissatisfied with the visual appearance of the malls. They wanted to see the Village make improvements. For example, in both surveys there was very strong support for developing landscaping standards for the malls. Apparently, residents were concerned that Triphammer Road was becoming another Elmira Road, and they did not want that trend to continue.

Pedestrian safety also has become an issue. In 1975, poor maintenance of roads was a concern of Lansing residents. Although many felt the same in 1989, the most pressing issue with the quality of roads was dangerous conditions for pedestrians due to lack of sidewalks or curbs.

The preferences for parks, recreation, and open spaces in the Village were clearly identified in the 1975 and 1989 surveys. In 1975, residents favored additional Village parks. When given a choice about what would be in the parks, about equal proportions of apartment dwellers and single

family residence dwellers rated nature/wildlife preserves first in the survey. Apartment dwellers also mentioned their interest in "large recreational areas" whereas single family dwellers favored "small neighborhood parks". A large majority of both groups favored the development of bicycle lanes and trails in the Village.

Similar support was also reflected in the 1989 residents survey. Village residents strongly supported improving pedestrian access and building bike lanes and sidewalks. Most residents who answered the questionnaire favored the development of Village parks. The majority wanted to see wildlife preserves. The second choice was small neighborhood parks. In terms of recreation facilities, most of the residents favored nature trails. Finally, when asked to determine priorities for the Village in social services, there was not a strong desire for schools, a community center, library, or health services. The strongest concern for most residents who answered the survey was environmental protection.

In the written portion of the 1989 residents' survey, several comments regarding parks, recreation, and open space planning were offered. Most of the comments reflected a favorable attitude on



behalf of the residents answering the survey. Some examples of the written comments are listed below.

The Village has the opportunity to capture a unique image as steward of ecologically sensible, commercially attractive development. It still has land left for great low, middle to high-end residential areas that afford space and privacy for its inhabitants. I recommend looking at successful neighborhood models which enhance these goals - from Cayuga Heights to Williamsburg!

If we want the Village of Lansing to be a community rather than a 'bedroom development', we need ways for people lowa to local services. I live on Dart Drive and have no highway crossings between me and Cayuga Mall but without a sidewalk I put my life and that of the eighteen month old daughter at risk every time I try to walk to local businesses. And we don't need me to add my car to the traffic on Triphammer whenever I want to go to Fay's and Grand Union (instead of Carl's and Wegman's!) Help! Give pedestrians some priority!

In this era of inevitably expanding development, wildlife preserves are necessary and desirable counter-balances. Sapsucker Woods is simply inadequate. We need to give all the deer and small animals we are evicting a place to live in peace, where we can also see and enjoy them in their wild state.

Develop a central 'Village Green' consisting of a park with playing field, open space fields and forests and building for activities (barbeques, meetings, etc.) Most important - this Village Green would be accessible to all Village residents by an extensive grid of green belts with bike and pedestrian paths.

Another issue, Village identity, was brought up several times in the written comments of the 1989 survey. Residents were concerned that there was no "village center" to identify the area. Some ideas for the center included a village green and "Entering the Village of Lansing" signs. Communal activities such as clean-up days or Village cook-outs were also mentioned.

behalf of the residents answering the survey. Some examples of the written comments are listed below.

The Village has the opportunity to capture a unique image as steward of ecologically sensible, commercially attractive development. It still has land left for great low, middle to high-end residential areas that afford space and privacy for its inhabitants. I recommend looking at successful neighborhood models which enhance these goals - from Cayuga Heights to Williamsburg!

If we want the Village of Lansing to be a community rather than a 'bedroom development', we need ways for people to walk to local services. I live on Dart Drive and have no highway crossings between me and Cayuga Mall but without a sidewalk I put my life and that of the eighteen month old daughter at risk every time I try to walk to local businesses. And we don't need me to add my car to the traffic on Triphammer whenever I want to go to Fay's and Grand Union (instead of Carl's and Wegman's!) Help! Give pedestrians some priority!

In this era of inevitably expanding development, wildlife preserves are necessary and desirable counter-balances. Sapsucker Woods is simply inadequate. We need to give all the deer and small animals we are evicting a place to live in peace, where we can also see and enjoy them in their wild state.

Develop a central 'Village Green' consisting of a park with playing field, open space fields and forests and building for activities (barbeques, meetings, etc.) Most important - this Village Green would be accessible to all Village residents by an extensive grid of green belts with bike and pedestrian paths.

Another issue, Village identity, was brought up several times in the written comments of the 1989 survey. Residents were concerned that there was no "village center" to identify the area. Some ideas for the center included a village green and "Entering the Village of Lansing" signs. Communal activities such as clean-up days or Village cook-outs were also mentioned.

dents stated that they lived in the Village of Lansing because of available housing in a convenient location; however, in 1989 more people lived in the Village because of its natural beauty.

Results of both surveys indicated that residents were extremely dissatisfied with the visual appearance of the malls. They wanted to see the Village make improvements. For example, in both surveys there was very strong support for developing landscaping standards for the malls. Apparently, residents were concerned that Triphammer Road was becoming another Elmira Road, and they did not want that trend to continue.

Pedestrian safety also has become an issue. In 1975, poor maintenance of roads was a concern of Lansing residents. Although many felt the same in 1989, the most pressing issue with the quality of roads was dangerous conditions for pedestrians due to lack of sidewalks or curbs.

The preferences for parks, recreation, and open spaces in the Village were clearly identified in the 1975 and 1989 surveys. In 1975, residents favored additional Village parks. When given a choice about what would be in the parks, about equal proportions of apartment dwellers and single

family residence dwellers rated nature/wildlife preserves first in the survey. Apartment dwellers also mentioned their interest in "large recreational areas" whereas single family dwellers favored "small neighborhood parks". A large majority of both groups favored the development of bicycle lanes and trails in the Village.

Similar support was also reflected in the 1989 residents survey. Village residents strongly supported improving pedestrian access and building bike lanes and sidewalks. Most residents who answered the questionnaire favored the development of Village parks. The majority wanted to see wildlife preserves. The second choice was small neighborhood parks. In terms of recreation facilities, most of the residents favored nature trails. Finally, when asked to determine priorities for the Village in social services, there was not a strong desire for schools, a community center, library, or health services. The strongest concern for most residents who answered the survey was environmental protection.

In the written portion of the 1989 residents' survey, several comments regarding parks, recreation, and open space planning were offered. Most of the comments reflected a favorable attitude on

### *Commercial Surveys:*

A survey of businesses located in the Village of Lansing was conducted in 1977 and again in 1989. Specific questions regarding park development were incorporated into the 1977 survey, but not the 1989 survey. Less information about parks and recreation, therefore, is available from the commercial surveys.

In both the 1977 and 1989 surveys, the majority of respondents were satisfied with the appearance of commercial development in the Village of Lansing. Results of the 1977 survey indicated that the most pleasing area was Pyramid Mall. The least pleasing was Triphammer Mall. To improve commercial areas, respondents suggested better landscaping and general clean-up. Although the question pertaining to the most and least pleasing commercial areas was not asked in 1989, the majority of respondents was pleased with the landscaping standards.

In 1977, most of the respondents were in favor of Village parks. Recommendations for the type, size, user class, and location of parks, however, were not strong. About 13% of the respondents wanted picnic areas, 11 % wanted a recreational park, and 11% felt all types of parks were appropriate. As for

size, it did not matter to 95% of the respondents. Four percent thought the parks should be developed for all ages, and 4% thought they should be developed for children. Three percent thought family parks were appropriate. Three percent wished to see parks near the malls, but another 4% did not want them near the malls. Two percent supported parks near apartment complexes.

Although respondents supported the development of parks in the 1977 survey, this was not one of the top three priorities recommended for Lansing. Approximately 54% of the respondents listed traffic related concerns as a first priority. About 19% listed traffic-related issues as a second priority with 15% concerned about the improvement of the Village Sign Law. Parks and recreation showed up as a third priority, but by only 5% of those responding to the survey.

The author of the 1977 survey summary, Karl Norton, offered some comments about parks and recreation in the Village which should be noted:

While it is true that many fine parks are located near by, some of the simplest recreational needs of the villagers, such as walking, seem to have been overlooked or under-emphasized.

Several respondents commented that the pedestrian is really a second class citizen, his needs having not been carefully examined. Others have commented how the area could use a face lift, particularly in regard to plantings and trees. (Perhaps a joint effort, which might incidently increase the feeling of village community spirit between the local government and the various business firms, to create a 'linear' park or pedestrian walkway with benches, small gardens, and occasional larger plantings like trees and shrubs might prove successful if planned over a five-year time span. It would amount to no more than a linking up and beautification of the public pedestrian ways, only as extensive as deemed feasible, and limited only by the cooperation of the various groups.) Also, several people commented on the special needs of children in the area and suggested that larger play lots should be accessible by bike.

From the surveys it is evident that the resident population may have a stronger interest in parks, recreation, and open space planning than that of the business community. As noted by Karl Norton in the 1977 survey summary, the lack of direction from the business community may have been due to their detachment from the Village of Lansing.

The owners and managers of the businesses tend to be non-residents and have their own home communities. "As a result," notes Mr. Norton, "there isn't the traditional reciprocal relationship between a town (or village) center and its surrounding residential areas (or zonal sectors)."

This situation, however, may be improving. In the 1989 commercial survey, the business community expressed interest in taking part in a comprehensive planning effort. Many respondents, according to the survey summary, indicated that they would be willing to serve on the Planning Board or some commission on a special project. Others stated that they would attend board meetings if they knew when they were being held. Finally, there was a willingness to invest some money, in the form of special taxes, for an improvement program.

#### *Recreation Interest Survey*

In March, 1987, a Recreation Interest Survey was distributed to Village residents. Sixty-two surveys were returned. Of those responding to the survey, 42% percent reported that they had used the Village park. Some of the reasons that residents did not use the park included insufficient facilities, not knowing that the park existed, distance to the

Several respondents commented that the pedestrian is really a second class citizen, his needs having not been carefully examined. Others have commented how the area could use a face lift, particularly in regard to plantings and trees. (Perhaps a joint effort, which might incidently increase the feeling of village community spirit between the local government and the various business firms, to create a 'linear' park or pedestrian walkway with benches, small gardens, and occasional larger plantings like trees and shrubs might prove successful if planned over a five-year time span. It would amount to no more than a linking up and beautification of the public pedestrian ways, only as extensive as deemed feasible, and limited only by the cooperation of the various groups.) Also, several people commented on the special needs of children in the area and suggested that larger play lots should be accessible by bike.

From the surveys it is evident that the resident population may have a stronger interest in parks, recreation, and open space planning than that of the business community. As noted by Karl Norton in the 1977 survey summary, the lack of direction from the business community may have been due to their detachment from the Village of Lansing.

The owners and managers of the businesses tend to be non-residents and have their own home communities. "As a result," notes Mr. Norton, "there isn't the traditional reciprocal relationship between a town (or village) center and its surrounding residential areas (or zonal sectors)."

This situation, however, may be improving. In the 1989 commercial survey, the business community expressed interest in taking part in a comprehensive planning effort. Many respondents, according to the survey summary, indicated that they would be willing to serve on the Planning Board or some commission on a special project. Others stated that they would attend board meetings if they knew when they were being held. Finally, there was a willingness to invest some money, in the form of special taxes, for an improvement program.

#### *Recreation Interest Survey*

In March, 1987, a Recreation Interest Survey was distributed to Village residents. Sixty-two surveys were returned. Of those responding to the survey, 42% percent reported that they had used the Village park. Some of the reasons that residents did not use the park included insufficient facilities, not knowing that the park existed, distance to the

### *Commercial Surveys:*

A survey of businesses located in the Village of Lansing was conducted in 1977 and again in 1989. Specific questions regarding park development were incorporated into the 1977 survey, but not the 1989 survey. Less information about parks and recreation, therefore, is available from the commercial surveys.

In both the 1977 and 1989 surveys, the majority of respondents were satisfied with the appearance of commercial development in the Village of Lansing. Results of the 1977 survey indicated that the most pleasing area was Pyramid Mall. The least pleasing was Triphammer Mall. To improve commercial areas, respondents suggested better landscaping and general clean-up. Although the question pertaining to the most and least pleasing commercial areas was not asked in 1989, the majority of respondents was pleased with the landscaping standards.

In 1977, most of the respondents were in favor of Village parks. Recommendations for the type, size, user class, and location of parks, however, were not strong. About 13% of the respondents wanted picnic areas, 11% wanted a recreational park, and 11 % felt all types of parks were appropriate. As for

size, it did not matter to 95% of the respondents. Four percent thought the parks should be developed for all ages, and 4% thought they should be developed for children. Three percent thought family parks were appropriate. Three percent wished to see parks near the malls, but another 4% did not want them near the malls. Two percent supported parks near apartment complexes.

Although respondents supported the development of parks in the 1977 survey, this was not one of the top three priorities recommended for Lansing. Approximately 54% of the respondents listed traffic related concerns as a first priority. About 19% listed traffic-related issues as a second priority with 15% concerned about the improvement of the Village Sign Law. Parks and recreation showed up as a third priority, but by only 5% of those responding to the survey.

The author of the 1977 survey summary, Karl Norton, offered some comments about parks and recreation in the Village which should be noted:

While it is true that many fine parks are located near by, some of the simplest recreational needs of the villagers, such as walking, seem to have been overlooked or under-emphasized.

park, recent move to the area, lack of time, and sufficient backyards. When asked if they would use the park for a supervised playground, organized sports, or a story hour/crafts program, respondents indicated an interest in organized sports.

Regarding participating in scheduled recreation programs, the greatest preference was for summer programs followed by weekends, evenings, school year, afternoons, and mornings.

Several ideas were offered by those responding to the survey for improving parks and recreation in the Village. They included flooding the field for ice skating, constructing basketball and tennis courts as well as a swimming pool, having summer outdoor cooking, providing a place for the elderly to walk and to play cards or board games, and having concerts in the park.

Recommendations which came out of the survey include those listed below:

#### Short Term:

- Grade and improve soccer/baseball field.
- Increase the present half-court basketball facility to a full-size one. If this proves impractical, turn backboard so that it is facing the opposite direction.

- Build restroom facilities.
- Provide increased parking spaces.

#### Long Term:

- Construct a community center. Such a facility would afford the opportunity for greater community interaction in the following ways:
  - Children's activities such as magic shows, story hours and other structured experiences.
  - Concerts for all ages.
  - Village open-house, dinners, etc.
  - Teen activities such as dances

Given the interest in parks, recreation, and open space planning over the years, Village officials and residents have continually pursued improvements. At least nine plans or studies for this purpose have been completed to date. The type of studies and the information put together for the plans and studies are outlined in the next section.



## Previous Plans and Studies

Between 1975 and 1991 several projects related to parks, recreation, and open space planning were undertaken in the Village of Lansing. In 1976, a Cornell student conducted a parks and recreation study entitled "Village of Lansing Parks and Recreation Policy and General Plan". A "grass roots" initiative surfaced during 1977. The effort was spear-headed by a group of elderly, mothers of young children and teenagers, and college students. Also, representatives from Uptown Village, Gaslight Village, University Park, and Lansing West Apartments were included in the project. Finally, a paper was written concerning parks in the Village. The date of the document and its author are unknown.

In addition to parks and recreation studies, ideas for bicycle and pedestrian networks have been presented to the Village of Lansing. A draft bikeway proposal was completed, however, the author and date are unknown. In 1985, a Cornell student wrote a thesis entitled "Village of Lansing Walkway and Bicycle Plan."

Four other projects related to parks, recreation, and open space planning in the Village of Lansing include a 1980 document entitled "Roads and

Residential Street Plan", "Stream Management Study" (author and date unknown), the Environmental Management Council's "Unique Natural Areas" study, and the 1991 "Village of Lansing Land Use Impact Analysis".

Much time, effort, and money have been expended for the above projects, and several goals and objectives were identified. Recreation, pedestrian, bicycle, and open space systems were recommended. Present facilities were inventoried, and sites that should be protected or developed were suggested. This material will be considered a foundation for the Greenway Study and Plan. Information relevant to the plan, therefore, is outlined below.

## PAST GOALS, OBJECTIVES, PRINCIPLES

- 1) Distribute open space and park facilities throughout the Village according to the density of population and accessibility of the site.
- 2) Locate open space and park facilities so that they will be available to the residents of developing neighborhoods as well as in developed areas of the Village.

## Previous Plans and Studies

Between 1975 and 1991 several projects related to parks, recreation, and open space planning were undertaken in the Village of Lansing. In 1976, a Cornell student conducted a parks and recreation study entitled "Village of Lansing Parks and Recreation Policy and General Plan". A "grass roots" initiative surfaced during 1977. The effort was spear-headed by a group of elderly, mothers of young children and teenagers, and college students. Also, representatives from Uptown Village, Gaslight Village, University Park, and Lansing West Apartments were included in the project. Finally, a paper was written concerning parks in the Village. The date of the document and its author are unknown.

In addition to parks and recreation studies, ideas for bicycle and pedestrian networks have been presented to the Village of Lansing. A draft bikeway proposal was completed, however, the author and date are unknown. In 1985, a Cornell student wrote a thesis entitled "Village of Lansing Walkway and Bicycle Plan."

Four other projects related to parks, recreation, and open space planning in the Village of Lansing include a 1980 document entitled "Roads and

Residential Street Plan", "Stream Management Study" (author and date unknown), the Environmental Management Council's "Unique Natural Areas" study, and the 1991 "Village of Lansing Land Use Impact Analysis".

Much time, effort, and money have been expended for the above projects, and several goals and objectives were identified. Recreation, pedestrian, bicycle, and open space systems were recommended. Present facilities were inventoried, and sites that should be protected or developed were suggested. This material will be considered a foundation for the Greenway Study and Plan. Information relevant to the plan, therefore, is outlined below.

## PAST GOALS, OBJECTIVES, PRINCIPLES

- 1) Distribute open space and park facilities throughout the Village according to the density of population and accessibility of the site.
- 2) Locate open space and park facilities so that they will be available to the residents of developing neighborhoods as well as in developed areas of the Village.

park, recent move to the area, lack of time, and sufficient backyards. When asked if they would use the park for a supervised playground, organized sports, or a story hour/crafts program, respondents indicated an interest in organized sports.

Regarding participating in scheduled recreation programs, the greatest preference was for summer programs followed by weekends, evenings, school year, afternoons, and mornings.

Several ideas were offered by those responding to the survey for improving parks and recreation in the Village. They included flooding the field for ice skating, constructing basketball and tennis courts as well as a swimming pool, having summer outdoor cooking, providing a place for the elderly to walk and to play cards or board games, and having concerts in the park.

Recommendations which came out of the survey include those listed below:

#### Short Term:

- Grade and improve soccer/baseball field.
- Increase the present half-court basketball facility to a full-size one. If this proves impractical,

turn backboard so that it is facing the opposite direction.

- Build restroom facilities.
- Provide increased parking spaces.

#### Long Term:

- Construct a community center. Such a facility would afford the opportunity for greater community interaction in the following ways:
  - Children's activities such as magic shows, story hours and other structured experiences.
  - Concerts for all ages.
  - Village open-house, dinners, etc.
  - Teen activities such as dances

Given the interest in parks, recreation, and open space planning over the years, Village officials and residents have continually pursued improvements. At least nine plans or studies for this purpose have been completed to date. The type of studies and the information put together for the plans and studies are outlined in the next section.

- 3) Encourage the location of recreation and open space facilities to preserve the unique natural features in the Village.
- 4) Make the most efficient use of existing school and park area recreation facilities.
- 5) Seek active participation at the Village and County levels and utilize state and federal assistance programs whenever possible in order to achieve maximum effectiveness of local tax dollars.
- 6) Encourage and involve local citizens in park development and improvement.
- 7) Recommend a statement of policy regarding park land acquisition and subsequent park development and a detailed plan - identifying neighborhoods and suggesting locations for parks throughout the entire Village.
- 8) Plan neighborhood parks.
- 9) Ask a Neighborhood Citizens' Committee to make specific decisions on appropriate park facilities.
- 10) Provide safe bicycle travel along Warren Road to connect with the proposed Northeast Bikeway.
- 11) Provide safe bicycle travel from North Triphammer Road to apartment complexes, shopping, recreational facilities and an east-west link with Warren Road south of Route 13.
- 12) Provide safe bicycle travel along new roadways or linear trails to connect North Triphammer and Warren Road north of Route 13.
- 13) Bicycle and pedestrian network should originate and be concentrated in and around the heaviest commercial area and areas of highest density. The commercial hub would support the strongest network for pedestrians and bicyclists. Expand outward from there.
- 14) Maximize the ease and safety of movement of pedestrian and vehicular traffic with a minimum of undesirable effects on the environment at the lowest possible cost.

- 15) Convenient pedestrian access to shopping and school and transportation load points should be provided.
- 16) Pedestrian and bicycle paths should anticipate and provide for, as far as possible, foreseeable movement desires, parking, and community facilities and should be safe, secure and attractive. This may require provision for some pedestrian traffic outside of street rights-of-way.
- 17) Provision of streetside sidewalks should be a response to need rather than arbitrary policy.
- 18) Pedestrian and bicycle routes should be planned to minimize conflict between them and with vehicular traffic.
- 19) Pedestrian and bicycle routes should be selected to minimize change in grade along their lengths.
- 20) As open land in the Village develops, promote a clear system of vehicular and pedestrian traffic routes connecting residential neighborhoods, e.g. develop a plan for a Village-wide network of walkways and bicycle trails.

- 21) Provide the opportunity for a range of alternatives to the use of private vehicles, e.g. create a system of connecting walkways and trails that will enable safe pedestrian and bicycle movement in the Village.

#### **EXISTING FACILITIES, PARKS, AND UNIQUE AREAS WITHIN THE VILLAGE AND NEARBY**

- 1) Nearby schools: Northeast Elementary School, Cayuga Heights Elementary, DeWitt Middle School, and BOCES.
- 2) Apartment complexes (private playgrounds): Lansing West, Gaslight Village, Northwood Apartments, and Village Meadows.
- 3) One hundred foot wide New York State Electric and Gas (NYSEG) right-of-way.
- 4) Pedestrian network along either side of Triphammer Road from southern edge of Village across Route 13 to Pyramid and Cayuga Malls.
- 5) Sidewalk along part of Graham Road to Cayuga Mall.

- 15) Convenient pedestrian access to shopping and school and transportation load points should be provided.
- 16) Pedestrian and bicycle paths should anticipate and provide for, as far as possible, foreseeable movement desires, parking, and community facilities and should be safe, secure and attractive. This may require provision for some pedestrian traffic outside of street rights-of-way.
- 17) Provision of streetside sidewalks should be a response to need rather than arbitrary policy.
- 18) Pedestrian and bicycle routes should be planned to minimize conflict between them and with vehicular traffic.
- 19) Pedestrian and bicycle routes should be selected to minimize change in grade along their lengths.
- 20) As open land in the Village develops, promote a clear system of vehicular and pedestrian traffic routes connecting residential neighborhoods, e.g. develop a plan for a Village-wide network of walkways and bicycle trails.

- 21) Provide the opportunity for a range of alternatives to the use of private vehicles, e.g. create a system of connecting walkways and trails that will enable safe pedestrian and bicycle movement in the Village.

#### EXISTING FACILITIES, PARKS, AND UNIQUE AREAS WITHIN THE VILLAGE AND NEARBY

- 1) Nearby schools: Northeast Elementary School, Cayuga Heights Elementary, DeWitt Middle School, and BOCES.
- 2) Apartment complexes (private playgrounds): Lansing West, Gaslight Village, Northwood Apartments, and Village Meadows.
- 3) One hundred foot wide New York State Electric and Gas (NYSEG) right-of-way.
- 4) Pedestrian network along either side of Triphammer Road from southern edge of Village across Route 13 to Pyramid and Cayuga Malls.
- 5) Sidewalk along part of Graham Road to Cayuga Mall.

- 3) Encourage the location of recreation and open space facilities to preserve the unique natural features in the Village.
- 4) Make the most efficient use of existing school and park area recreation facilities.
- 5) Seek active participation at the Village and County levels and utilize state and federal assistance programs whenever possible in order to achieve maximum effectiveness of local tax dollars.
- 6) Encourage and involve local citizens in park development and improvement.
- 7) Recommend a statement of policy regarding park land acquisition and subsequent park development and a detailed plan - identifying neighborhoods and suggesting locations for parks throughout the entire Village.
- 8) Plan neighborhood parks.
- 9) Ask a Neighborhood Citizens' Committee to make specific decisions on appropriate park facilities.
- 10) Provide safe bicycle travel along Warren Road to connect with the proposed Northeast Bikeway.
- 11) Provide safe bicycle travel from North Triphammer Road to apartment complexes, shopping, recreational facilities and an east-west link with Warren Road south of Route 13.
- 12) Provide safe bicycle travel along new roadways or linear trails to connect North Triphammer and Warren Road north of Route 13.
- 13) Bicycle and pedestrian network should originate and be concentrated in and around the heaviest commercial area and areas of highest density. The commercial hub would support the strongest network for pedestrians and bicyclists. Expand outward from there.
- 14) Maximize the ease and safety of movement of pedestrian and vehicular traffic with a minimum of undesirable effects on the environment at the lowest possible cost.

- 6) Footpath between Howard Johnson's and Pyramid Mall entrance and west side of Triphammer Road.
- 7) Fish and Game Club (private).
- 8) Ithaca Swimming Club (private).
- 9) Cornell Laboratory of Ornithology (nearby).
- 10) Unique Natural Areas (private): McKinney's Twin Glens (botanical and scenic interest, designated nature preserve); Lake Cliffs South of Portland Point (geologic and botanical interest); Lake Cliffs McKinney's to Bolton Point (botanical and scenic interest); Esty's Glen (botanical interest); Airport Ponds (DEC wetland, important birding site).
- 11) Path in Business and Technology Park.
- 12) Parcel along Uptown Road opposite University Park, Gaslight Village, and Uptown Village Apartments.
- 13) Wooded parcel east of Gaslight Village.
- 14) Day Care Center (nearby).

#### PARKS AND RECREATION SITES RECOMMENDED IN PAST STUDIES

- 1) Community Park: Preserve as much of the Village lakeshore as possible in its natural state with camping and active recreation at the top of the cliff and a stairway constructed to docking facilities at the lakeshore. Trails should be developed leading down to the lakeshore and around to Bolton Point.1
- 2) Neighborhood Parks: a) vicinity of Ivar Jonson's project, b) between Churchill Drive and Kensington with trails extended to the housing concentrations to facilitate access, c) in Shannon Park area (land may be better suited for a nature preserve than for active sports activities), d) east of Uptown Road (where current park is) with a trail developed to Sapsucker Woods.
- 3) Land south of Route 13 where the population density is very high.
- 4) Cornell land east of Uptown Road (Community Center currently proposed for site).
- 5) A sidewalk from Chateau Claire Northeast to the Small Mall.



- 6) Along Graham Road, possibly the 6.4 acre parcel on the south side of the street (now owned by a church).
- 7) Triangular corner parcel at south end of Village.
- 8) Triangular piece at Cayuga Mall.
- 9) Link Cornell bird sanctuary on Sapsucker Woods Road with Warren Road by means of a pedestrian path and/or bicycle path.
- 10) A pedestrian path and/or bicycle path from Highgate Circle through Lansing West, across the Triphammer Shopping Center, throughout the apartments east of the shopping center and eventually to Sapsucker Woods.
- 11) Village office site and parcel across the street for "Village Center". Develop into recreational/arts center.

## SITES RECOMMENDED FOR PROTECTION IN PAST STUDIES

- 1) Streams.
- 2) McKinney's Twin Glens.

A project currently underway in the Village which is not reflected above is the Environmental Component of the Land Use Impact Analysis. The goal of this project is to help the Village develop and implement guidelines which encourage patterns of development suitable to the remaining open areas in the Village, based on existing environmental factors and constraints. Documented in the study will be the soils, slope, natural habitats, hydrologic resource, infrastructure, and hazardous waste sites located in the Village.

## Conclusion

A review of the General Plan, local surveys, and previous plans and studies clearly shows the support and need for a parks, recreation, and open space plan in the Village of Lansing. This is not surprising given the natural beauty of the area and the speed at which it has been developed since its incorporation. As described in this report, residents are concerned about the remaining

- 6) Along Graham Road, possibly the 6.4 acre parcel on the south side of the street (now owned by a church).
- 7) Triangular corner parcel at south end of Village.
- 8) Triangular piece at Cayuga Mall.
- 9) Link Cornell bird sanctuary on Sapsucker Woods Road with Warren Road by means of a pedestrian path and/or bicycle path.
- 10) A pedestrian path and/or bicycle path from Highgate Circle through Lansing West, across the Triphammer Shopping Center, throughout the apartments east of the shopping center and eventually to Sapsucker Woods.
- 11) Village office site and parcel across the street for "Village Center". Develop into recreational/arts center.

## SITES RECOMMENDED FOR PROTECTION IN PAST STUDIES

- 1) Streams.
- 2) McKinney's Twin Glens.

A project currently underway in the Village which is not reflected above is the Environmental Component of the Land Use Impact Analysis. The goal of this project is to help the Village develop and implement guidelines which encourage patterns of development suitable to the remaining open areas in the Village, based on existing environmental factors and constraints. Documented in the study will be the soils, slope, natural habitats, hydrologic resource, infrastructure, and hazardous waste sites located in the Village.

## Conclusion

A review of the General Plan, local surveys, and previous plans and studies clearly shows the support and need for a parks, recreation, and open space plan in the Village of Lansing. This is not surprising given the natural beauty of the area and the speed at which it has been developed since its incorporation. As described in this report, residents are concerned about the remaining

- 6) Footpath between Howard Johnson's and Pyramid Mall entrance and west side of Triphammer Road.
- 7) Fish and Game Club (private).
- 8) Ithaca Swimming Club (private).
- 9) Cornell Laboratory of Ornithology (nearby).
- 10) Unique Natural Areas (private): McKinney's Twin Glens (botanical and scenic interest, designated nature preserve); Lake Cliffs South of Portland Point (geologic and botanical interest); Lake Cliffs McKinney's to Bolton Point (botanical and scenic interest); Esty's Glen (botanical interest); Airport Ponds (DEC wetland, important birding site).
- 11) Path in Business and Technology Park.
- 12) Parcel along Uptown Road opposite University Park, Gaslight Village, and Uptown Village Apartments.
- 13) Wooded parcel east of Gaslight Village.
- 14) Day Care Center (nearby).

#### PARKS AND RECREATION SITES RECOMMENDED IN PAST STUDIES

- 1) Community Park: Preserve as much of the Village lakeshore as possible in its natural state with camping and active recreation at the top of the cliff and a stairway constructed to docking facilities at the lakeshore. Trails should be developed leading down to the lakeshore and around to Bolton Point.<sup>1</sup>
- 2) Neighborhood Parks: a) vicinity of Ivar Jonson's project, b) between Churchill Drive and Kensington with trails extended to the housing concentrations to facilitate access, c) in Shannon Park area (land may be better suited for a nature preserve than for active sports activities), d) east of Uptown Road (where current park is) with a trail developed to Sapsucker Woods.
- 3) Land south of Route 13 where the population density is very high.
- 4) Cornell land east of Uptown Road (Community Center currently proposed for site).
- 5) A sidewalk from Chateau Claire Northeast to the Small Mall.

natural resources in the Village, adequate parks and recreation activities, and creating an atmosphere and identity that has not yet had the chance to emerge in the Village.

The challenge that has faced the Village of Lansing for the past eighteen years has been to pursue the open space policies, objectives, and recommendations described in this report with the limited resources available. At the time the General Plan was adopted, the Village had no parks and limited recreation facilities. There was a privately owned Fish and Game Club and a Swimming Club as well as privately owned undeveloped open spaces, two small areas along streams which were deeded to and maintained by the Village, a relatively isolated bird sanctuary, and facilities adjacent to the Village of Lansing. Since that time, a Village park has been added. The purpose of the Village of Lansing Greenway Study and Plan is to incorporate and augment current facilities and open spaces in the Village by thoroughly examining possibilities and developing a sound program for parks, recreation, and open space systems, as well as a network of walking and cycling trails to interconnect these properties.

## ENDNOTES

<sup>1</sup> Twenty to fifty acres with sports fields, hard surface courts, open grass, game areas, picnic area, and restrooms.

<sup>2</sup> Two to five acres, one-half mile served, modified playground and recreation facilities to serve residents of all ages, benches, shade, picnic areas.

<sup>3</sup> Community and neighborhood parks were based on the number of people in the area, distance from a school, social/economic homogeneity, major streets, commercial areas, water courses, wooded groves, and railroads.

**Sources:**

*Cornell Cycles: The Report of the Cornell Bikeway Project.* Office of Transportation Services, Cornell University, Ithaca, New York, March 1992.

*Genesee Valley Greenway: Guidelines for Action.* National Park Service and New York Parks and Conservation Association, 1993.

*Guide for the Development of Bicycle Facilities.* AASHTO Task Force on Geometric Design, American Association of State Highway and Transportation Officials, August 1991.

*Lansing Village General Plan.* Lansing Village Planning Board, 1979.

*Scenic Hudson's Greenway Fact Sheet.* Poughkeepsie, New York.

*Trails for the Twenty-First Century: Planning, Design and Management for Multi-Use Trails.* Edited by Karen-Lee Ryan. Washington, D.C.: Island Press, 1993.

**Sources:**

*Cornell Cycles: The Report of the Cornell Bikeway Project.* Office of Transportation Services, Cornell University, Ithaca, New York, March 1992.

*Genesee Valley Greenway: Guidelines for Action.* National Park Service and New York Parks and Conservation Association, 1993.

*Guide for the Development of Bicycle Facilities.* AASHTO Task Force on Geometric Design, American Association of State Highway and Transportation Officials, August 1991.

*Lansing Village General Plan.* Lansing Village Planning Board, 1979.

*Scenic Hudson's Greenway Fact Sheet.* Poughkeepsie, New York.

*Trails for the Twenty-First Century: Planning, Design and Management for Multi-Use Trails.* Edited by Karen-Lee Ryan. Washington, D.C.: Island Press, 1993.

natural resources in the Village, adequate parks and recreation activities, and creating an atmosphere and identity that has not yet had the chance to emerge in the Village.

The challenge that has faced the Village of Lansing for the past eighteen years has been to pursue the open space policies, objectives, and recommendations described in this report with the limited resources available. At the time the General Plan was adopted, the Village had no parks and limited recreation facilities. There was a privately owned Fish and Game Club and a Swimming Club as well as privately owned undeveloped open spaces, two small areas along streams which were deeded to and maintained by the Village, a relatively isolated bird sanctuary, and facilities adjacent to the Village of Lansing. Since that time, a Village park has been added. The purpose of the Village of Lansing Greenway Study and Plan is to incorporate and augment current facilities and open spaces in the Village by thoroughly examining possibilities and developing a sound program for parks, recreation, and open space systems, as well as a network of walking and cycling trails to interconnect these properties.

## ENDNOTES

<sup>1</sup> Twenty to fifty acres with sports fields, hard surface courts, open grass, game areas, picnic area, and restrooms.

<sup>2</sup> Two to five acres, one-half mile served, modified playground and recreation facilities to serve residents of all ages, benches, shade, picnic areas.

<sup>3</sup> Community and neighborhood parks were based on the number of people in the area, distance from a school, social/economic homogeneity, major streets, commercial areas, water courses, wooded groves, and railroads.





