

JAMESVILLE HAMLET MASTER PLAN

A Vision for Jamesville, New York

ADOPTED
4_22_2019



JAMESVILLE HAMLET MASTER PLAN

JAMESVILLE VISION

Protecting our Heritage & Enhancing Our Future



Ed Michalenko, Supervisor
Town of Dewitt

A Message from the Supervisor

The Hamlet of Jamesville is an important character area within the Town of DeWitt. The development of the Jamesville Hamlet Master Plan continues a long history of the Town working in collaboration with the residents of Jamesville on specific initiatives and projects. The Town worked with the Hamlet to develop the Hamlet zoning and overlay district that was adopted in 2008. The Town worked with Jamesville to establish Fiddlers Green Park, and also maintains Avery Pocket Park, Grist Mill Pocket Park, and the Jamesville Train Station. The Town established the Jamesville Sewer district in 2009. In addition, the Town worked with New York State DOT and Onondaga County DOT to implement streetscape improvements including sidewalks and ornamental lighting as part of the Route 173 and North Street improvement projects. We look forward to continuing to work with the Hamlet towards the implementation of the ideas and projects represented in this plan. I want to thank the community residents and businesses owners for their continued dedication toward improving the quality of life in our community!

CONTENTS

INTRODUCTION	4	HAMLET AREA LAND USES	14	SPATIAL CONCEPTS	24
KEY CHARACTERISTICS	5	GOALS OF THE MASTER PLAN	17	HAMLET CORE REVITALIZATION.....	26
CONTEXT	6	‘QUALITY OF LIFE’ COMMUNITY Key components for a high quality of life	18	FACADES & SIGNAGE	28
CHALLENGES	8	1. Sense of Community Where Everyone Feels Like They Belong and are Safe		PARKING & BIKE LANES	30
GUIDING PRINCIPLES	10	2. A Thriving and Inclusive Economy		HISTORIC COMPATIBILITY.....	32
1) Preserve valued historic character		3. High-Quality Education System		TRAILS & VISUAL LINKAGES	34
2) Strengthen the local economy		4. Healthy and Stable Housing		HAMLET GATEWAYS	36
3) Promote sustainable development*		5. Complete Neighborhoods and Communities		ECONOMICS & THE ALPHA SITE	38
4) Foster visually appealing/aesthetically pleasant places		6. Active Transportation Options		ALPHA SITE REDEVELOPMENT	40
PLANNING IN THE COMMUNITY	11	7. Safe and Diverse Public Places, Parks, and Open Space		RECOMMENDATIONS MAP	41
ISSUES & OPPORTUNITIES	12	8. Healthy Food Access		IMPLEMENTATION TIMETABLE	42
Public Outreach/Marketing		9. Clean Environment			
Roadways and Vehicle Traffic		10. Public Services and Infrastructure for People of all Incomes, Ages, and Races			
Pedestrians/Bicycles		TRANSPORTATION	21		
Trails/Greenspaces		COMPLETE STREETS	23		
Historic Preservation/Reuse					
Business Development					
Cultural/Events					

*Sustainable development will protect the uniqueness of Jamesville and consider concerns for the health and healthy environment of its residents, while supporting responsible growth with respect to population and land uses.

INTRODUCTION

Over the last 50 years, the Community of Jamesville has transitioned from a rural, predominately blue collar open-land 'small town' collection of farms and families of European Descent to a diverse multicultural/socioeconomic reservoir of families and individuals seeking an attractive, Syracuse-proximate, safe community where people find open/green space, unique shops/places to eat, and often settle with their families.

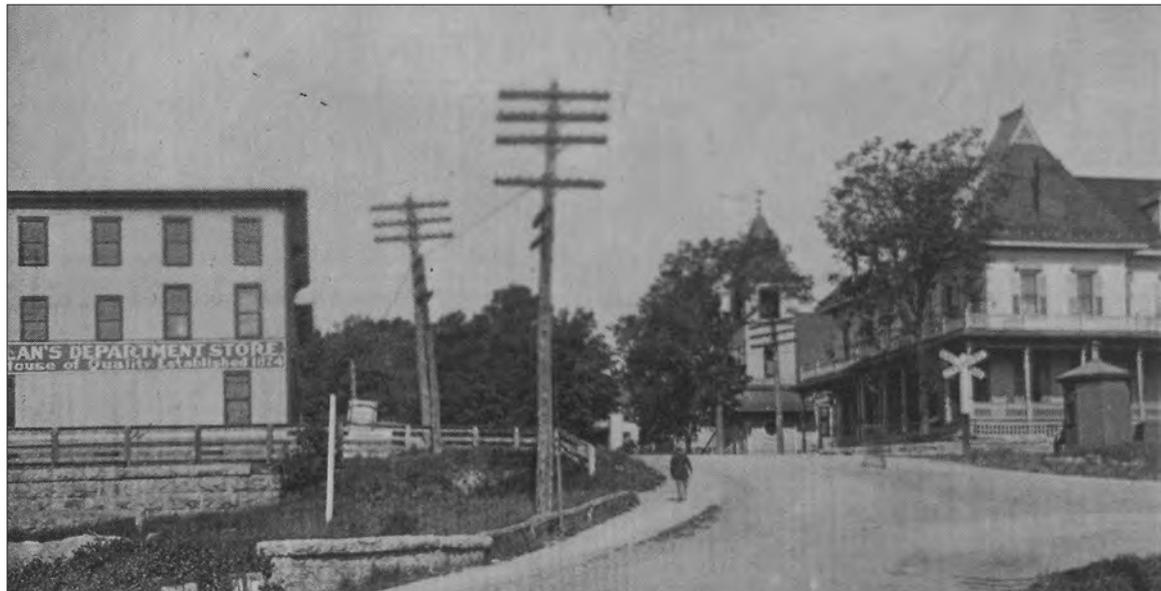
In recent years, Jamesville has experienced change and growth – out of a 5 County 47 District region in

Central New York only two school Districts experienced growth between 2003 – 2013. Jamesville-DeWitt, as one of the highest educationally rated Districts in New York, was one of them, and the move of families with children to Jamesville, has been a primary engine of its growth. The community and the Town of Dewitt, recognizing these changes, including new neighborhoods, businesses, parks, and the coalition of community civic organizations, are now focusing on a common theme for Jamesville to develop a vision for an attractive, accommodating, and community oriented 21st Century Jamesville.



The Jamesville Community is poised for growth and working to insure that the fabric that marks the community desirable today, remains intact... yet through the Master Plan, identify things that will serve to enhance Jamesville's future. This is what the Jamesville Community wants from its Master Plan and will continue to work collaboratively toward its fruition as a community.

From 'Water, Wheels and Stone' by Jean Schutz Keough, this 1910 photo, looking west on Seneca Turnpike shows the old Quinlan Store, Presbyterian Church and Kortright House across the railroad tracks at the hamlet center.



KEY CHARACTERISTICS

The Hamlet of Jamesville is at the southern end of the Town of Dewitt, and is one of the most eclectic historically surviving rural settlements in central New York. At the crossing of one of the oldest east-west routes of travel in the region, Route 173 originally a major regional Native American trail, Butternut Creek, and the New York Susquehanna and Western Railway, the Hamlet is a small, pleasant center of diverse activity, from quaint homespun retail, to quiet neighborhoods, preserved open space where hot air balloons rise above the Jamesville Reservoir, great fishing, and year-round outdoor activities are all enjoyed.



Descriptive quotes from an author and 20th century historian's perspective on Jamesville remain true in the 21st century regarding the character and sense of community that pervade in the Hamlet:

"The ...village [is] nestled between high speed suburban bustle and industrial progress on the North and the bucolic piece of lush green fields, lake, stream, and miles of verdant hills, stretching to the South. As these contrasts blend, a rural and unspoiled quality of family and community life prevails- a quality rare in the portrait of 20th Century suburbia..."

And a fitting dedication...

*"To those who have shaped her past and the youth to whom we entrust her future... may they long maintain pride in her identity..."*¹

- *Water, Wheels and Stone*, 1978

Jamesville is home to the Onondaga County Correctional facility, custom milling, and landscape businesses, a century-old active limestone quarry operation, eateries, Jamesville Beach County Park, and one of the best public school districts in the State. Additionally, a unique geological landscape in part characterized by Clark Reservation State

¹ Jean Schutz Keough



Park's plunge basin and meromictic lake featuring endangered (American Heart's-Tongue) fern species, a favorite hiking spot, is an important part of the special qualities the Jamesville area imparts to both visitors and residents.

Jamesville's rich architectural collection, born out of a legacy of railroad, industrial and recreational heritage includes churches, gracious turn-of-the-century residential and former mill and railroad buildings. The architectural fabric in the hamlet of Jamesville expresses a strong sense of local identity, a diverse local economy, a wealth of historic character, and a well-connected location. Much of the housing in the Hamlet of Jamesville is pre-1950, with a significant proportion of homes and commercial and former

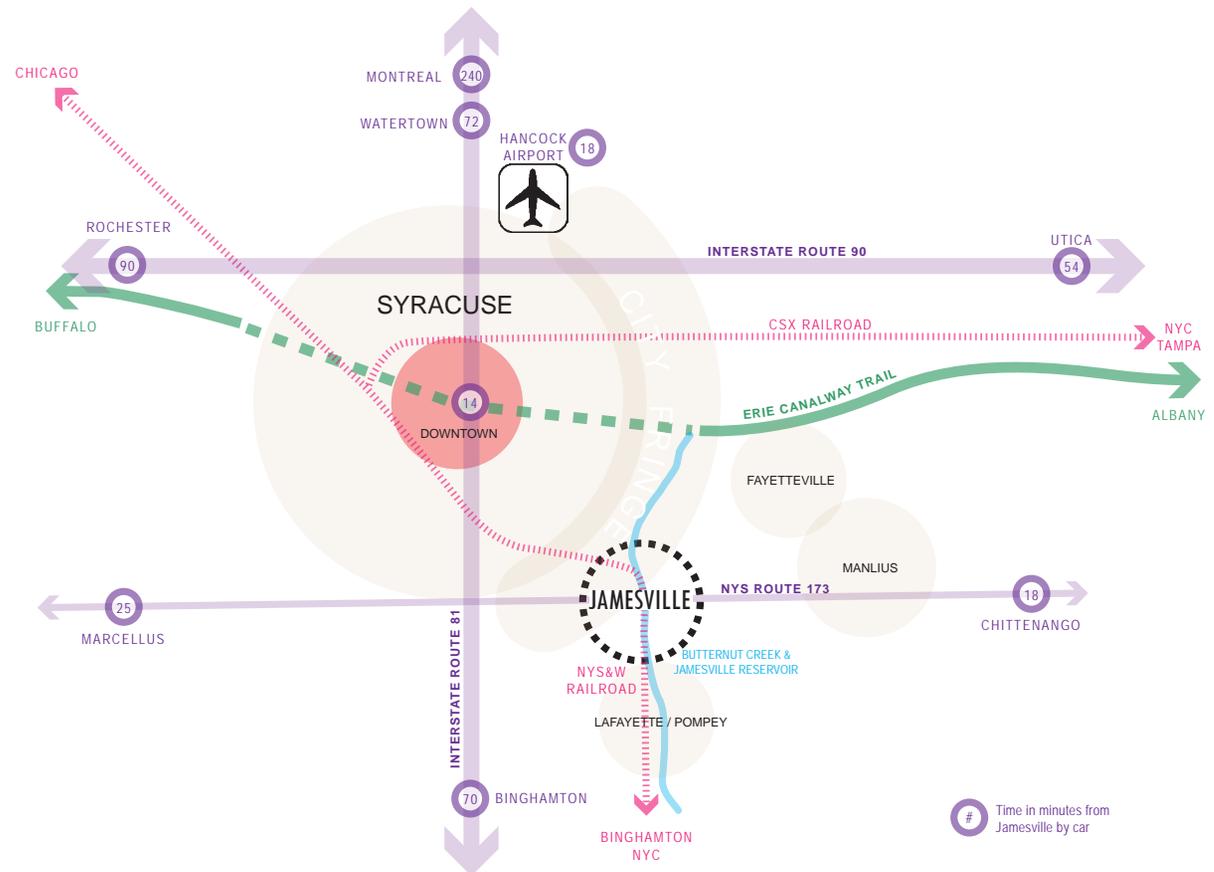
JAMESVILLE HAMLET MASTER PLAN

CONTEXT

industrial buildings and structures extant from before the earliest years of the 20th century. Many of this collection of historic structures are in very good condition, lovingly cared for, and many are in need of sensitive rehabilitation and preservation. It is the scale, location, and material qualities of heritage resources, gracious homes, remnant mill and railroad buildings, modest 19th century worker housing, old limestone kilns, and the lively, winding path of Butternut Creek through the Hamlet that lend a unique and much loved character to Jamesville.



The Hamlet is located a few short miles from the City of Syracuse, a short distance from NYS Route 481, Interstate 81, and the NYS Thruway. These proximities make it a convenient residential settlement area as well as a prime candidate for new commercial and light industrial development. The near proximity to the City of Syracuse, several universi-



ties, commercial and residential enclaves of DeWitt, Manlius, as well as several parks and recreation areas in and around Jamesville, offer as yet undeveloped opportunities for improved bicycle commuting and improved hamlet pedestrian traffic if key unwelcom-

ing roadway and highway barriers are addressed. At the geographic center of the Central New York Region, Jamesville is well-situated culturally, and physically for further development of recreational visitation and activity. Jamesville is already a hub



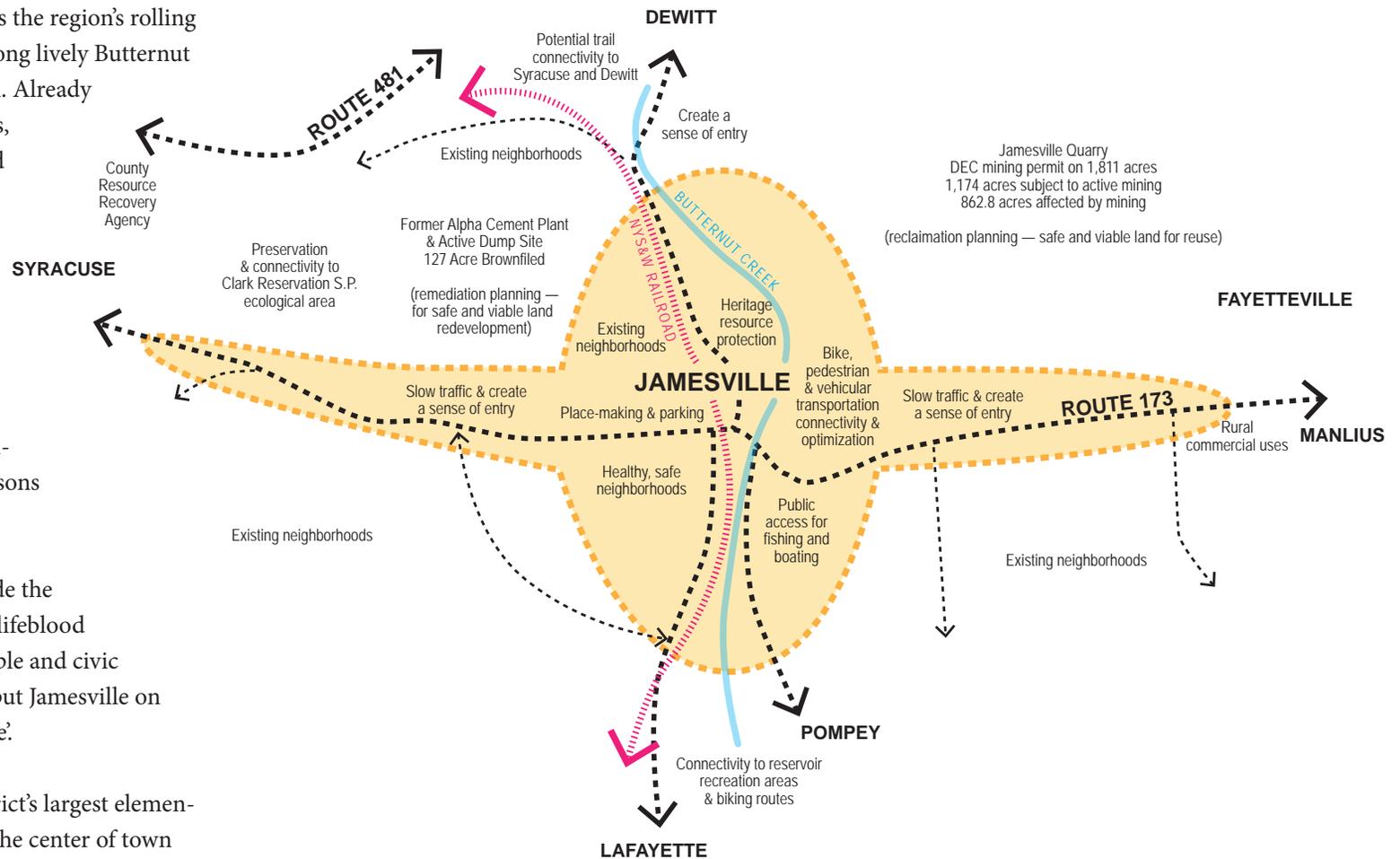
and Clark Reservation and has abundant space and creative outdoor play spaces for children to love. Located across from the Onondaga County Correctional Facility, the Jamesville Volunteer Fire Department is and has been a cornerstone of the community. The former firehouse in the hamlet center offers potential for redevelopment and civic use including space dedicated to parking in support of hamlet

businesses and local festivals and events. The Jamesville Community Church, the Jamesville Community Museum, the Food Pantry, Fiddlers Green Park Association, Jamesville Reservoir Coalition, Jam-Pac, Grassroots Gardner's, and the Jamesville Chamber of Commerce – are at the heart of the community.

on popular bicycle routes across the region's rolling hills. Renowned fishing sites along lively Butternut Creek are a popular destination. Already home to several annual festivals, events and natural resource and outdoor recreational areas and activities, the Hamlet of Jamesville is a place people come to enjoy participating in events, and has untapped potential to draw visitors interested in rural New York history, architecture, and a quality of life that includes four-seasons of active outdoor living.

The hamlets 'hard assets' provide the framework for growth, but the lifeblood of Jamesville lies within its people and civic organizations, which together put Jamesville on the map of 'Great Places to Live'.

Jamesville-DeWitt School District's largest elementary school is nestled between the center of town



CHALLENGES



'Ironman 70.3 Syracuse' an event hosted at Jamesville Beach County Park, on Apulia Road in the Town of La Fayette

The Hamlet has many assets; however, without careful planning and protections for valued community character and quality of life, these assets can be lost, and should not be taken for granted.



The former Glen Loch Restaurant sits vacant along Jamesville Road.

Jamesville has its challenges. The Hamlet functions as a collector of traffic on commuter routes from the surrounding suburbs and outlying rural areas. The small hamlet center funnels cars and trucks east and west over a railroad crossing that is complicated by steep topography from the eastern approach on Rt. 173. Crossing the traffic flow in the Hamlet as a pedestrian, or finding safe passage as a bicyclist can be daunting. Destinations to the south on Apulia Rd., and to the north on North St. are linked by a narrow, winding passage traversed by a regularly used railroad track. This narrow winding road along Butternut Creek is the only

route north, within a nearly six mile stretch of the Hamlet and leads to the nearest commercial and professional services, employment opportunities, and key transportation connections in Dewitt. The complexity of multi-directional traffic movements at the hamlet center, including multiple offset commercial entry drives, and disorganized parking, result in a pattern more of hamlet business avoidance by through travellers than patronage.

The many recreational resources, events and festivals located or held in Jamesville, in addition to commuter traffic result in periodic pulses of heavy and slow traffic flow, long back-ups, and frustrated drivers, business owners and residents. Business owners find that these periodic influxes of traffic tend to bring more problems than added business, as vehicles tangle in turns in all directions, in and out of small



Traffic through the Hamlet

JAMESVILLE HAMLET MASTER PLAN

commercial spaces. As a destination there are some amenities that are currently limited and have been identified as potential needs for the community such as access to bathroom facilities, visitor information, and parking.

Due to the existence of extensive limestone resources, the NYSW railroad, and convenient highway access for trucking, Jamesville has been home to several related industries including a limestone quarry in operation for over 100 years, today owned by Hanson Aggregates. The Jamesville quarry extends over 2 1/2 miles long by 1 mile wide and is the largest single industrial use parcel in Central New York. Combined with other industrial areas in Jamesville, 1,712 acres, approximately 1/5 of the Jamesville study area, is in either current or former industrial land use. Associated heavy truck traffic and the resulting particulate pollution from the quarry mining operations, as well as periodic blasting can be concerning and jarring for nearby residents. Additional truck traffic through the hamlet from associated businesses, a local lumber mill, the County Highway Department, Onondaga County Resource Recovery Agency (OCRRA) operations and other pass-thru truck traffic are concerns; as well as train traffic along the Susquehanna Rail line.

Vacant, neglected, or aesthetically challenged areas in the hamlet signal impending problems in retaining the community's much valued historic character, and quality of life. If Jamesville is to succeed, it must address issues including protecting key components of historic character, traditional built form, patterns and setting, including the hamlet's nineteenth century scale, building facades, open spaces, pleasant welcoming streetscapes, strong sense of community, and the diverse and creative, locally-focused business base.



The Former Alpha Portland Cement Site.



GUIDING PRINCIPLES

Sustainable development* will protect the uniqueness that the Jamesville community values. It will prioritize concerns for the health and healthy environment of its residents, while supporting responsible growth with respect to population and land uses.

To summarize the goals and intent of this plan, the working committee and the community, through several meetings and discussions in the course of this planning effort, identified four guiding principles to provide the basis for the focus areas of the Hamlet of Jamesville Master Plan.

'Guiding Principles'

- 1) Preserve valued historic character
- 2) Strengthen the local economy
- 3) Promote sustainable development*
- 4) Foster visually appealing aesthetically pleasant places

** Sustainable development is that which meets the needs of the present without compromising the ability of future generations to meet their own needs. The concepts of 'essential needs' and 'limitations' are healthy and apply to ensure preservation of the environment's ability to meet present and future needs.*

One of eight general regional pilot studies in the 2001 Onondaga County Settlement Plan by Duany, Plater-Ziberk and Co. and EDR; this drawing illustrated how the extension of the hamlet to the northwest into the former Alpha Cement Plant site, by way of new road connections linking it with new housing and a sports center, might provide a model idea for desired growth for existing hamlets similar to Jamesville.



PLANNING IN THE COMMUNITY

The Jamesville community has a long and active history of involvement in addressing local issues, planning and organizing efforts. In 2001, Duany Plater-Zyberk & Company, Architects and Town Planners and Environmental Design and Research (EDR), produced the *Onondaga County Settlement Plan*, a regional plan featuring eight ‘Pilot Projects’, one of which was the Jamesville Hamlet Extension. The Plan was to be “prepared by the municipality in advance of growth” and “knits together previous growth and provides a framework for future development, in an integrated road network, which also improves pedestrian access throughout the area.” The pilot plan included three drawings articulating how a newly connected street network, civic buildings, and zoning might be organized to improve hamlet traffic flow, accessibility, land uses, and aesthetics.

The *Town of Dewitt 2002 Comprehensive Plan* recommends addressing planning issues in the Hamlet of Jamesville including:

- Maintaining the historic integrity of the Hamlet
- Supporting a variety of new and compatible land use activities
- Adjusting to traffic increases, and
- Providing water and sewer services to accommodate new growth

Although the Town’s 2008 Hamlet Zoning set forth a framework for development in terms of regulation, uses and standards; the Jamesville community’s vision for appropriate development, preservation, and smart growth are a work in progress that should support the master plan to guide Town decision-making for the Hamlet.

In 2012, a Jamesville Main Street Visioning Event was held at the former Firehouse by the Jamesville Community Task Force including representatives from the Jamesville Chamber of Commerce, Jamesville Community Museum, Jamesville Ecumenical Food Pantry, Fiddler’s Green Park Association, Jamesville Positive Action Committee (JAMPAC), and Jamesville residents. The agenda for the 2012 visioning event was to:

- Better understand the values of its citizens and use them as a basis for planning
- Identify trends and forces that are affecting the community
- Articulate a big-picture view to guide short-term decisions and long-term initiatives, and
- Develop tools to achieve its vision

During this visioning, general categories of issues were discussed and commented on by participants, including: Preservation, Business/Services, Recreation/Parks/Trails, Main Street Improvements, and Past/Present/Future of the Old Firehouse.

Following the visioning event, task force members met with the Town of DeWitt and New York State representatives to seek out grant funding in support of these priorities, and a local resident and architect volunteered her services in preparing preliminary concepts for reuse of the old firehouse building.

During the spring and summer of 2015, through a planning grant made available to the Town of Dewitt through the ‘Vision CNY Regional Partnership for Comprehensive Planning Project’ of the Central New York Regional Planning and Development Board (CNY RPDB) and supported by New York State Energy Research and Development Authority’s (NYSERDA) Cleaner, Greener Communities program; the Town began working with a reassembled community working committee and the community to follow-up on previous efforts toward establishing the Hamlet of Jamesville Master Plan.

ISSUES & OPPORTUNITIES

The community and working committee efforts identified several issues and opportunities to be considered in future planning and development.

Public Outreach/Marketing

- Promotion of the hamlet's many assets through high quality wayfinding (signage) and partnerships with neighboring state and county facilities should be explored
- Landscape improvements along Jamesville Rd. near Hanson could improve the environment in an industrial area of the hamlet that needs better environmental conditions and safety

Roadways and Vehicle Traffic

- Gateway design to slow hamlet traffic from the west could be implemented (brick crosswalks, etc.)
- Parking is needed so people stop and visit hamlet establishments, not foreground parking, but screened parking that is buffered visually
- Improved Rt. 173 access and egress at Town Square Plaza as well as to the old Alpha Cement Plant site.

Pedestrians/Bicycles

- Pedestrian ways and safe crossings are needed
- Bike paths to school and to destinations beyond the hamlet are desired

- Potential bicycle connections to the university hill campuses and downtown Syracuse were discussed
- The quality of cycling geography and topography, and ideal central location of the hamlet within regional recreational assets is a key hamlet asset

Trails/Greenspaces

- Hidden, informal trails and places should be identified and mapped for potential interconnectivity
- Cross country skiing and facilities in support of winter sports activities should be supported
- The reservoir is a major asset with even more potential to benefit the hamlet
- Public-private partnerships in infrastructure development and preservation of recreation-related connectivity and access should be explored
- A heritage trail through the hamlet could be a way to engage visitors in hamlet life and business
- Some kind of partnership with Hanson (Jamesville Quarry) could be an opportunity for hamlet-connected trails or open space
- Town of Dewitt has been awarded an LWRP grant that can be applied along the Butternut Creek corridor and include the Jamesville reservoir which is a component of the Erie Canalway system.

Historic Preservation/Reuse

- Historic buildings throughout the hamlet are considered important to protect and rehabilitate – an inventory is needed
- The old Alpha Cement Company parcel is a key parcel in the hamlet needing creative targeted redevelopment to include recreational and vehicular linkages and new commercial or mixed uses (possibly a sports complex).
- A reuse plan for the old firehouse parcel could support convenient hamlet parking that is not visually intrusive.

Business Development

- Businesses are frustrated with the volume of traffic that passes through the Hamlet never stopping at local establishments. Capitalize on the number of cars that pass through the hamlet
- Recreation and events are a major asset not currently being captured by local business

Cultural/Events

- Destination- or place-making is needed in the hamlet through aesthetic improvements

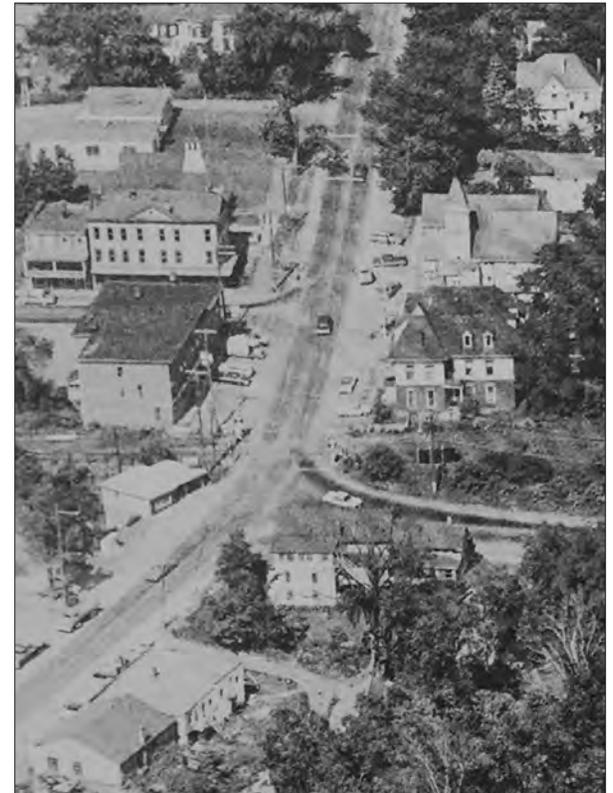
JAMESVILLE HAMLET MASTER PLAN



MAJOR AREAS & TOPICS OF CONCERN

Characteristic qualities, both positive and negative, were identified and major areas and topical themes of concern for the hamlet were reviewed, discussed and categorized by the master plan working committee as follows:

1. Hamlet Gateways
(creating a Sense of Place/slowing traffic)
2. Parking & Activating Frontages
(facilitate growth in Hamlet visitation)
3. Primary & Secondary Connection Routes
(alleviate congestion, support bikes and peds)
4. Preservation of Historic Character
(Areas/Buildings/Landscapes/Structures)
5. Repurposing the former Alpha Cement Plant
6. Protecting and maintaining open space
7. Public services (restrooms) in the Hamlet Core
8. An expedited process for implementation of the master plan



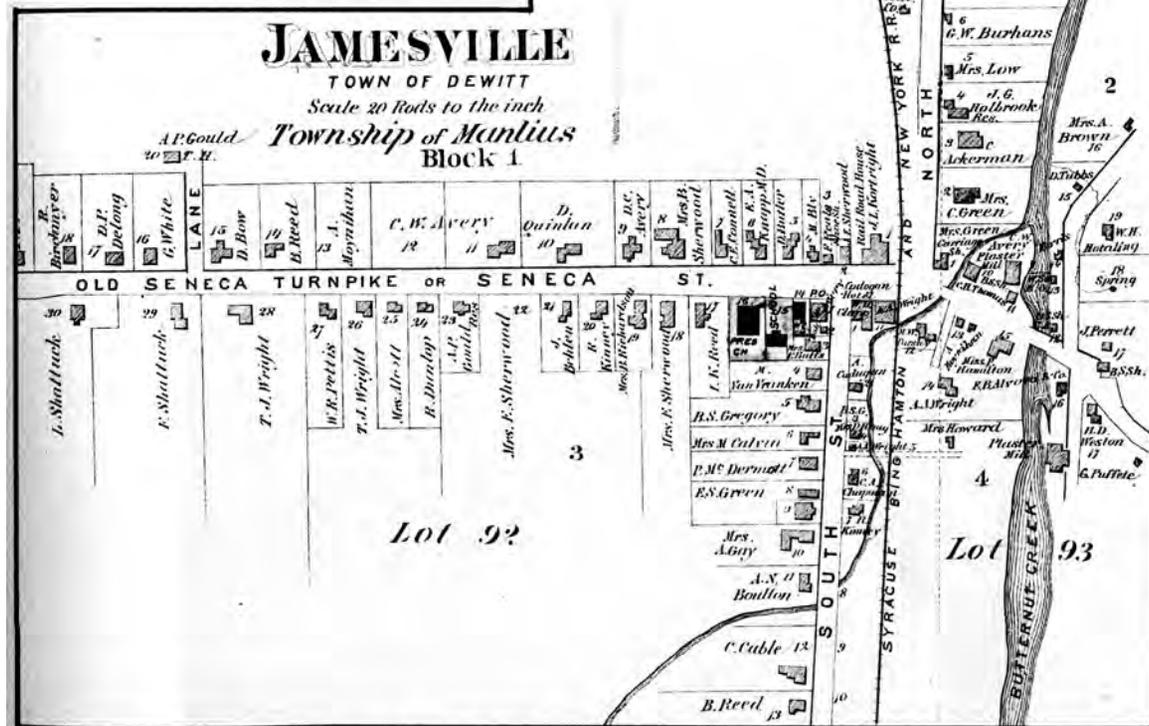
An aerial view of the hamlet in the 1960's, from 'Water, Wheels and Stone' by Jean Schutz Keough.

JAMESVILLE HAMLET MASTER PLAN

HAMLET AREA LAND USES

For the purposes of this planning effort, several maps of the Hamlet and surrounding region were discussed. The contemporary extent of the Hamlet was defined as from the City of Syracuse / Town of Onondaga line to

From 'Water, Wheels and Stone' by Jean Schutz Keough, a reprint of an 1874 map of Jamesville at the hamlet center. Note the consistent line of buildings along the north frontage of "Seneca St" adjacent to the railroad tracks.



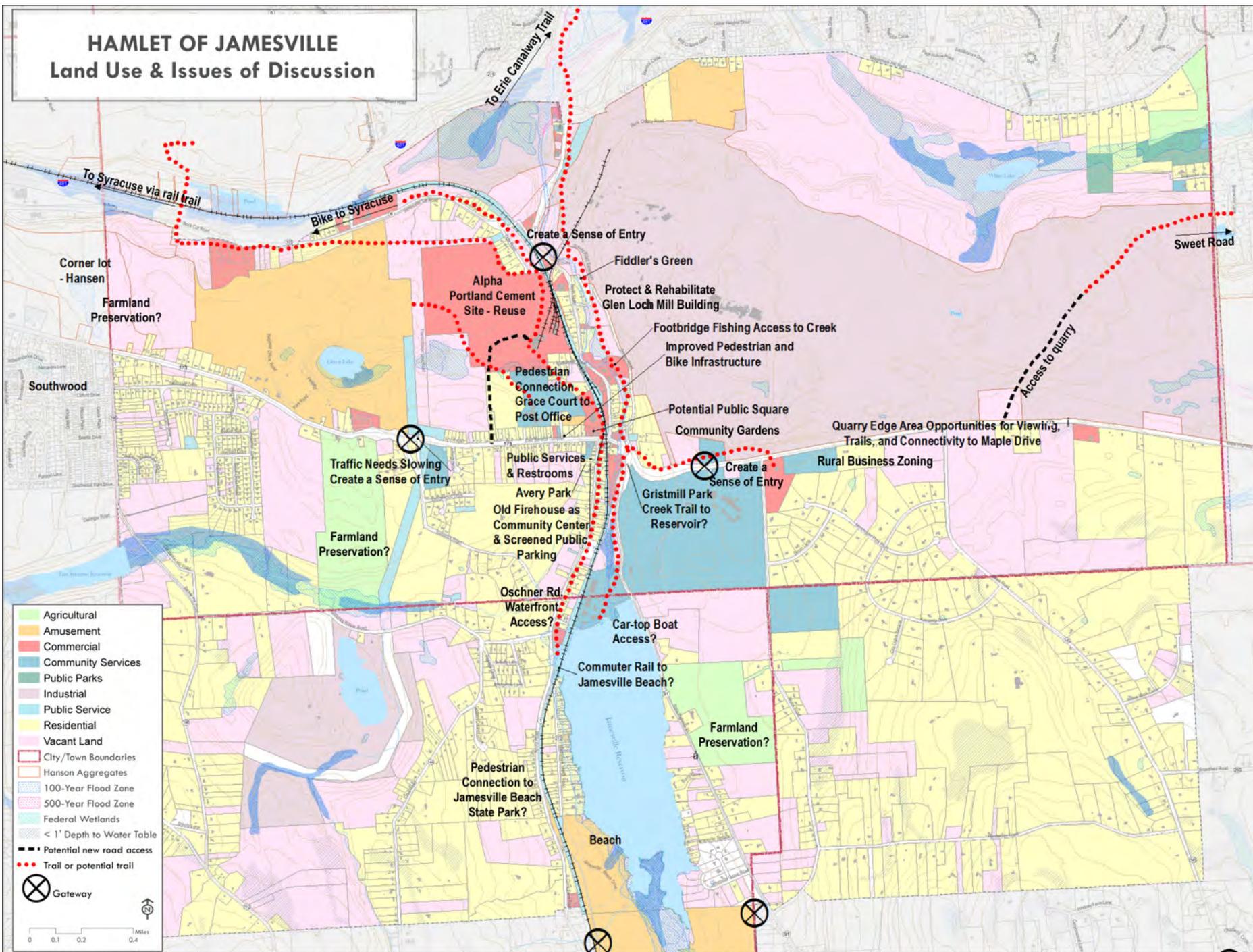
Map reprinted from HOMER D.L. SWEET'S NEW ATLAS OF ONONDAGA COUNTY 1874

the west to Gates Road in the east, and from the north at Woodchuck Hill Road south to Apulia Road in the Town of La Fayette.

conserved land parcels number / acres	6 / 414
miles of roads	41
miles of railroad	6
miles of streams	8
number of parks / acres	5 / 416
number of acres in wetland land cover	560
number of acres in frequent flooding areas	166
commercial parcels number / acres	37 / 205
industrial parcels number / acres	7 / 1,665
residential parcels / acres	999 / 2,816
community service parcel / acres	14 / 262
public service parcel / acres	26 / 77
vacant parcels / acres	227 / 1,526
agricultural parcels / acres	4 / 222

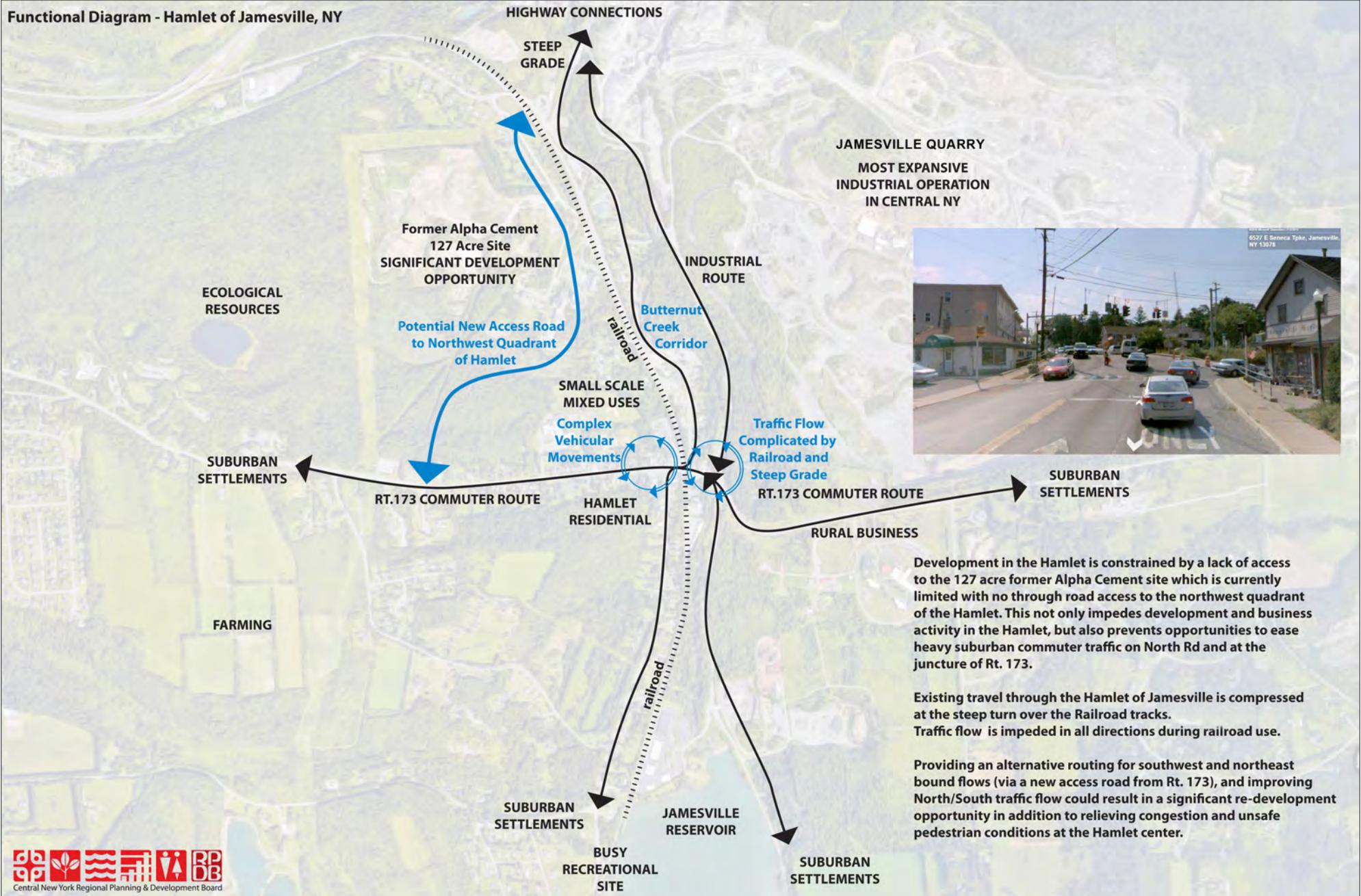
A community outreach survey was conducted at the start of the planning project. Issues and opportunities expressed by the community were documented and discussed in detail by the master plan working committee. Those issues and discussions provided the basis for this master plan, many of which are illustrated on the land use map at right.

HAMLET OF JAMESVILLE Land Use & Issues of Discussion



Data obtained from the Onondaga County Planning Department and the New York State Office of Real Property Services. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: August 2015

Functional Diagram - Hamlet of Jamesville, NY



GOALS OF THE MASTER PLAN

Jamesville is challenged with interruptions of several types. The hamlet is host to both remnants, as well as active, vast, and intensive industrial land uses related to rich limestone resources. Steep road grades reflect the karst topography, and the hamlet center is bisected by an active railway, a lively creek, and the crossing of a major east-west route with a busy north-south commuter route supporting suburban developments to the south, east and west.

Vehicular movements at the hamlet center are complicated by the funneling of traffic through the steep grades and hairpin turns, around industrial areas, over the train tracks and creek, as well as past multiple commercial drives and parking areas.

On the other hand, Jamesville is blessed with geology-related and ecologically-unique areas for hiking, some of the best fishing around, a diverse collection of historic resources, close proximity to major outdoor recreation and seasonal events, excellent schools, and convenient proximity to highway access.

Considering these issues and opportunities, several planning goals were identified.

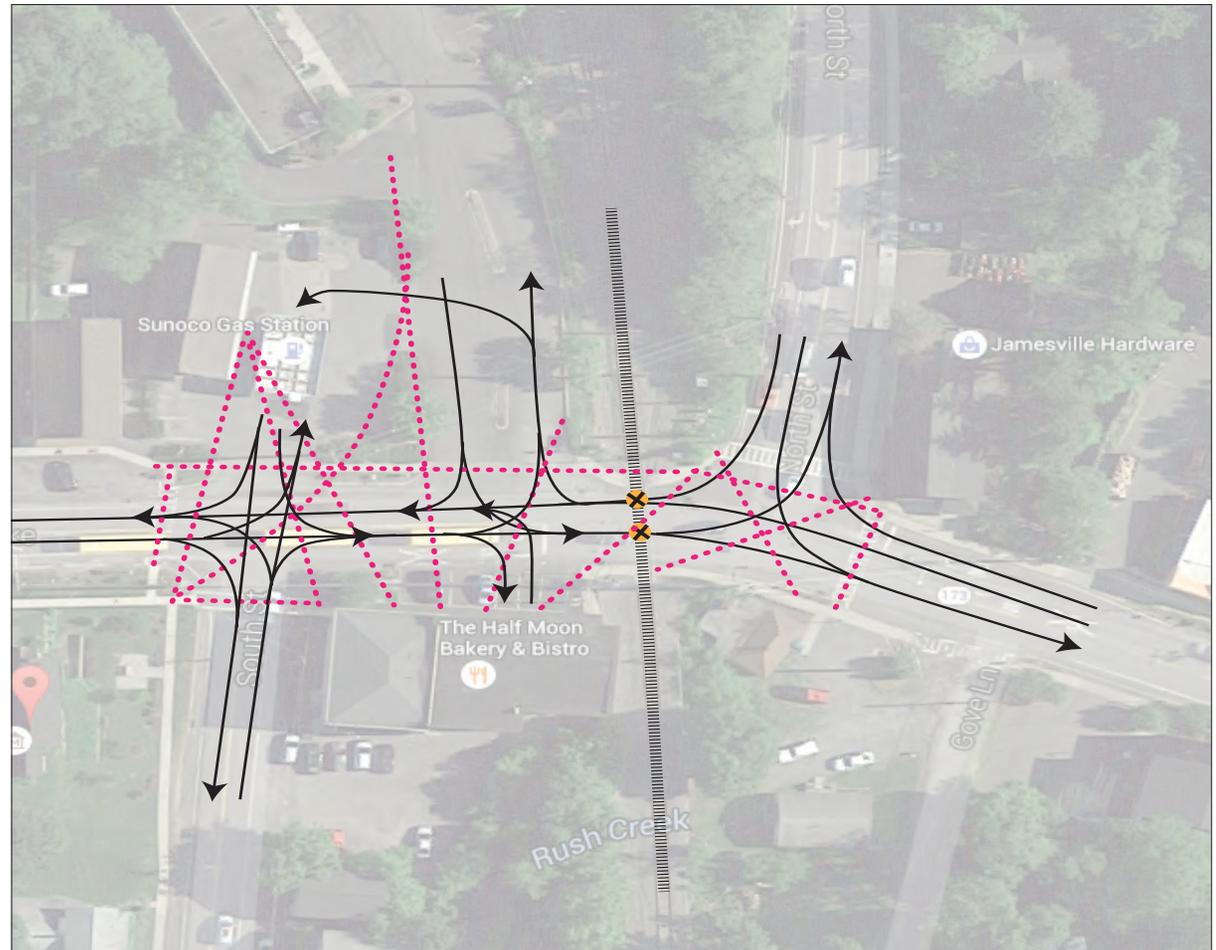
IDENTIFIED PLANNING GOALS:

1. Create a Sense of Place at the Hamlet Center with aesthetic improvements and by implementing “Gateways” with road and streetscape design adjustments that improve the pedestrian environment and also slow down traffic speeds.
2. Facilitate growth in Hamlet visitation through the introduction of additional parking, safe pedestrian facilities, and activated frontages.
3. Improve circulation through Jamesville with additional connection routes that will help to alleviate traffic congestion, and support bikes and pedestrian activity.
4. Strengthen historic preservation initiatives and opportunities to retain the Hamlet’s historic character areas, buildings, landscapes and structures.
5. Repurpose the 127-acre former Alpha Cement Plant site in support of ‘Key Opportunities’ of the Master Plan (health, housing, economic growth, education, environment, accessibility).
6. Protect and maintain rural, agricultural, and recreational open spaces in Jamesville.
7. Support local youth and senior citizens, and growth in visitation through the availability of both civic and public services space in the Hamlet core;
8. Identify and pursue appropriate sources and mechanisms of funding and approvals in support of an expedited process for implementation of the plan. These goals should be considered in all future planning and development in Jamesville.

A 'QUALITY OF LIFE' COMMUNITY

To ensure that valued qualities of the Jamesville community today remain intact, but also to identify opportunities to enhance the hamlet's quality of life and provide a guiding framework for future development, this plan was developed in collaboration with the Jamesville community and the Town of Dewitt. At right, an aerial image and street level photo highlight some of the primary issues and concerns related to vehicular movements at the hamlet core, and potential approaches explored, including signal optimization, access management, parking, pedestrian connectivity and bike lanes, along with possible building infill at the street frontage to restore some of the historic form of the hamlet.

Maintaining the historic integrity and visual appeal of several Hamlet sites is an important focus of the Master Plan. The Town of Dewitt, in association with other visioning and planning efforts has put emphasis on the architectural traditions of Jamesville and their importance historically and visually to the community through the Hamlet overlay zoning. In addition, the Master Plan working committee has been concerned with greater connectivity in and out of the community for its residents and members of the greater Onondaga County community. Recreational paths, bike trails, a community center, and connectivity to Syracuse University and downtown



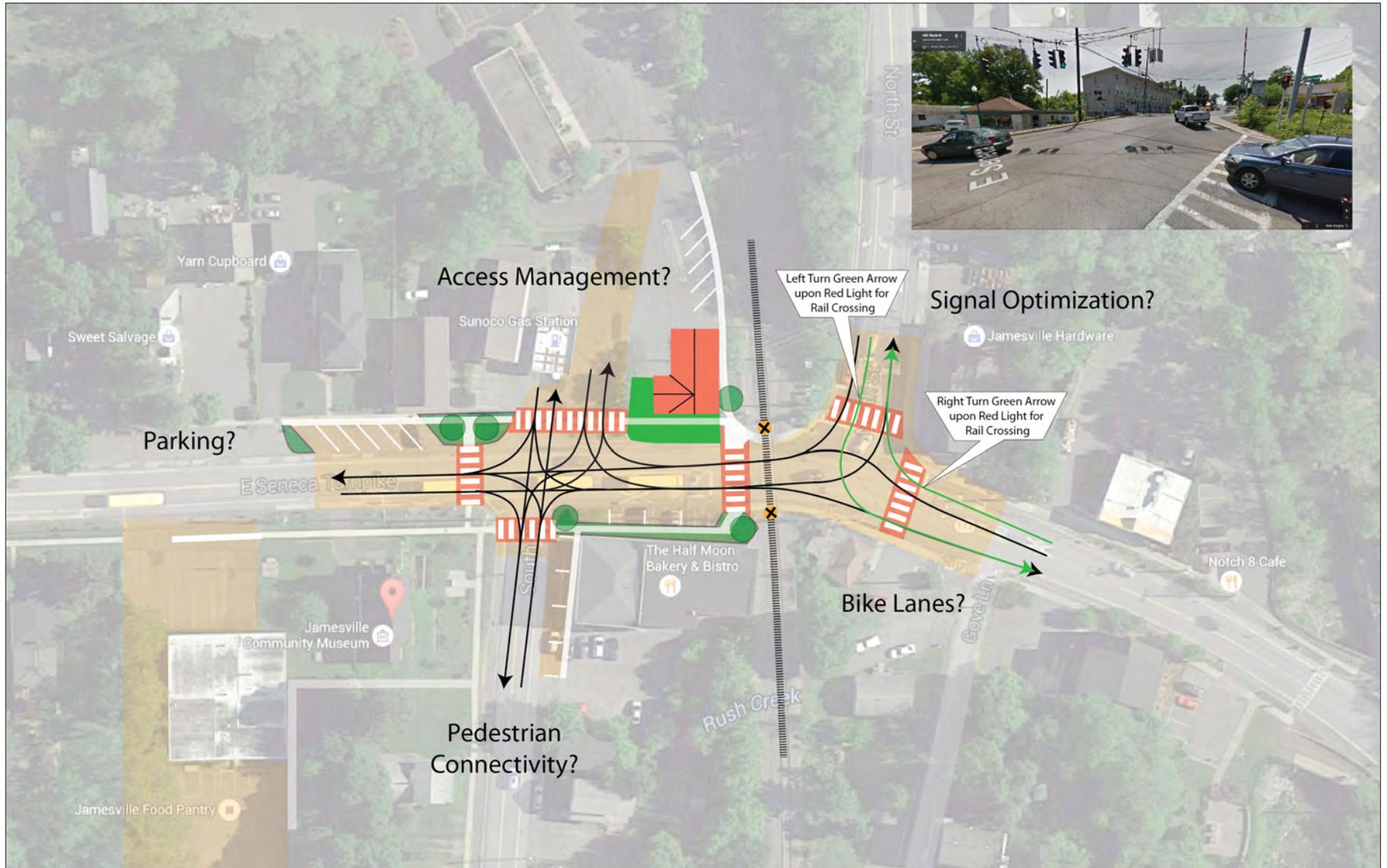
and other events through train connections have all been discussed as part of the Master Plan, in addition to, supporting a variety of new and compatible land use activities including support for senior citi-

The arrows indicate vehicular movements and the dotted lines show pedestrian movements. The wide black line indicates an active railway, making the hamlet center situation even more difficult in conjunction with a steep drop in grade to the east of the railroad tracks impacting visibility.

zens to remain in, or move to the community. Safety for community members was at the forefront of discussions. The committee discussed traffic issues and pattern adjustments, implementing safer

crosswalk areas, and promoting a “walking” experience for both residents and visitors. Maintaining Jamesville’s green spaces and promoting the use of green building resources is considered important for

a sustainable community. The quality of local soils, air and water is an important consideration as well as wellness and sustainability for the hamlet and surrounding areas.



Based on community input from a survey conducted as a part of the planning process, the Master Plan working committee developed a vision for Jamesville and surrounding area residents that focuses on improvements to quality of life. This theme has been important for the several visioning and volunteer groups that have been committed to Jamesville's growth and sustainability over the last several years. A 'quality of life' includes many things that the working committee has taken into consideration, including overall wellness of the residents and greater community. Key components for a high quality of life in the community include:

1. Sense of Community Where Everyone is Safe & Feels Like They Belong

Safe and socially cohesive neighborhoods, community connectivity, local leadership representative of community demographics and empowering residents to be involved in decision-making and with social and civic engagement.

2. A Thriving and Inclusive Economy

Diverse local small businesses, new and current economic development supported by the community.

3. High-Quality Education System

Strong programs from K-12, childhood and enrichment programs, affordable after school programs, childcare, skill development and adult education.

4. Healthy and Stable Housing

Socially integrated housing that is stable and affordable, near transit, appropriate for all income and generational levels, has healthy indoor air quality and is free of pests, mold and similar negative conditions and is energy efficient.

5. Complete Neighborhoods and Communities

"People-centered" design with residential, businesses, services, schools, jobs, recreation and transit in relatively close proximity, high quality infrastructure and street design with good lighting and landscaping to support mixed uses, transit and walkability.



TRANSPORTATION

6. Active Transportation Options

Affordable and accessible transportation options for all ages, such as walking, biking, possible train service to other areas and public transit; innovative, easy to use, fast, well connected, and efficient transit located near jobs, housing, and retail and quality bike and pedestrian infrastructure.

7. Safe and Diverse Public Places, Parks, & Open Space

Public places (the plaza, mini-parks, etc.) in convenient locations across neighborhoods for people to be active, relax, socialize and host community events, with appropriate amenities such as benches and community gardens.

8. Healthy Food Access

Affordable, fresh, local and culturally appropriate foods, farmers markets, space and resources to grow food in schools and neighborhoods and accessible clean drinking and fishing water.

9. Clean Environment

Clean air, soil and water with high performing green spaces and efficient natural systems, healthy trees, and affordable, sustainable energy and water systems. Towns and villages share a vision for the safest possible environment for its residents and community members.



10. Public Services and Infrastructure for People of all Incomes, Ages, and Races

Affordable healthcare and childcare, “age in place,” culturally supportive services and infrastructure for seniors to remain independent, and accessible services like libraries or satellite libraries, recreation facilities and medical centers or connectivity to medical treatment.

TRANSPORTATION ANALYSIS

Several identified issues and opportunities within the context of this plan are dependent upon transportation analysis and assessment due to the Hamlet’s

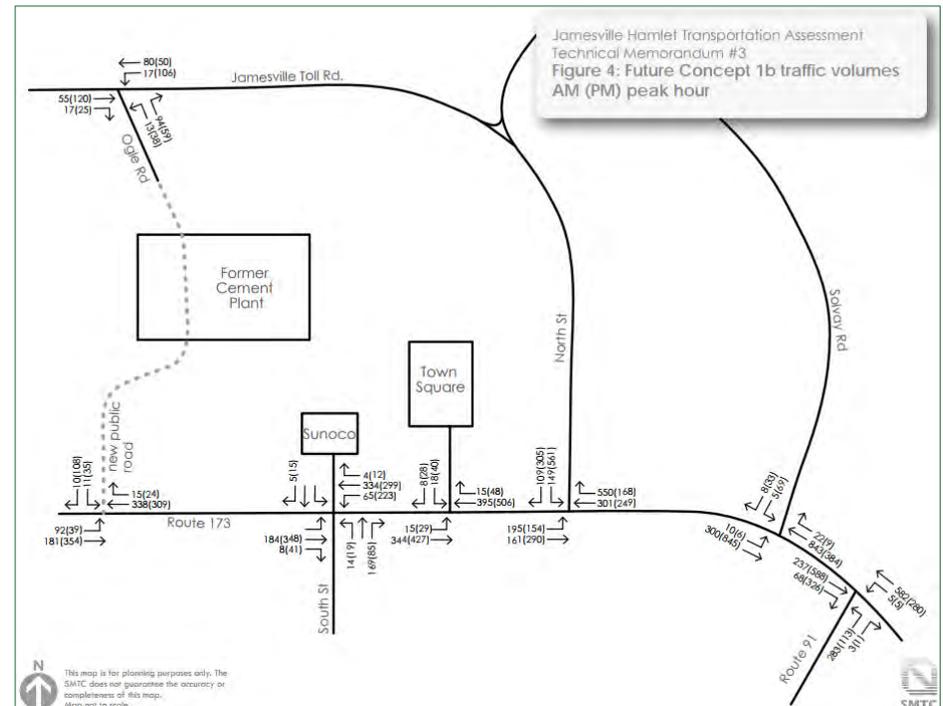
setting at the juncture of NYS Routes 91 and 173, its position along a commuter corridor between several urban and suburban areas, its bisection by Butternut Creek and a NYS&W Railroad line.

As a part of the Master Plan, transportation planning assistance was requested through Onondaga County as part of the 2016-2017 Unified Planning Work Program (UPWP). The Syracuse Metropolitan Transportation Council (SMTTC) assisted the Town of Dewitt with transportation-related elements of the plan as requested by the Syracuse-Onondaga County Planning Agency (SOCPA). The following Tasks

were included in the transportation assessment:

1. Desktop inventory of transportation facilities
2. Accident data analysis
3. Data collection for traffic operations assessment
4. Existing traffic operations assessment
5. Future traffic operations assessment
6. Alternatives assessment

Lanes, Volumes, Timings		2016 Existing Conditions				
2: Route 173 & North St		AM Peak Hour				
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6	64	4	4
Permitted Phases	2					
Detector Phase	5	2	6	64	4	4
Switch Phase						
Minimum Initial (s)	4.0	6.0	6.0		6.0	6.0
Minimum Split (s)	10.2	24.2	23.5		11.5	11.5
Total Split (s)	15.0	60.0	45.0		20.0	20.0
Total Split (%)	18.8%	75.0%	56.3%		25.0%	25.0%
Maximum Green (s)	8.8	53.8	39.5		14.5	14.5
Yellow Time (s)	3.6	3.6	4.0		3.5	3.5
All-Red Time (s)	2.6	2.6	1.5		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.2	6.2	5.5		5.5	5.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	2.5	2.5		2.0	2.0
Recall Mode	None	Min	Min		None	None
Act Effct Green (s)	29.7	29.7	16.0		32.1	10.4
Actuated g/C Ratio	0.57	0.57	0.31		0.61	0.20
v/c Ratio	0.51	0.17	0.63		0.51	0.33
Control Delay	12.1	6.2	21.8		3.8	26.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	12.1	6.2	21.8		3.8	26.1
LOS	B	A	C		A	C
Approach Delay		10.0	10.0		18.2	
Approach LOS		A	B		B	
Intersection Summary						
Area Type:	Other					
Cycle Length:	80					
Actuated Cycle Length:	52.3					
Natural Cycle:	50					
Control Type:	Actuated-Uncoordinated					
Maximum v/c Ratio:	0.63					
Intersection Signal Delay:	11.4			Intersection LOS: B		
Intersection Capacity Utilization:	59.0%			ICU Level of Service B		
Analysis Period (min):	15					
Splits and Phases: 2: Route 173 & North St						

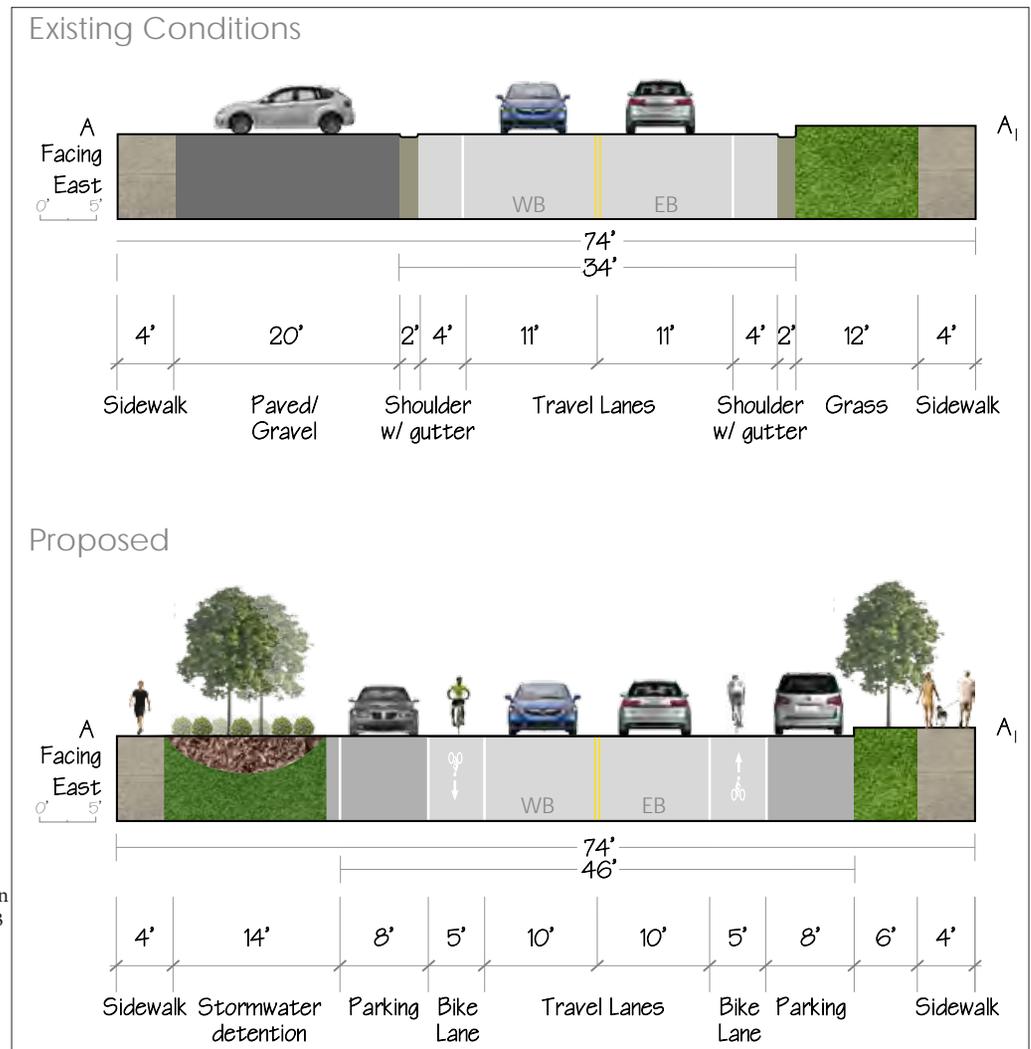


COMPLETE STREETS

The study inventoried physical characteristics of the hamlet roadways including right-of-way and travel lane widths, parking, pedestrian markings, etc. and assessed the potential for reconfiguring the roadway and right-of-way to better accommodate pedestrian and bicyclist comfort and safety, and additional green space to allow for street trees and landscape plantings to soften and aesthetically improve the hamlet core business area.

The 2017 transportation study sought potential solutions to several locally-identified issues including traffic speeds on the western approach to the elementary school, the three main intersections with NYS Route 173 (South St., North St. and Solvay Rd.), and parking. Possible improvement scenarios were modelled to explore realistic modifications and access possibilities for potential redevelopment of the former Alpha Cement Plant site in the northwest quadrant of the hamlet.

Recommendations were made and concepts, such as the one at right, were developed based on both community input and the findings of SMTC's transportation study assessments. The complete report can be found at: <http://www.smtcmpo.org/finalreps.asp?fy=2017&ShowAll=0>.



Existing conditions and proposed section views of NYS Rt. 173 immediately west of South Street in the hamlet, from the 2017 SMTC Transportation Study.

SPATIAL CONCEPTS

The hamlet of Jamesville has much potential that has not yet been fulfilled. Quiet spaces to reflect upon the history of this special place, views and sounds of the waters at its heart, pleasant reaches for walking between the collection of destinations and services, sufficient parking and visitor services, all need consideration in design and implementation through rehabilitations, corrective re-design of streetscapes, and introductions of appropriately placed, materially and historically compatible new development.

Loss of the historic built fabric of Jamesville has occurred over many years for various reasons, and continues today, as in the case of the Glen Loch mill-style building currently suffering ‘demolition through neglect.’ Specific recommendations in support of the identified goals of this plan are indicated in bold, italicized type in the following section.

The recently developed *CNY Regional Recreation & Heritage Plan* identifies resources across five Central New York Counties along with bicycle touring corridors connecting nodes of particular recreation and heritage interest. The hamlet of Jamesville is on one of the identified corridors of the regional plan, along the ‘Syracuse - Jamesville Rail With Trail Bike Corridor’ and the ‘Jamesville - Labrador Hollow Bike Corridor’ that pass through the hamlet from



The Glen Loch Restaurant, a beloved component of Jamesville’s character, was built in the 1940’s to reflect the original mill located in the same location on Butternut Creek. The building is shown here before the building was partially demolished, and its redevelopment stalled in 2016.

north to south. Several planning recommendations in the following pages, including implementation of the regional bicycle touring corridor infrastructure,

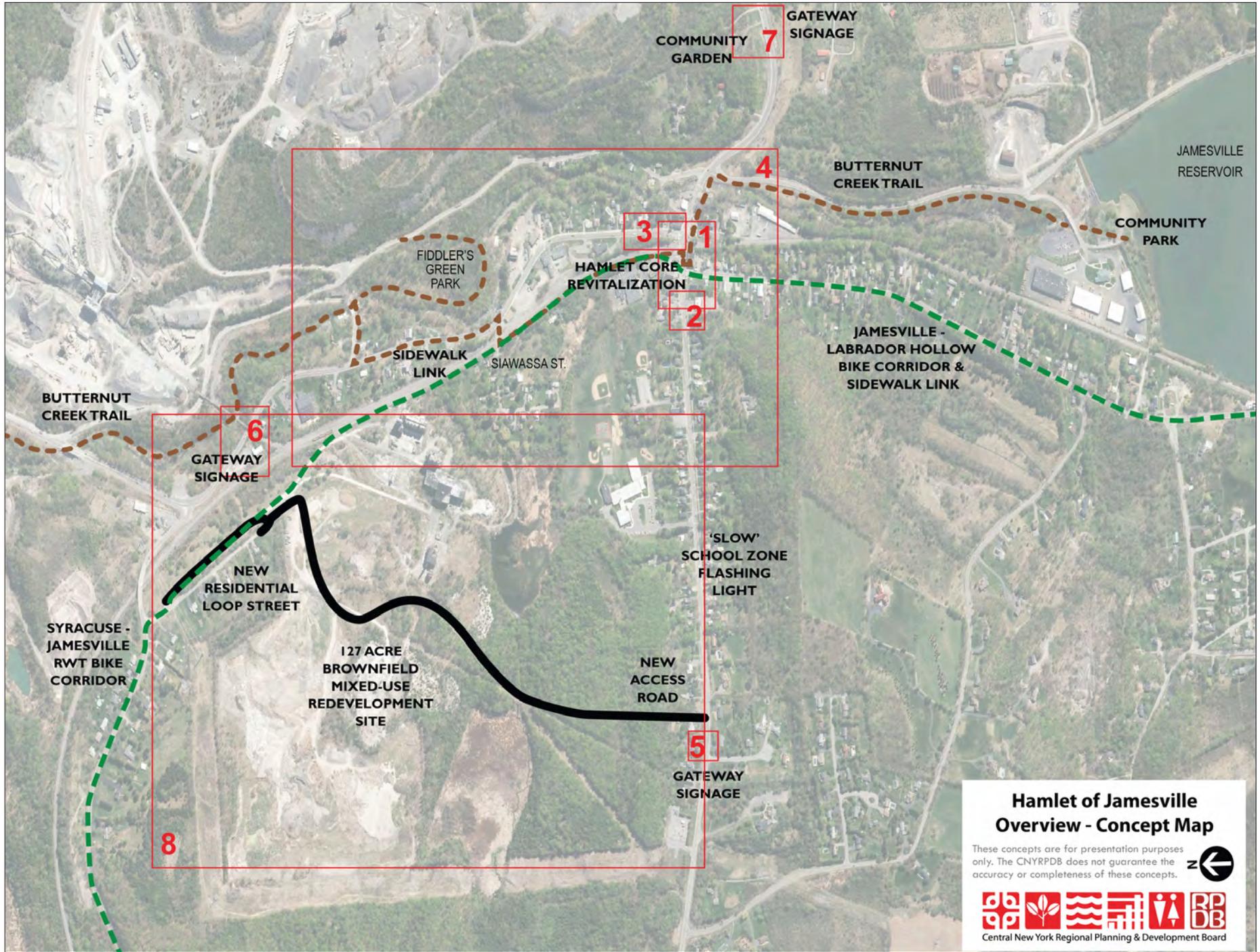


are made in accordance with community identified issues and the opportunities at hand.

The Hamlet of Jamesville Overview - Concept Map on the opposite page highlights eight numbered geographic areas within the study area accompanied with general points of discussion related to individual planning concepts on the following pages. Each planning area represents an important area of focus that can move the community closer to reaching the community’s identified goals.

— The Glen Loch building, remains a community-valued ‘landmark building’ in the hamlet and should be acquired, stabilized, and rehabilitated, if possible, for reuse.

— Where losses have already left gaps in the built fabric of the hamlet, those gaps should be considered for new compatible infill in support of community needs.



Hamlet of Jamesville Overview - Concept Map

These concepts are for presentation purposes only. The CNYRPDB does not guarantee the accuracy or completeness of these concepts.



Central New York Regional Planning & Development Board

HAMLET CORE REVITALIZATION

Revitalization of the hamlet core, as show in the concept at right, combines a relocated train station and reoriented and architecturally-compatible gas canopy; boldly marked, dedicated bike and pedestrian safe space; added parking and optimized drive locations to improve order in the hamlet as well as aesthetics and function; signage relocation and utilities screening with green spaces, street trees and human-scaled lighting; and more effectively revealing the path of Butternut Creek through the hamlet by opening up views of the creek that are currently obstructed. Relocation of the historic train station to the original location of the Kortright Hotel will re-anchor the hamlet downtown with much needed return of historic infill. These changes represent recapture of missed opportunities to both reveal Jamesville’s sense of place and to capitalize on growth of related economic development.

— Create a sense of arrival and place at the hamlet center, and ensure pedestrian safety and more careful vehicle movements by marking where a complexity of traffic movements occurs at the commencement South Street and entrance to the Town Square plaza. Use a dual-tone, colored (grey or clay) concrete overlay pattern to signal to drivers to take caution as they travel through the shared roadway space.

— Relocate the historic train station to the southeast corner of Town Square, to more effectively mark the railroad crossing and provide a stronger, more historic streetscape and aesthetic presence in the hamlet.

— Facilitate bike and pedestrian movements to and through the hamlet by implementing the Syracuse - Jamesville Rail With Trail (RWT) Bike Corridor (see the 2017 CNY Regional Recreation & Heritage Plan) connecting Jamesville neighborhoods to the north and northeast of the railroad tracks via trail links at Town Square, Siawassa St. and Ogle Rd.

— Complete and connect sidewalks through the hamlet to link residential areas and destination points east, west, north and south, including to Grist Mill Park and the South Street neighborhood to the Town line. The South St. sidewalk should be continued south from the hamlet all the way to Jamesville Beach County Park at West Shore Manor Road in partnership with the Town of La Fayette.

— Implement on-street parallel and angled back-in parking with added street trees and landscape plantings that screen utilities; a pocket park and historically-compatible monument sign adjacent to the relocated train station; iron-fenced interstitial spaces that provide safe access to views of Rush Creek and Butternut Creek; and facilitate safe, visible pedestrian connections.

— Redevelop the former fire house parcel and explore potential for providing additional rear public parking, with a pedestrian link directly to South Street.

— Daylight the passage of Butternut Creek through the hamlet by creating accessible views of the sub-railroad waterfall from a new historically-compatible building featuring traditional materials, at the terminus of North St. (see concept pg. 33). Limestone block bridge walls where the creek passes under Rt. 173 would help to highlight the path of the creek.





FACADES & SIGNAGE



JAMESVILLE HAMLET MASTER PLAN

The large block building on the south side of Route 173 is one of the hamlet's historic anchors. Once a local grocery market, with the exception of the ground floor shop fronts, much of the building remains in its historic form, and it currently serves multiple uses, commercial, professional and residential upper floor apartments. Parking for the building is within the state right-of-way at the front, and somewhat limited in the back of the building, so additional on-street parking in the hamlet, nearby is important to successful economic development.

Facade restorations, signage design standards, improved and added parking, softer treed landscape and patio areas at the hamlet center, will bring more activity to the hamlet businesses, while reflecting Jamesville's simple, pleasing turn-of-the-20th-century heritage and sense of place, drawing greater visitor interest and appreciation from passers-by.



At left, a visualization of facade and parking improvements at the historic multi-use building adjacent on the west to the railroad tracks. Above, is a historic photo of the building.



- Identify resources to encourage the restoration of commercial facades to a more historically-compatible design treatment.
- Invite outdoor dining or sitting in areas that offer views of the hamlet's historic and natural assets.

PARKING & BIKE LANES

Parking in the hamlet center needs to be optimized through reorganization of spaces that can be easily and safely accessed and that are in close proximity to businesses and public services. The generous right-of-way along NYS Route 173 allows for a reconfiguration of the existing space into on-street parking and dedicated bike lanes. Angled, back-in parking in some areas will allow for a greater number of additional parking spaces in the hamlet.

There is also ample additional parking space available behind the former firehouse that could provide public parking in support of events and community activities and existing local businesses as well as new economic development opportunities.

When combined with good signage that clearly marks public parking facilities, complete sidewalks and pedestrian crossings, a more organized parking scheme, as shown in the concept on page 27, and on the opposite page, will support a thriving, walkable hamlet business district.

— Implement on-street parking in the hamlet center on both the south and north sides of NYS Rt. 173 where sufficient widths allow, reducing travel lane widths to the minimum allowable.

— Consider dedicated bike lanes along NYS Rt. 173 to serve bike safety and access to the hamlet from Jamesville-west neighborhoods.

— Consider material or textural changes as an opportunity for aesthetic upgrades to parking lanes at the hamlet center.

— Mark public parking lot clearly with recognizable, standard parking signage placed within clear view of approaching traffic from both east and west.





Hamlet Revitalization - Clearly Marked Parking & Bike Lanes

HISTORIC PLACEMAKING

Arrival at the Hamlet of Jamesville center, from the north, on North Street, is currently a mix of a treed-line small rural village street with its turn-of-the-century buildings, like the historic Jamesville Hardware Store, that contribute to the hamlet's unique vernacular built language remaining from its continuing settlement in the early 20th century through present day.

The sense of arrival in the Hamlet is an important aspect of its character. Gateway signs currently welcome visitors at the edges of the Hamlet. In the future, banners and other way finding elements could help to re-enforce the Hamlet as a unique destination.

The site of the former flower shop, located at the terminus of North Street is an important gateway location. It will be important to maintain this location as a gateway element, whether through the revitalization of the vacant building or other investment in the property to enhance it as a gateway element.

This particular location, at the heart of the historic hamlet (Rush Creeks, the historic east-west route 173, and railroad), could be a prime location that

takes advantage of the sites and sounds of falling water in Jamesville for visitors to enjoy.

Below, is the current terminal view with the old flower shop building. On the opposite page is a concept for a revitalized flower shop property along with welcome banners along North Street.

- Install clean, simple and uniformly designed welcome banners near Rt. 173 along North St.
- Revitalize the old florist shop site at the terminus of North St. in the hamlet to take advantage of it as a primary gateway into the hamlet.





Hamlet of Jamesville North St. Terminal View

These concepts are for presentation purposes only. The CNYRPDB does not guarantee the accuracy or completeness of these concepts.



Central New York Regional Planning & Development Board

TRAILS & VISUAL LINKAGES

Beginning in 2007, a grassroots group in collaboration with Hanson Aggregates and the Town of Dewitt established a new park with walking trails along Butternut Creek in the heart of the hamlet. The successful rebirth of Fiddler's Green Park in Jamesville, a historic site of summer recreation from the days of Syracuse trolley service, has spurred local interest in recreational linkages to Town of Dewitt trails and Clark Reservation State Park.

The 2017 CNY Regional Recreation & Heritage Plan (RRHP) recommends connections including bicycle touring corridors passing through the hamlet center, partially along the Onondaga County owned railroad right-of-way and partially along Rock Cut Rd. and South Street/Apulia Rd.

A rail with trail (RWT) bike path, as recommended in the (RRHP), has significant potential because it makes use of an existing right-of-way (ROW) owned by Onondaga County with built-in design advantages for cyclists over roadways. The railroad ROW is wide enough, to accommodate a bike path negotiating a very gentle slope rather than steep topography of the roadways. The direct route of the railroad ROW between Jamesville and Syracuse, without the barriers of highways and intersections makes for an ideal, safer commuter route for cyclists. The align-

ment of such a trail would connect population areas in and around Jamesville and downtown Syracuse, and benefit those communities in terms of health, social activity, and economic opportunities. Neighborhoods to the north and northeast of the railroad tracks would also have a direct and safer bike and walking connection to the hamlet center.

— Facilitate greater and safer bike and pedestrian movement to and through the hamlet by implementing the Syracuse- Jamesville RWT Bike Corridor with trail links at Town Square, Siawassa St. and Ogle Rd. The trail would follow the western edge of the County ROW from the former Alpha Cement site, past Siawassa St., to the Town Square Plaza.

— Implement the on-road Jamesville- Labrador Hollow bike corridor via Apulia Road.

— Additional trail linkages should be explored between Clark Reservation, a redeveloped Alpha Cement Site, Fiddler's Green Park, and where possible, in inactive reaches of the Hanson Mine site off of Sweet Road.

— Implement a sidewalk on the west side of North Street, between Solvay Road and Siawassa Street with bold, 'continental style' crosswalks to link the RWT bike corridor to Fiddler's Green Park and a new Butternut Creek Trail, under the bridges, on the east side of the creek to Dewitt.

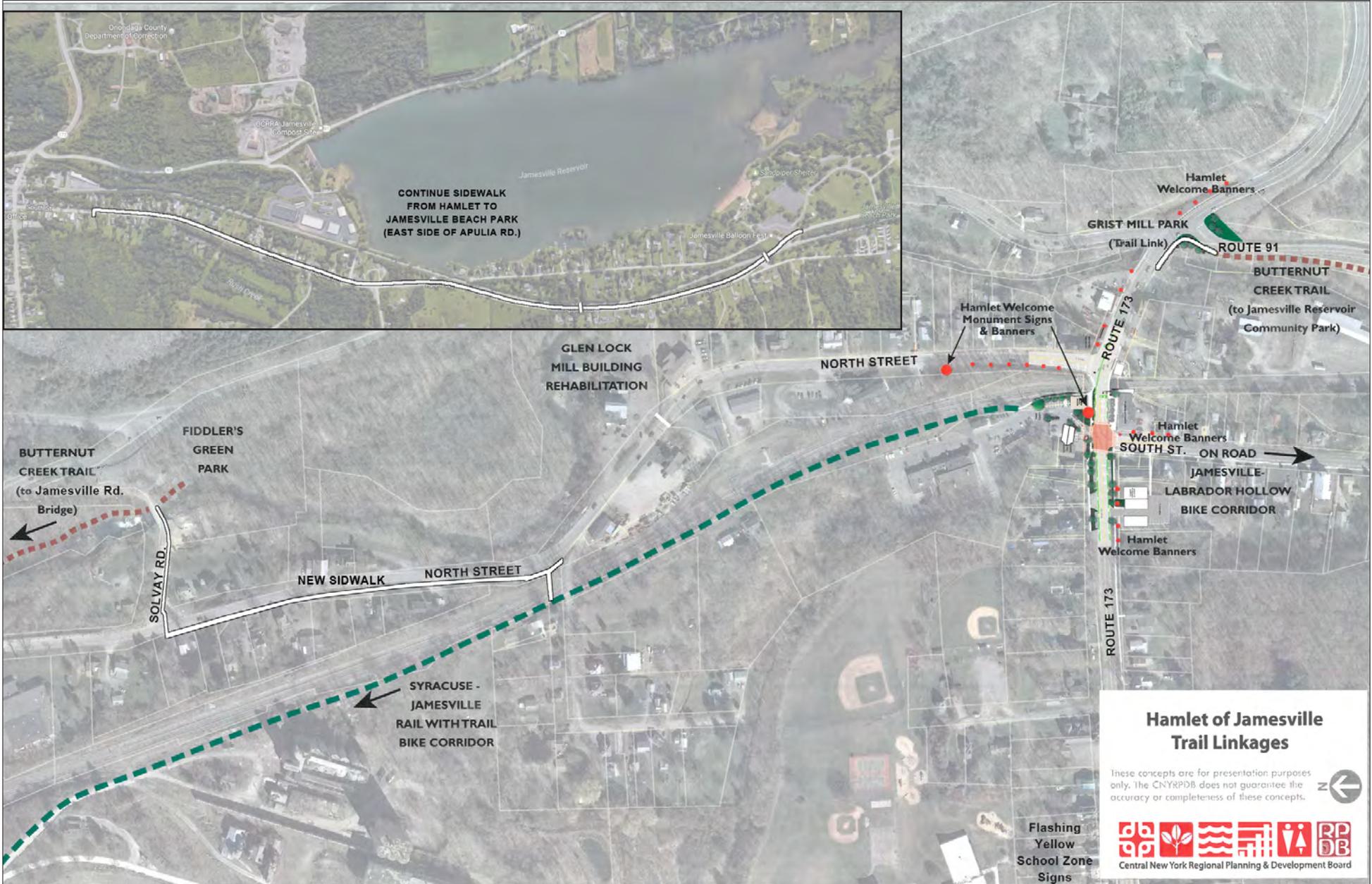
— Improve existing and add new sidewalk linkages from the hamlet center, to Grist Mill Park, to a new Butternut Creek Trail, on the east side of the creek, all the way to a community park developed at the north end of Jamesville Reservoir.

— Connect existing sidewalk on South Street to Jamesville Beach Park via new sidewalk along the east side of Apulia Road, including crosswalks linking residential areas.

— Implement historically-compatible, sign consolidation and two attractive monuments signs, one on North Street and one at Town Square.

— Locate uniformly designed hamlet welcome banners at entry points to the hamlet center.





HAMLET GATEWAYS



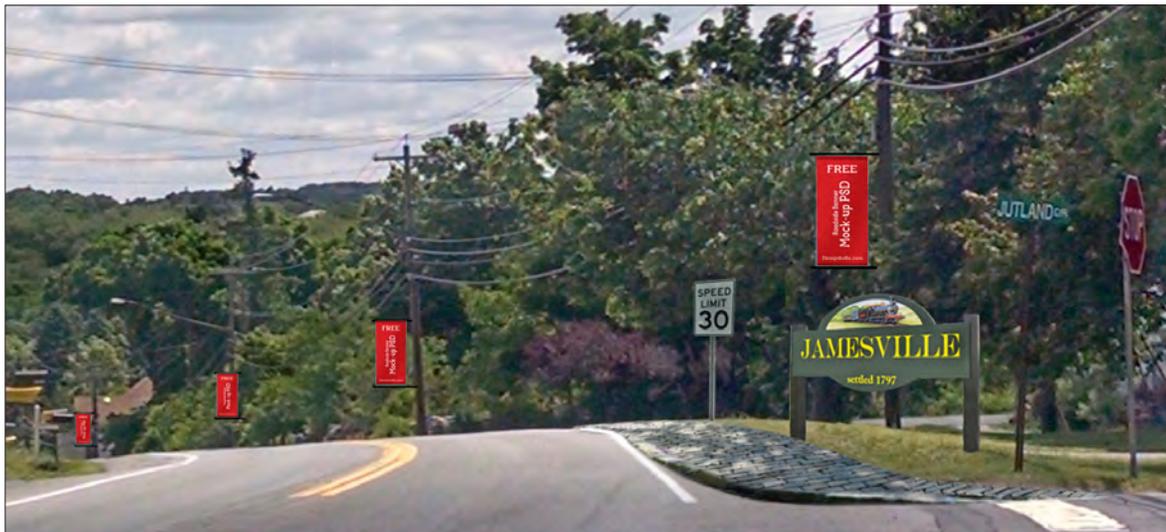
Gateways to the hamlet can effectively signal entering traffic to slow down, and simultaneously communicate welcome and a sense of place. Monument style signage crafted from natural materials, consistent in design and with local elements, welcome banners, and park-like infrastructure all signal arrival where strategically used.

- Establish community gardens or a local farm market on the vacant parcel of land adjacent to the new firehouse to add to Jamesville's access to fresh local produce and sense of community.

- Locate three monument gateway signs to mark hamlet entry near the crest of the hill just past the new firehouse; between Rock Cut Road and the rail overpass; and at Jutland Road on Route 173.

- Locate consistent welcome banners where the setting isn't already one of visual clutter. Treed areas can make good visual backdrops for welcome banners to look their best.

- Consider implementing bike lanes along North Rd. to Rock Cut Rd. around to the west of the railroad overpass bulkhead (in addition, or until implementation of the Rail With Trail (RWT)). Inspect and improve conditions of the railroad pass bulkheads on North Street.





ECONOMICS & THE ALPHA SITE

This Master Plan is a plan for the development of the physical environment, and makes recommendations for the optimum use of hamlet parcels in future development. It is important to consider that the Hamlet of Jamesville is a place of diverse small businesses, many struggling to survive, along commuter corridors that feed employment centers in and around the City of Syracuse. The hamlet experiences its highest Annual Average Daily Traffic (AADT) on Route 173 between North Street and Solvay Road at 13,205 vehicles per day, with 6,300 and 9,375 vehicles per day on Rt. 173 through the Town of DeWitt. North Street near the I-481 ramps sees over 12,700 vehicles

per day, and the rural Route 91 (Pompey Road) and South Street/Apulia Road have relatively low traffic volumes, with fewer than 4,350 cars per day.

Future business development in the Hamlet will respond to specific business development criteria in terms of market demand and locational statistics, but will also depend on the availability of sufficient land resources to accommodate required parking and accessibility. Small pockets and along North Rd. south of Siawassa Street have excess parking with potential to serve new commercial or professional uses.

In the hamlet core, land resources are limited and existing small businesses currently struggle to support needed customer parking.

— Existing parking in the hamlet core should be optimized, without removing historic buildings. New shared parking in interstitial spaces can be developed in support of continued compatible, diverse small business growth in the hamlet core.

— Accessible parking spaces should be reserved at the doorstep of local business where possible.

CNY's top industries and occupations. Source: Onondaga Citizens League, 2016-2017, Report No. 36 - How CNY Works

Top 12 Growing Industries, 1st Quarter 2016 vs. 1st Quarter 2015

Industry	Jobs Added	Average Annual Pay
Management of Companies & Enterprises	884	\$87,132
Educational Services	589	\$46,152
Social Assistance	470	\$21,608
Ambulatory Health Care Services	372	\$53,980
Telecommunications	334	\$93,592
Specialty Trade Contractors	291	\$51,688
Beverage & Tobacco Product Mfg.	156	\$97,184
Building Material & Garden Equip. & Supplies Dealers	155	\$31,640
Clothing & Clothing Accessories Stores	154	\$16,312
Nursing & Residential Care Facilities	139	\$32,048
Hospitals	132	\$63,524
Transit & Ground Passenger Transportation	127	\$29,708

(Industries include public & private sector) * The Syracuse MSA includes Onondaga, Madison & Oswego counties.
Table 3: NYS Department of Labor. <https://www.labor.ny.gov/stats/cen/centralny-fastest-growing-2012-2022.xls>.

Fastest Growing Occupations, 2012-2022	Median Annual Pay
Computer & Information Research Scientists	\$66,970
Nursing Instructors & Teachers, Postsecondary	\$71,010
Physical Therapist Aides	\$27,460
Home Health Aides	\$22,530
Physician Assistants	\$93,220
Medical Secretaries	\$31,210
Athletic Trainers	\$35,050
Bartenders	\$18,570
Ophthalmic Medical Technicians	\$28,820
Veterinary Technologists and Technicians	\$34,170
Cooks, Restaurant	\$21,950
Physical Therapist Assistants	\$44,290
Dental Hygienists	\$67,660
Emergency Medical Technicians & Paramedics	\$30,920
Medical Assistants	\$28,590

Table 2: NYS Department of Labor. <https://www.labor.ny.gov/stats/cen/centralny-fastest-growing-2012-2022.xls>.

To see significant, yet sustainable growth in commercial and civic uses, as well as residential growth to meet the diversity of current and future housing needs, land will need to be dedicated. The northwest quadrant of the Hamlet of Jamesville has been held in industrial use with associated impacts, in the 127-acre Alpha Cement plant site. Located in a conveniently nearby position to the hamlet center, and between existing residential areas, the elementary school, and a favorite hiking area at Clark Reserva-

tion State Park, this large site, although currently accessible from a private drive off of Ogle Road, is ripe for a combined program of mine reclamation, remediation, and redevelopment.

With a new access road from State Route 173, and planning for a more community-supportive development, the site offers potential for substantial growth in a mix of hamlet commercial and professional uses along with new sustainably developed residential

neighborhoods. Locating these uses in near proximity to the hamlet center will help to conserve Jamesville's farmfields and other valuable open space in the rural areas surrounding the hamlet.

Although the plant has not been in operation for many years, the large brownfield site has been considered for the location of other potentially incompatible industrial uses. The site is currently used as a dumping ground for municipal and construction



Mine reclamation and Mixed-Use redevelopment (as in the concept above) will return 127 acres of wasteland in the hamlet to a healthy, recovering ecosystem, and compatible and productive use in support of the community and its needs.

ALPHA SITE REDEVELOPMENT

waste which offers little of its potential for contribution to the community if redeveloped.

The transportation study undertaken in support of this plan modelled an ‘eco-village’ redevelopment scenario as the concept vision for redevelopment of the site, including a new access road from Rt. 173 and access from Ogle Road. The test scenario proved successful for the envisioned development in terms of predicted traffic generation and concluded good capacities with no substantive issues. The concept envisioned on the opposite page is not an actual proposal, but rather a test scenario for the type of development that might be possible and desirable for the site. The scenario that was tested assumed the following:

- 85% mine reclamation/conserved land (109 acres)
- Total Developed land (excluding roads) 18 acres
- 72 housing units (approximately .18 acre per unit); 44 single family and 4 duplex residences (1,400/1,800 s.f.) in clusters on 9 acres; a variable 2-4 story Mixed-Use Building with parking on ground floor and containing: 40,000 s.f. in Small Prof. Office/Commercial Retail, 22,000 s.f. in 24 apartments (425 – 1050 s.f. each); 1,200 s.f. in civic space; 3,000 s.f. sports center; and public squares and parks on 9 acres

— Target grant funding for remediation of the Alpha site, in combination with a development proposal aligned with the community’s goals.

— Connect new development to adjacent neighborhoods via biking, walking and driving to better integrate them into the existing community.

— New development blocks should provide frequent connections, and be between 300 and 700 feet in length. Cul-de-sac streets should be minimized.

— New street networks should consist of a series of generally rectilinear blocks in a grid or interconnected pattern conducive to walking and biking.

— Larger buildings, non-residential uses, and attached multi-family housing should be planned and located near commercial centers with a transition to smaller buildings closer to lower density neighborhoods.

— Squares, Plazas or Greens should be included in the mixed-use district as community gathering spaces with seating areas, hardscape areas, lawn and landscape areas where appropriate.

— Pedestrian, bike and visual connections between settlement areas should also be made wherever auto connections are physically constrained.

— Traffic calming measures should be introduced to slow traffic through the hamlet and support pedestrian comfort and a desirable living environment.

— A targeted business development plan should also be considered to further explore economic development opportunities in Jamesville.

IMPLEMENTATION OF THE PLAN

Implementation of this Master Plan will depend on dynamic market and other conditions. The timetable below suggests some general timeline expectations.

Present to 1 Year

- The Glen Loch site remains a community-valued ‘landmark building’ in the hamlet and should be acquired, stabilized, and revitalized by actively collaborating to work through barriers to its reuse.
- Accessible parking spaces should be reserved at the doorstep of local businesses where possible.
- Existing parking in the hamlet core should be optimized without removal of historic buildings. New shared parking in interstitial spaces can be developed in support of continued compatible, diverse small business growth in the hamlet core.
- Install simple and uniformly designed welcome banners near Rt. 173 along North St. and at entry points to the hamlet center in places where the setting isn’t already one of visual clutter. Treed areas can make good visual backdrops for welcome banners to look their best.
- Update the zoning along route 173 east of the Hamlet to establish a Rural Zoning area that is supportive of the existing cluster of landscape contracting businesses as well as maintaining open space and farmland along the corridor.

1 to 5 Years

- Where losses have already left gaps in the built fabric of the hamlet, those gaps should be considered for new compatible infill in support of community needs.
- Traffic calming measures should be introduced to

slow traffic through the hamlet and support pedestrian comfort and a desirable living environment.

- A targeted business development plan should be considered to further explore economic development opportunities in Jamesville.
- Create a sense of arrival and place at the hamlet center, and ensure pedestrian safety and more careful vehicle movements by marking where a complexity of traffic movements occurs at the locations of South Street and entrance to the Town Square plaza. Use a dual-tone, grey or clay colored concrete overlay pattern to signal drivers to take caution as they travel through the shared roadway space.
- Relocate the historic train station to the southeast corner of Town Square, to more effectively mark the railroad crossing and provide a stronger, more historic streetscape and aesthetic presence in the hamlet.
- Facilitate bike and pedestrian movements to and through the hamlet by implementing the Syracuse - Jamesville Rail With Trail (RWT) Bike Corridor (see the 2017 CNY Regional Recreation & Heritage Plan) connecting Jamesville neighborhoods to the north and north-east of the railroad tracks via trail links at Town Square, Siawassa St. and Ogle Rd.
- Complete and connect sidewalks through the hamlet to link residential areas and destination points east, west, north and south, including to Grist Mill Park and the South Street neighborhood to the Town line. The South St. sidewalk should be continued south from the hamlet all the way to Jamesville Beach County Park at

West Shore Manor Road in partnership with the Town of La Fayette and Onondaga County.

- Provide resources to encourage the restoration of commercial facades to a more historically-compatible design treatment.
- Consider historically-appropriate materials such as stone or brick for use in parking or plaza hardscapes.
- Invite outdoor dining or sitting in areas that offer views of the hamlets historic and natural assets.
- Mark public parking lot clearly with recognizable, standard parking signage placed within clear view of approaching traffic from both east and west.
- Implement the on-road Jamesville- Labrador Hollow bike corridor via Apulia Road.
- Additional trail linkages should be explored between Clark Reservation, a redeveloped Alpha Cement Site, Fiddler’s Green Park, and where possible, in inactive reaches of the Hanson Mine site off of Sweet Road.
- Implement historically-compatible, gateway signs to mark hamlet entry near the crest of the hill just past the new firehouse; between Rock Cut Road and the rail overpass; and at Jutland Road on Route 173.

5 to 10 Years

- Establish community gardens or a local farm market on the vacant parcel of land adjacent to the new firehouse to add to Jamesville’s access to fresh local produce and sense of community.
- Implement on-street parking in the hamlet center on both the south and north sides of NYS Rt. 173 where

sufficient widths allow, reducing travel lane widths to the minimum allowable. On-street parallel and angled back-in parking is recommended by NYS DOT. Add street trees and landscape plantings that screen utilities; a pocket park and historically-compatible monument sign adjacent to the relocated train station; iron-fenced interstitial spaces that provide safe access to views of Rush Creek and Butternut Creek; and facilitate safe, visible pedestrian connections.

— Consider dedicated bike lanes along NYS Rt. 173 to serve bicyclist safety and access to the hamlet from Jamesville-west neighborhoods and along North Rd. to Rock Cut Rd. around to the west of the railroad overpass bulkhead in addition to, or until implementation of the Syracuse to Jamesville Rail With Trail (RWT).

— Consider material or textural changes an opportunity for aesthetic upgrades to parking lanes at the hamlet center.

— Redevelop the former fire house parcel, provide a visually screened front parking area with additional rear public parking, and a pedestrian link directly to South Street.

— Daylight the passage of Rush Creek through the hamlet by creating accessible views of the sub-railroad waterfall with limestone block bridge walls constructed where the creek passes under Rt. 173 and Revitalize the old florist shop site at the terminus of North St.

— Facilitate greater and safer bike and pedestrian movement to and through the hamlet by implementing the Syracuse - Jamesville RWT Bike Corridor with trail links at Town Square, Siawassa St. and Ogle Rd. The trail would follow the western edge of the County railroad ROW from the former Alpha Cement site, past Siawassa St., to the Town Square Plaza.

— Implement a sidewalk on the west side of North Street, between Solvay Road and Siawassa Street with bold, 'continental style' crosswalks to link the RWT bike

corridor to Fiddler's Green Park and a new Butternut Creek Trail, under the bridges, on the east side of the creek to Jamesville Road in Dewitt.

— Improve existing and add new sidewalk linkages from the hamlet center, to Grist Mill Park, to a new Trail along Butternut Creek on the east side of the creek, all the way to the DEC fishing access site at the north end of Jamesville Reservoir.

— Connect the existing sidewalk on South Street to Jamesville Beach Park via new sidewalk along the east side of Apulia Road, including crosswalks linking residential areas.

10 to 20 Years

— Target grant funding for remediation of the Alpha site, in combination with a development proposal aligned with the community's goals.

— Connect new development to adjacent neighborhoods via biking, walking and driving to better integrate them into the existing community.

— New development blocks should provide frequent connections, and be between 300 and 700 feet in length. Cul-de-sac streets should be minimized.

— New street networks should consist of a series of generally rectilinear blocks in a grid or interconnected pattern conducive to walking and biking.

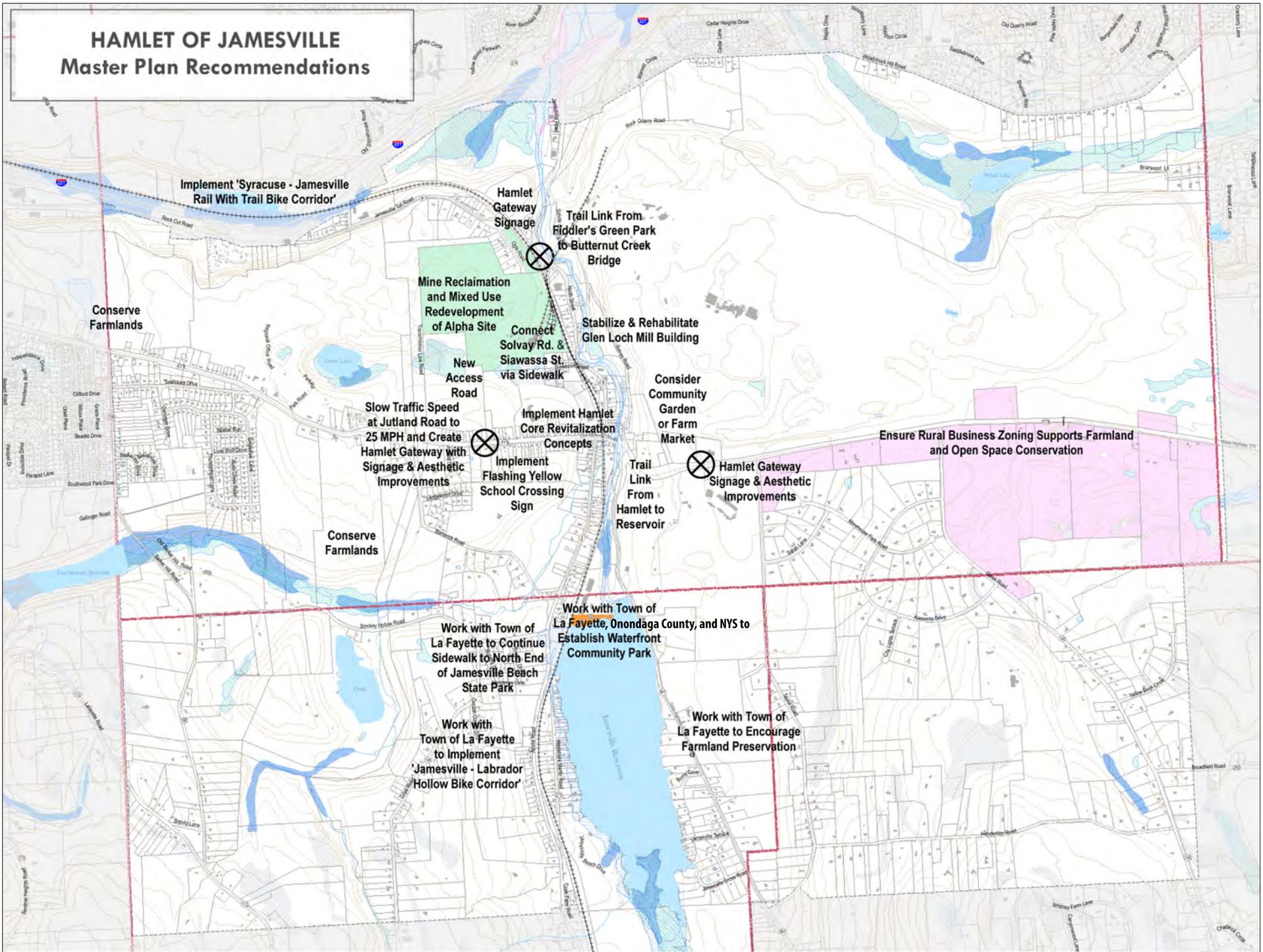
— Larger buildings, non-residential uses, and attached multi-family housing should be planned and located near commercial centers with a transition to smaller buildings closer to lower density neighborhoods.

— Squares, Plazas or Greens should be included in the new mixed-use district as community gathering spaces with seating areas, hardscape areas, lawn and landscape areas where appropriate.

— Pedestrian, bike and visual connections between settlement areas should be made wherever auto connections are physically constrained.

— Work with the Town of LaFayette, Onondaga County, and the New York State Canal Corporation to explore the potential for the development of a community waterfront park at the North end of Jamesville Reservoir.

HAMLET OF JAMESVILLE Master Plan Recommendations



JAMESVILLE HAMLET MASTER PLAN

JAMESVILLE VISION

Protecting our Heritage & Enhancing Our Future