



Town of Salina Comprehensive Plan



Nick Paro
Town of Salina Supervisor

Acknowledgments

Town Supervisor

Nick Paro

Town of Salina Ward Councilors

1st Ward Councilor, Hayley Downs
2nd Ward Councilor, Leesa Paul
3rd Ward Councilor, Daniel Ciciarelli
4th Ward Councilor, David M. Carnie

Onondaga County Department of Planning

Trow Waffner, Director
Megan Costa, Assistant Director

Planning Consultant



Town Departments

Mark Lafaver, Director of Planning and Development

Steering Committee

Matt Cushing, Chair
Joseph Ostuni
Ken Carter
Michael Brigandi
David Carnie, Town Board Liason

Table of Contents

- 3 Introduction
- 21 Community Engagement
- 23 Vision
- 25 Strong Centers
- 45 Housing & Neighborhoods
- 61 Community Mobility
- 79 Greenways & Blueways
- 97 Future Land Use Plan
- 115 Implementation

What's in this Plan?

Introduction

This section introduces the role the Town of Salina plays in planning for its future. It includes background information on why comprehensive planning is important along with community context and a snapshot of demographic, housing, and economic conditions. The section also reviews previous planning efforts in the Town of Salina and Onondaga County.

Community Engagement

The Town of Salina Comprehensive Plan included an extensive outreach and engagement process. The outreach methods and findings are summarized in this section.

Vision

This section outlines the Salina community's vision for the future.

Plan Themes

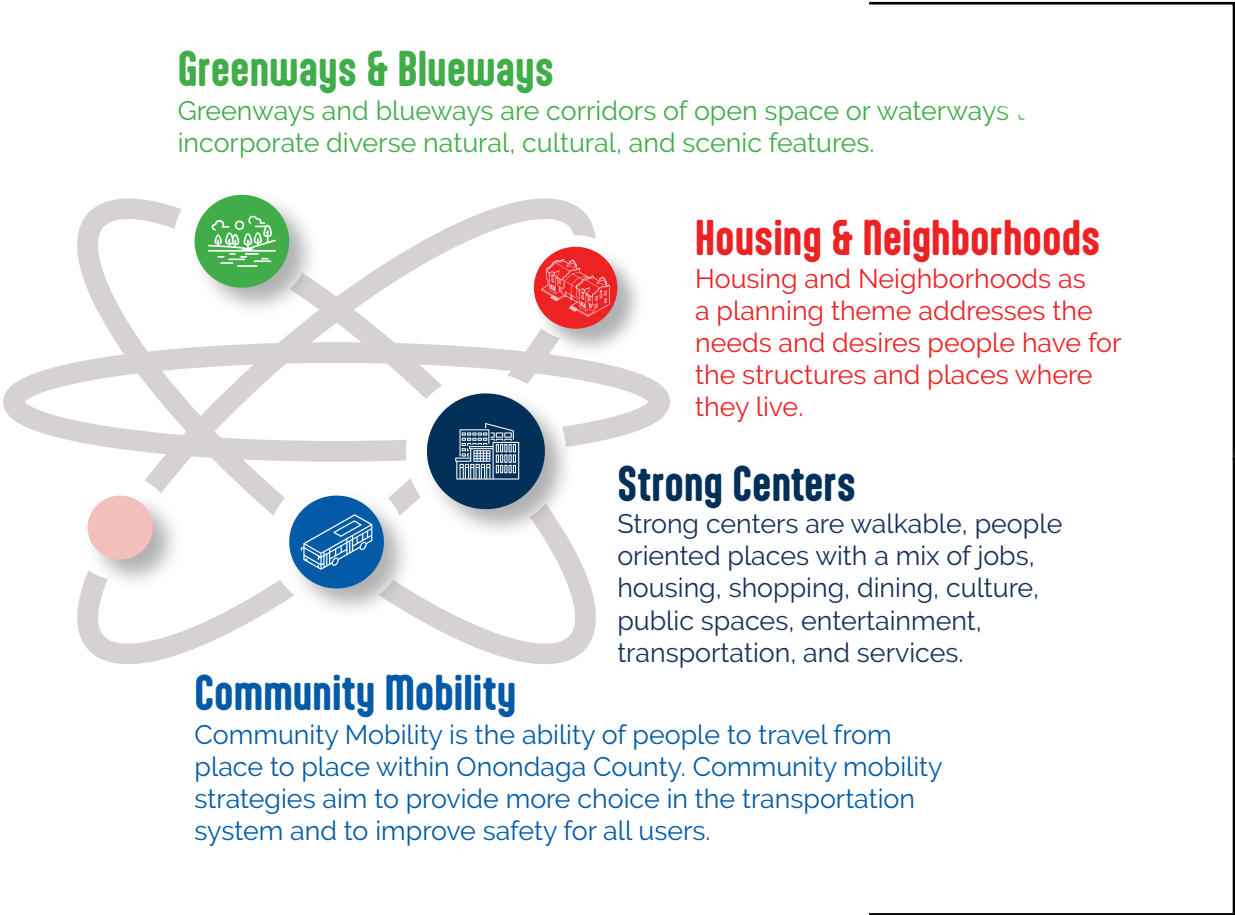
Four central themes, adopted from Plan Onondaga, guide the findings and recommendations of the Town of Salina Comprehensive Plan. These previously identified themes serve as a framework for establishing goals and strategies that align with the vision for the Town. This section will take an in-depth look into how each theme is integral to the growth and development of the Town.

Future Land Use Plan

This section illustrates Salina's collective vision through a land use map which will serve as an important building block for realizing Salina's future.

Implementation

This section includes a framework to take the process from plan to reality, and it shows how the themes relate to each other through future planning and development efforts in Salina.





Introduction

Why Plan?

This comprehensive plan will help guide the Town of Salina toward its desired future. It articulates the Town's long-term goals and provides a vision and conceptual road map for how to achieve that vision. Comprehensive plans provide guidance to municipal leaders, community organizations, and residents; and offer a process by which they can ask and answer questions like "Who are we?", "Who do we want to be?", and "How can we accomplish our goals?" By answering these questions, the Town of Salina is establishing a shared set of values which can help to channel resources and development in targeted ways.

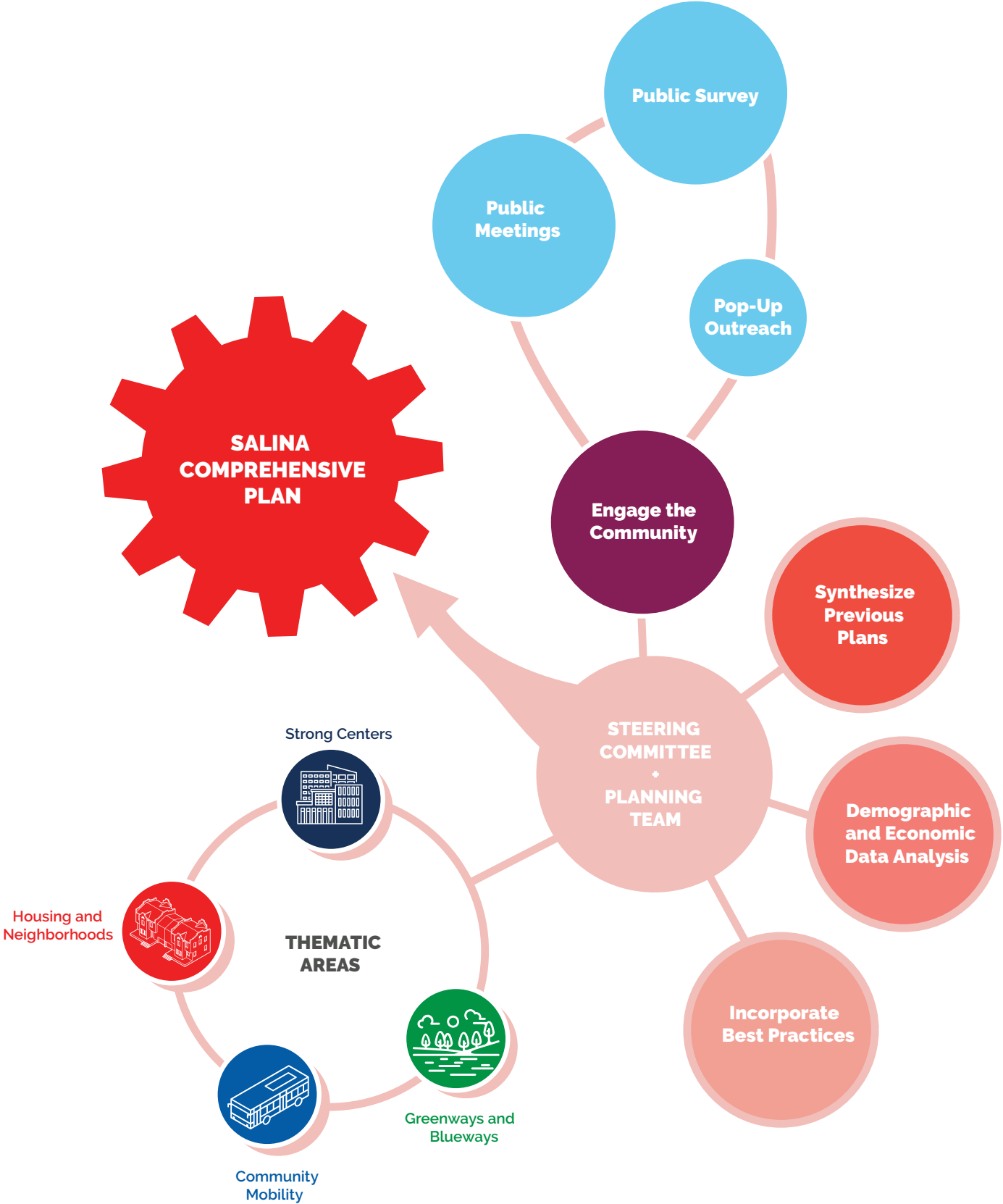
A plan allows the community to set goals and address concerns and potential conflicts. The planning process informs the development of a comprehensive plan that guides future decisions aligning with a shared community vision. Comprehensive plans also serve as the legal basis for local development regulations. In New York State, zoning and subdivision laws must conform to an adopted comprehensive plan.

This plan offers a vision with actionable steps for Salina to grow and redevelop while considering the expected development pressure from Micron's investment in Central New York (CNY). Micron will impact the entire region because of the anticipated 50,000 jobs and about 24,000 households expected to move into Onondaga County. Salina is located roughly five miles from the future semiconductor plant, at the crossroads of two major interstates, bordering the City of Syracuse. The Town's geography provides an opportunity to capitalize upon opportunities for economic growth, prosperity, and stronger connections with nearby municipalities and the wider region.

Shifting population and housing trends are creating a need for more diverse development types than Salina has seen in the past. Currently, several transformative projects are either completed or underway in the town, including the former site of Le Moyne Manor on Old Liverpool Road and the former site of the Will & Baumer candle factory on Buckley Road. Throughout the town, underutilized commercial spaces could be converted to accommodate new housing and lifestyle needs. This plan considers which types of development the Town of Salina should pursue in response to future growth. It will also serve as a guide to align the Town's zoning code with its future vision.

Salina's comprehensive plan highlights connectivity and community mobility on multiple scales. Within the Town, residential neighborhoods have opportunities to be better connected through open space areas and by supporting multiple transportation options. Salina has many popular parks and trailways, including Onondaga Lake Park, Loop the Lake, and Beartrap Creek Trail, but these trails could be more effectively integrated with residential neighborhoods to improve the quality of life.

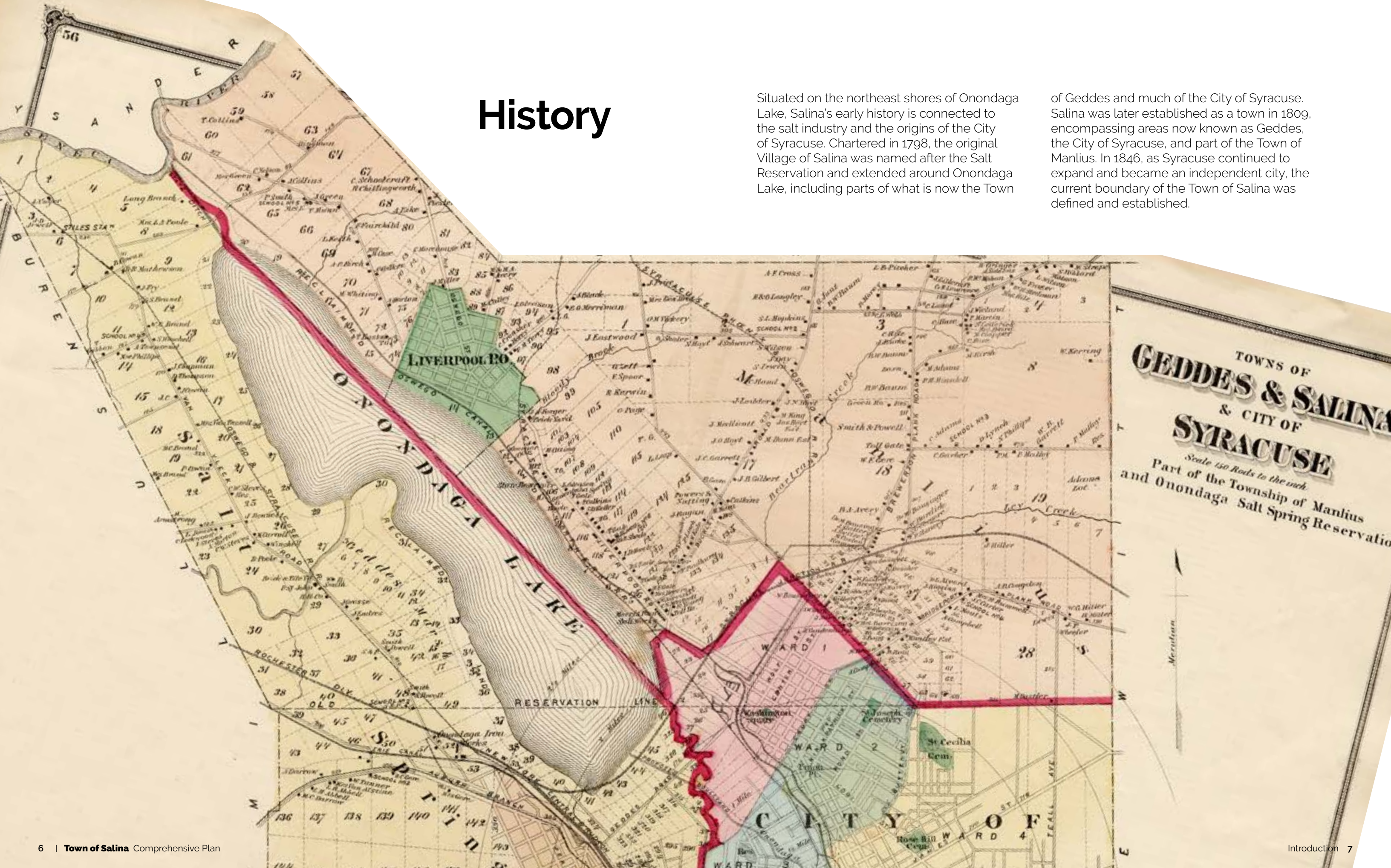
In light of the upcoming regional changes, Salina aims to stay competitive, expand its tax base, and offer a high quality of life for residents. This plan presents a comprehensive vision for how to achieve these goals.



History

Situated on the northeast shores of Onondaga Lake, Salina's early history is connected to the salt industry and the origins of the City of Syracuse. Chartered in 1798, the original Village of Salina was named after the Salt Reservation and extended around Onondaga Lake, including parts of what is now the Town

of Geddes and much of the City of Syracuse. Salina was later established as a town in 1809, encompassing areas now known as Geddes, the City of Syracuse, and part of the Town of Manlius. In 1846, as Syracuse continued to expand and became an independent city, the current boundary of the Town of Salina was defined and established.



Existing Conditions

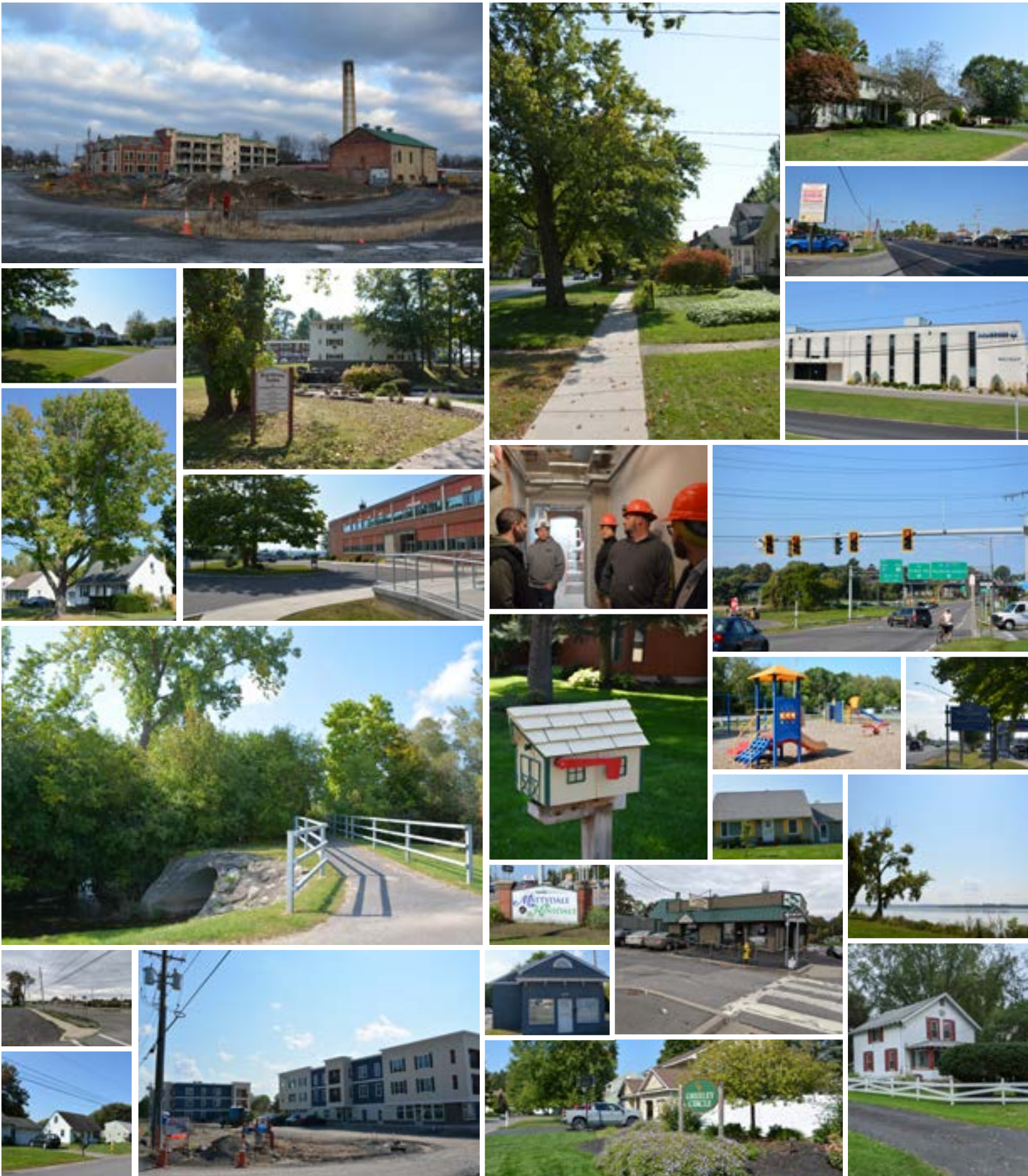
Today, the Town of Salina is located northwest of the City of Syracuse and is bordered by the Town of DeWitt to the east, the Town of Geddes to the west, the Town of Lysander to the northwest, and the Town of Clay to the north. The town covers 15.1 square miles, including 13.8 square miles of land and 1.3 square miles of open water (i.e., Onondaga Lake).

Salina is defined by its many distinct residential neighborhoods, some concentrated industrial areas, and key commercial corridors which serve residents of the Town while also acting as important regional transit corridors. While this plan recognizes the importance of Salina's many small residential neighborhoods, they have been aggregated into five overarching sub-areas for the purpose of analysis. These sub-areas are shown on the map on the next page. They are Greater Liverpool, Greater Galeville, Salina-North, Mattydale, and Lyncourt. The major commercial corridors: Old Liverpool Road, Buckley Road, Brewerton Road (Route 11), and Electronics Parkway, are also noted on the map.

Salina is characterized by its many distinct residential neighborhoods, some concentrated industrial zones, and important regional transit corridors. A part of Syracuse Hancock International Airport falls within the town boundary. The New York State Thruway, I-90, runs east-west through the town. Interstate I-81, which is currently transitioning to Business Loop 81, runs north-south through it. Its central location among multiple regional transportation networks sets Salina up for success.

The Town has almost 5 miles of shoreline along Onondaga Lake, and another 1.5 miles of shoreline on the Seneca River. It is home to Onondaga Lake Park, one of Onondaga County's flagship waterfront parks, which hosts a wide variety of recreational activities and links to local and regional trail networks.

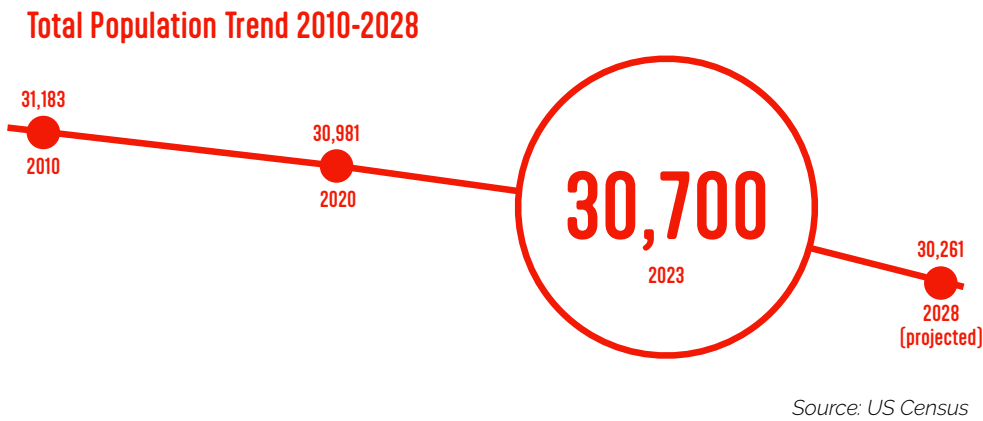
While the Village of Liverpool is in the Town and serves as an important community and business center for Salina, it is a separate municipality with its own local land use authority and elected representatives. Some of the data and analysis in this report will include the Village of Liverpool where appropriate, however, this comprehensive plan is for the Town of Salina.



Population Profile

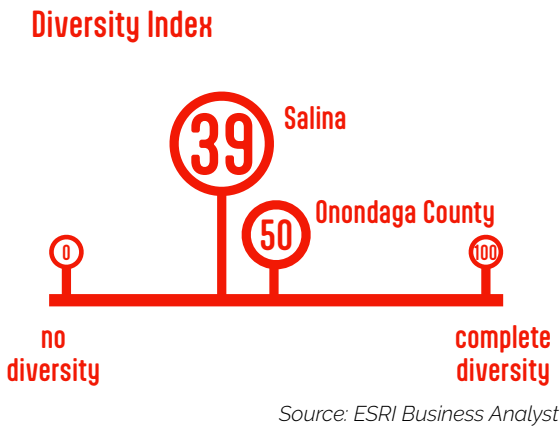
Total Population

Like many communities in Upstate New York, Salina has experienced steady population decline over the past few decades. Because population projections are based on historic trends, it would be expected under normal circumstances that the Town's population would continue on a downward trend. However, the Micron investment in the neighboring Town of Clay is expected to infuse the region with jobs, population, and an influx of housing demand, which could reverse this trend.



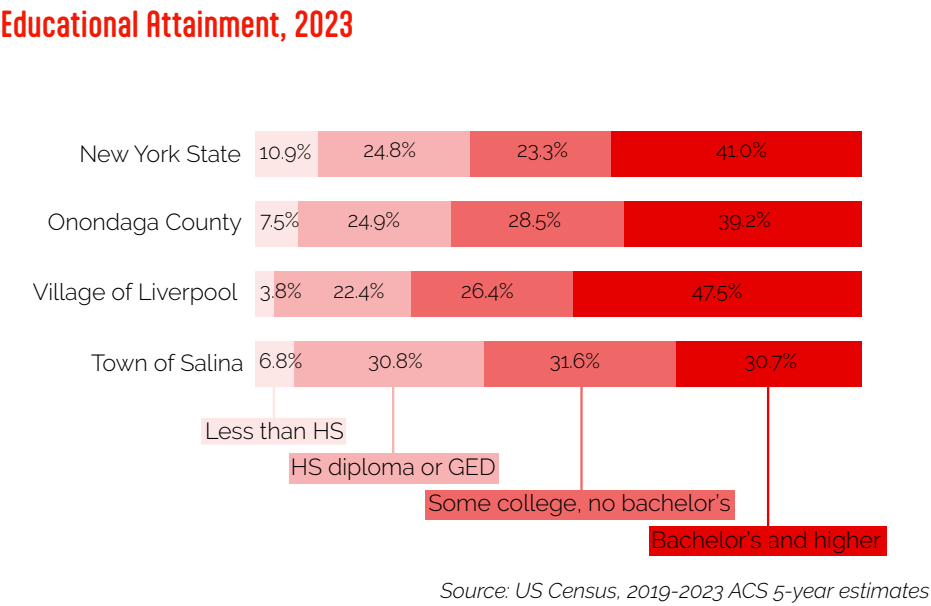
Race and Ethnicity

Esri's Diversity Index is a tool that measures racial and ethnic diversity on a scale from 0-100. The Town's racial and ethnic diversity is limited compared to Onondaga County and NYS.



Educational Attainment

Compared to the Village of Liverpool, Onondaga County, and NYS, Salina has the lowest percentage of residents with a bachelor's degree. However, the Town has a significant share of residents with some college education and no bachelor's degree.



Households Below the Povert Line, 2023

	Village of Liverpool	Town of Salina	Onondaga County	New York State
Households with income below poverty level	10.4%	7.4%	9.6%	9.7%
Individuals with income below poverty level	14.2%	10.4%	13.9%	13.6%

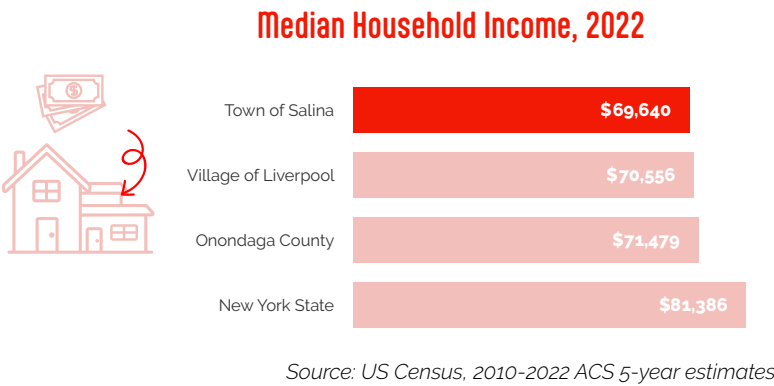
Source: US Census, 2019-2023 ACS 5-year estimates

Poverty Status

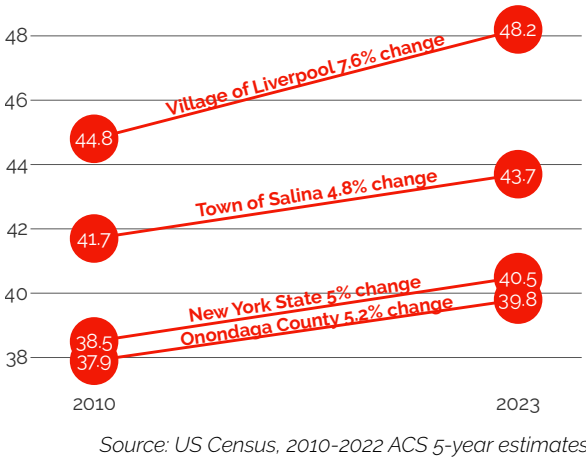
Despite lower levels of educational attainment, the Town of Salina has the lowest percentage of both households and individuals in poverty when compared to the Village of Liverpool, Onondaga County, and NYS. This could indicate a large population working in the trades or other fields that do not require a bachelor's degree.

Household Income

The Town of Salina's median household income is slightly lower than the Village of Liverpool and Onondaga County (including the City of Syracuse). Recent data trends indicate this gap is closing, as Salina's income growth rate has exceeded the Village of Liverpool and slightly outpaced Onondaga County from 2010-2022.



Percent Change in Median Age, 2010-2023



Age

An aging population is typically used to refer to the population aged 65 and up. The share of population 65+ in Salina is projected to increase to 25.1% of the population in 2028 from 21.5% in 2020. The Town's working age population (25-64 years) is comparable to NYS and Onondaga County.

Past Planning Efforts

Bicycle Commuter Corridor Study, 2013

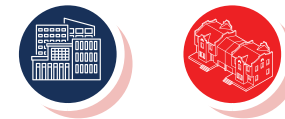


This study outlines a multi-jurisdictional bicycle commuter corridor network connecting major residential areas with employment centers across several jurisdictions. It proposes extending the Bear Trap Creek Trail north into Clay via a side path along the easternmost northbound

lane of US 11 and South Bay Road. In Mattydale, the study also recommends considering Shared Lane Markings (i.e., 'Sharrows') along Richfield Boulevard, Le Moyne Avenue, and Elbow Road. The recommendations from this study remain relevant to Salina's current community mobility goals.

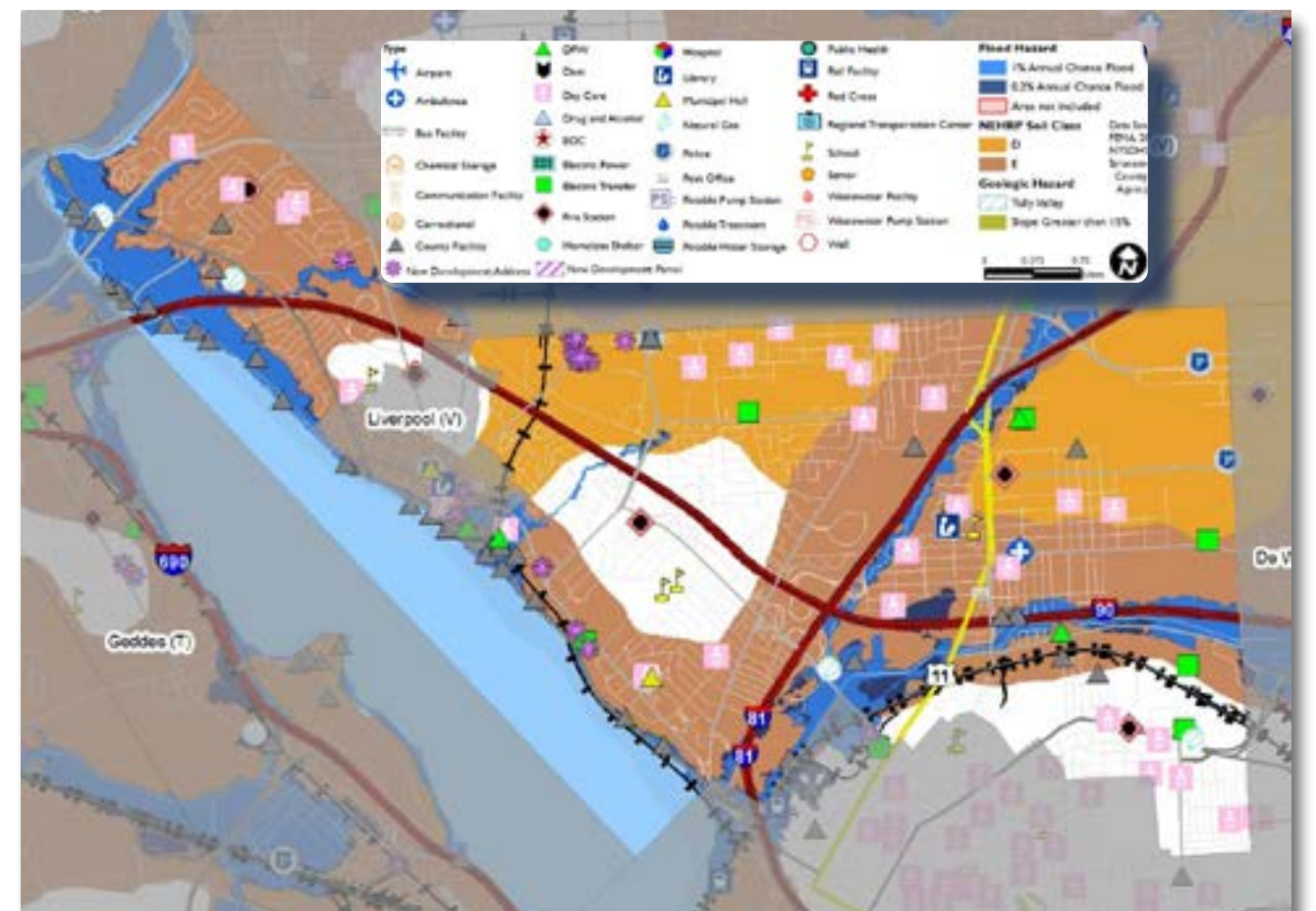


Onondaga County Hazard Mitigation Plan, 2019



The Onondaga County Hazard Mitigation Plan was developed to reduce long-term risks from environmental hazards. Damage can be prevented by anticipating where disasters might happen, giving communities the chance to lessen the impacts of natural hazards. The main hazard risks for the Town of Salina are severe storms, harsh winter storms, and flooding. Salina has 65 policies with the National Flood Insurance Program (NFIP), with 16 properties within the 1% Flood Boundary. The plan recommends continuing to identify and understand

hazard risks, pinpoint vulnerable areas, and put hazard mitigation strategies in place to boost the town's overall resilience. Hazard mitigation plans are necessary for certain FEMA non-emergency disaster aid and must be reviewed every five years to keep eligibility. Many community programs are available to help the Town of Salina lower its vulnerability to hazards, including NYSDEC Climate Smart Communities, Storm Ready Certification, and natural disaster safety initiatives for schools and residents.



Central New York Regional Sustainability Plan: Comprehensive Economic Development Strategy (CNY CEDS), 2020



The CNY CEDS aims to provide the region with a clear understanding of its current economic situation while identifying potential opportunities to achieve sustainable economic development. Economic strategies are typically established for a 10 to 20-year period and address multiple facets of economic development. Salina is a major employment center for the CNY region, with multiple business and

manufacturing industrial parks as well as Syracuse Hancock International Airport. Also in Salina, OCM BOCES provides a supply of qualified, specialized workers and entrepreneurs ready to contribute to the local workforce and economy. Future development efforts should focus on maintaining and enhancing the workforce by continuing to support and engage with local businesses and groups.

US 11 Mattydale Mobility Study, 2022



This 2022 study is a planning-level assessment that informs the community about options to improve mobility and land use in the Town of Salina-Mattydale. Like many municipalities, Mattydale has experienced an increase in vacant commercial buildings, lots, and shopping plazas over the past decade. Mattydale residents are traveling longer distances to

shop as local access to goods and services declines. The mobility study identified opportunities to enhance community connectivity and accessibility in Salina, including adding bicycle lanes, reducing traffic volume, lowering speeds, and prioritizing improvements to public transportation amenities throughout the Mattydale corridor.

Strategies	TARGETS				
	1	2	3	4	5
	INCREASE THE REGION'S CURRENT POPULATION OF 791,500 TO 1 MILLION RESIDENTS BY 2050	INCREASE THE REGION'S CURRENT NUMBER OF JOBS FROM 320,000 TO 405,000 BY 2050	INCREASE THE REGION'S PER CAPITA INCOME BY 10% OVER THE NEXT 40 YEARS TO EQUAL OR EXCEED THE NATIONAL AVERAGE BY 2050	IMPROVE THE REGION'S NATIONAL ECONOMIC INDEX RATING TO A "TOP 50" SCORE	INCREASE THE NUMBER OF CLEAN-ECONOMY JOBS IN CENTRAL NEW YORK BY 25% BY 2030
Short-Term Opportunities					
a. Maintain a strong foundation for the management and efficient delivery of government services at the federal, state, and local level.	●	●			
b. Support the development and maintenance of a modern infrastructure network in Central New York	●	●	●		●
Long-Term Initiatives					
c. Develop a coordinated regional program that will improve the quality of life in Central New York through targeted investments in the region's recreation, cultural, arts, and historic resources.	●	●			
d. Maintain a strong network of economic development organizations to deliver financial and technical assistance to the business community		●	●	●	●
e. Support the operation of a coordinated and robust business retention and expansion program in Central New York		●	●	●	●
f. Maximize the region's human capital by improving the alignment of workforce supply and employment demand in the region.		●	●	●	●
g. Encourage the growth of a strong entrepreneurial culture in Central New York that will strengthen the region's economy through new venture formation and product development activities.		●	●	●	●
h. Support the region's industry concentrations through investment of resources in targeted research initiatives, capital funding, and workforce training programs.		●	●	●	●
i. Coordinate implementation of a comprehensive regional market-ing and business recruitment program.		●	●	●	●
j. Implement a comprehensive regional export marketing cam-paign and technical assistance program.		●	●	●	●



Plan Onondaga, 2023



Plan Onondaga provides a roadmap for economic growth and improved quality-of-life for all of Onondaga County. The 2023 plan addresses the needs and concerns of individual municipalities by establishing guiding themes and values that can improve the daily lives of residents and visitors.

The Town of Salina Comprehensive Plan is framed by and built upon themes identified by Plan Onondaga. These themes include Strong Centers, Housing and Neighborhoods, Community Mobility, and Greenways and Blueways.

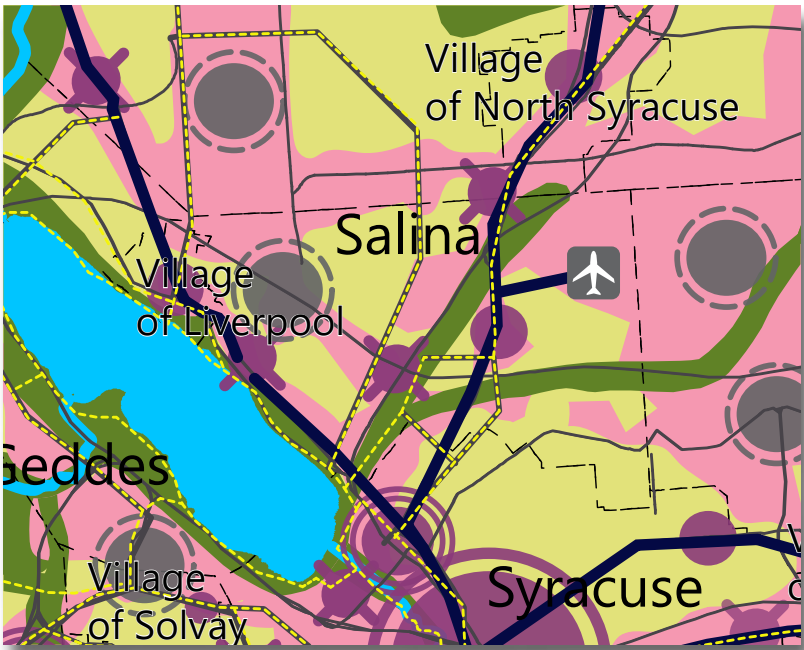
Strong Centers can include retail stores, offices, grocery stores, and multi-family housing, creating a sense of place and community. Having walkable, mixed-use developments enhances community vibrancy, optimizes transit, improves affordability, and preserves open space. Plan Onondaga identifies Route 11 in the Town of Salina as an opportunity area for a vibrant mixed-use town center. Incorporating strong centers into communities can entail updating zoning codes in some places. Plan Onondaga identifies the Village of Liverpool as an existing Traditional Center, with Emerging Centers along Old Liverpool Road and at the intersection of Routes 81 and 90 between Galeville and Mattydale. The Future Land Use Map also identifies an Employment Center on Electronics Parkway at the site of Lockheed Martin, one of Onondaga County’s largest employers.

Salina's Housing and Neighborhood needs are expected to change over time with shifting demographics. Complete neighborhoods offer diverse housing options, foster confidence in the housing market, and maintain connectivity to walkable centers. The primary land use in the

Town of Salina is residential. Le Moyne Manor on Old Liverpool Road, one of the town's newest mixed-use developments, will offer a variety of amenities to the residents of Salina on a formerly abandoned commercial site along the shores of Onondaga Lake.

The plan themes connect to each other and incorporate Community Mobility strategies. Strengthening transportation opportunities will ensure that residents have access to strong centers, as well as basic needs like food, school, family, and well-paying jobs. The plan identifies two major transit corridors, Old Liverpool Road to Route 57 and Route 11, along with several mobility corridors, including Onondaga Lake parkway, LeMoyne Ave, Tulip Street, Buckley Road, and the Beartrap Creek Trail to Route 11. Planning for Community Mobility means updating and improving existing transit infrastructure while increasing accessibility to mobility corridors. Increasing alternate transportation options will boost Salina's community health while reducing carbon emissions.

The Town of Salina offers a diverse array of Greenways and Blueways, or corridors of open land or waterways that provide benefits to the community. Prioritizing these corridors can enhance people's connection to nature while protecting essential ecological areas. Greenway corridors tend to follow along Blueways, like Onondaga Lake Park, a staple attraction that is enjoyed by residents and visitors from across CNY, and the Ley Creek Greenway. Onondaga Lake and the Seneca River offer water-based recreation opportunities. Through prioritizing Greenways and Blueways, Salina can expand its existing opportunities for walking, biking, boating, and much more, increasing quality of life for its residents.



LEGEND

Primary Land Use	Planning Elements	
Commercial	Transit Corridor	Greenway
Residential	Cycle Corridor	Agriculture
Airport	Traditional Center	Blueway
	Emerging Center	
	Town Growth Center	
	City Center	
	Employment Center	

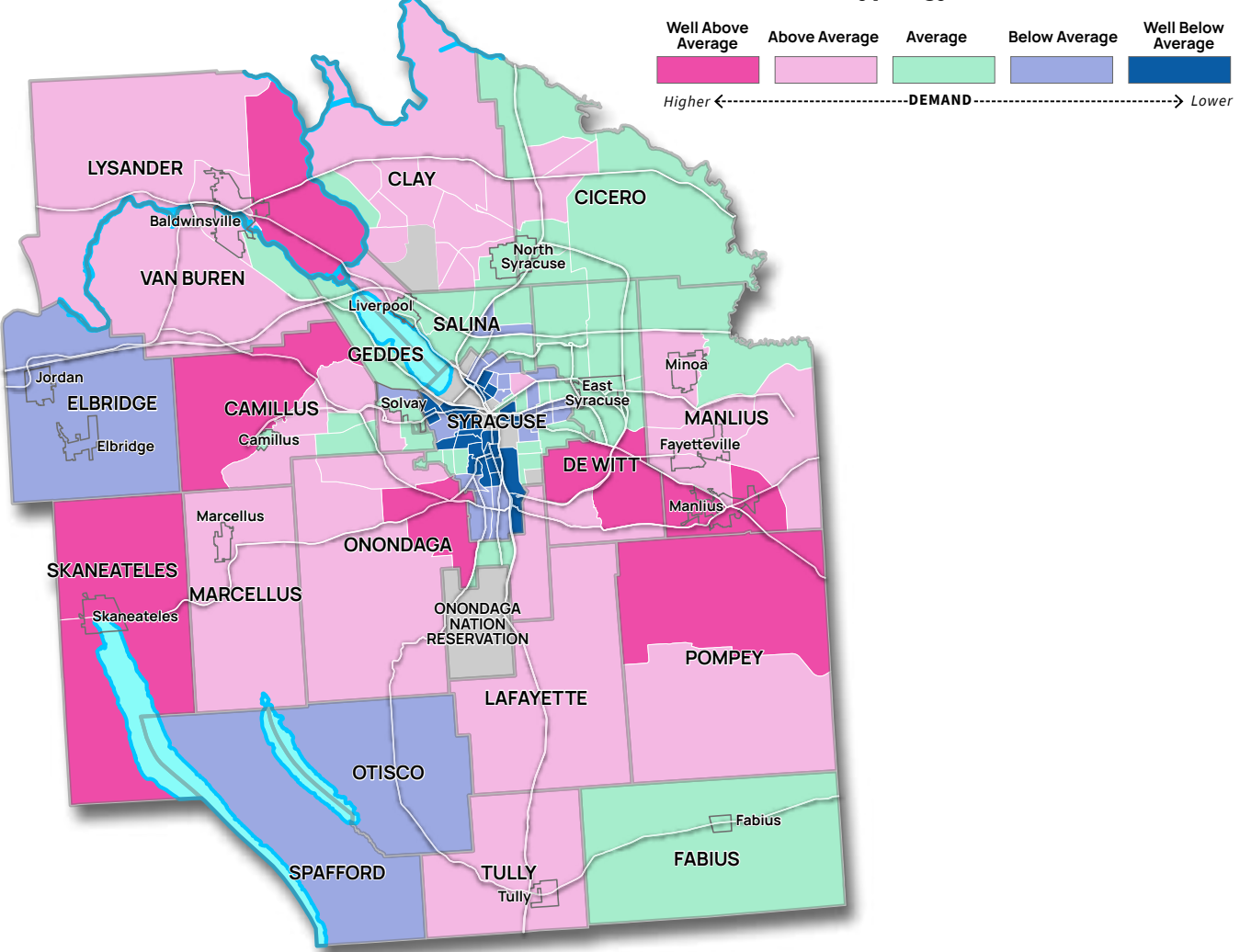
Housing Onondaga, 2024



Building off recommendations from Plan Onondaga, this plan provides a more detailed housing needs analysis to understand how and where Onondaga County can focus its land use planning and housing efforts. It divides the county into seven sub-regions with similar geographic and market characteristics, grouping Geddes, Salina, and their villages into a sub-region called Onondaga Shores. Onondaga Shores has some of the oldest

suburban housing stock in the county. While the majority of the housing stock is owner-occupied, Onondaga Shores has a lower homeownership rate than other towns in the county. In the last two decades, Onondaga Shores increased its number of renter households by over 800 and built over 700 new multi-family units, and Salina has an opportunity to continue this trend and diversify its housing options.

Market Demand Typology at the Census Tract Level

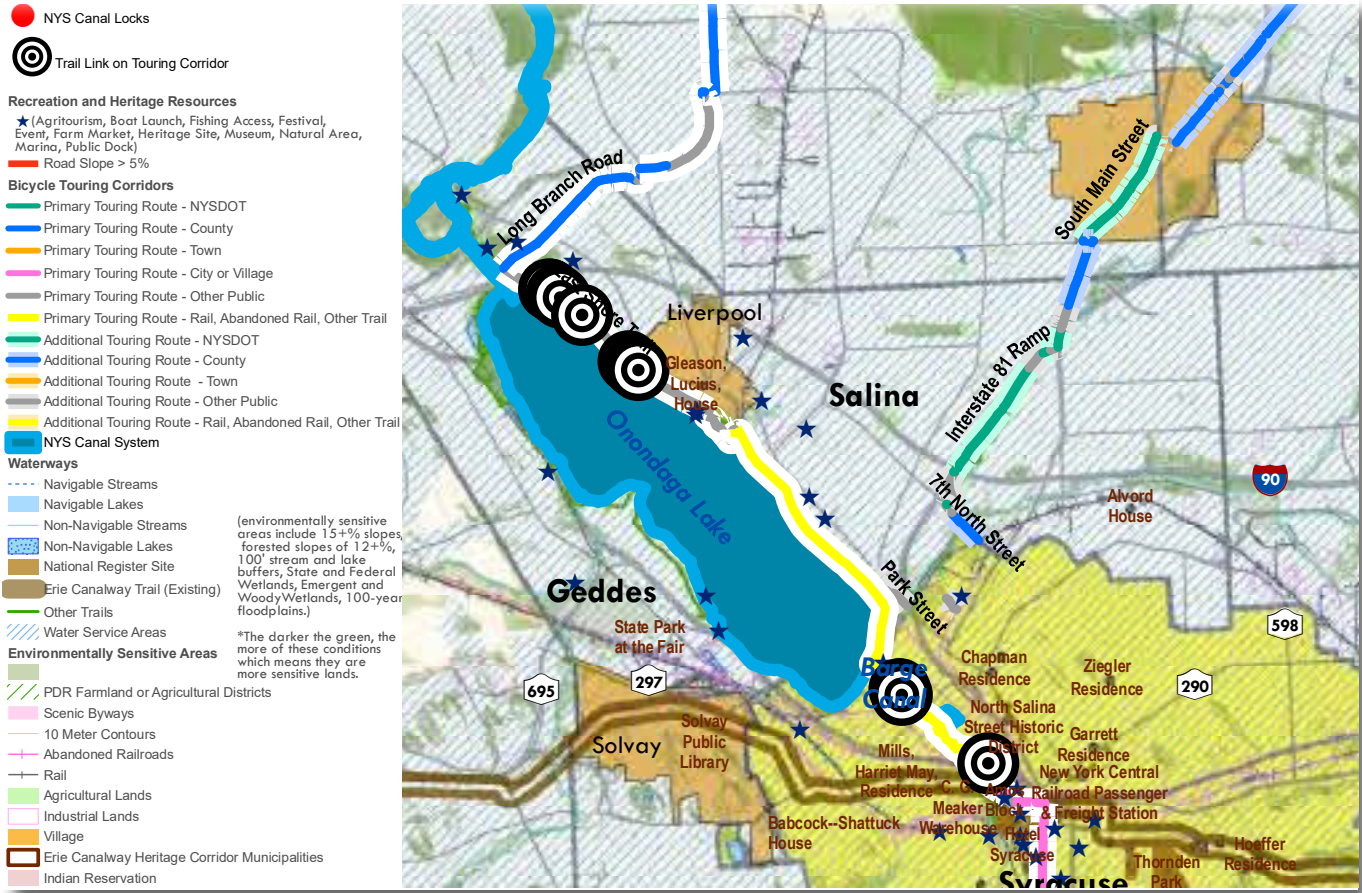


Central New York Regional Recreation & Heritage Plan, 2017



The purpose of the 2017 CNY Regional Recreation & Heritage Plan is to improve recreation while revitalizing regional heritage in a way that provides value to be shared by both residents and visitors. The plan identifies two-dozen bicycle touring corridors across CNY based on their potential for interconnection of and access to outdoor recreation and heritage resources (e.g., Salina's Loop-The-Lake Trail and Bear Trap Creek Connector Bike Corridor). In addition to strengthening regional mobility corridors, highlighting the historical and cultural significance of

Salina's connection to the salt industry is important to celebrating the CNY heritage. The plan also envisions CNY canals and waterways as a key component of regionwide economic prosperity and development. Onondaga Lake is part of the NYS Barge Canal System, continuing the legacy of the Old Erie Canal. Onondaga Lake Parkway and portions of Onondaga Lake Park comprised parts of the historical route of the Oswego Canal, remnants of which are still present in Onondaga Lake Park.





Community Engagement

This comprehensive plan was guided by an open and transparent public engagement process. Collecting community feedback was essential for the Plan to truly represent Salina's vision for its future. Various methods were used to involve the community, including regular steering committee meetings, pop-up tabling events, an online survey, and two open houses.

Steering Committee

A steering committee of 5 members guided the development of the Plan. The steering committee worked closely with project consultants, meeting monthly throughout the process to set objectives and review the Plan's development. The committee provided key insights on current challenges and opportunities within the Town and helped reach the greater Salina population.

Online Survey & Outreach

An online survey provided community members the chance to share their input. The online survey was designed to reach a broad audience and was promoted through community flyers, social media, and the town website, and at pop-up tabling events. Pop-ups were held at events such as the Summer Concert Series at Johnson Park and

Mattydale Market. Here, the project team offered information about the planning process, answered questions, and directed residents to where they could access the survey. Hard copies of the survey were also available at Salina Town Hall. The 26-question survey was open for three months and received responses from 488 participants. The questions addressed topics ranging from basic demographic information to the respondent's connection with the Town of Salina and questions covering each of the four Plan Themes.

Open Houses

Two public open houses were held to gather input from residents to inform the recommendations in this plan. The first open house took place on June 12, 2024, and the second on October 9, 2024, at the Salina Town Hall. The project team interacted with and listened to the public's ideas about Salina's strengths and opportunities to build on those strengths in the future.





Vision

Vision:

The Town of Salina is committed to the health and vitality of its neighborhoods and commercial areas as they contribute to the lifestyle of its residents. The Town will continue to strengthen connections with the Onondaga lakefront to enhance a sense of place for all who live, work, and recreate here. In addition, the Town supports growth and economic development that align with our history as an employment center.

Theme Visions

Vision statements were developed by the steering committee to reflect the goals for each of the four Plan Themes: Strong Centers, Housing and Neighborhoods, Community Mobility, and Greenways and Blueways. Specialized goals and strategies will guide Salina in achieving each theme's vision and contribute to Salina's desired future.



Strong Centers

Ensure the long-term viability of the town's commercial corridors by allowing for adaptive land uses that respond to changes in lifestyle preferences.



Housing & Neighborhoods

Protect and enhance the livability of residential communities by ensuring diverse housing options while promoting investment in existing housing.



Community Mobility

Ensure a safe transportation system with a variety of options to serve the needs of all Town of Salina residents and visitors.



Greenways & Blueways

Invest in public parks and strengthen connections to Onondaga Lake and its tributaries to promote development that consistently enhances the character and livability of the Town of Salina.



Strong Centers

Vision

Ensure the long-term viability of the town's commercial corridors by allowing for adaptive land uses that respond to changes in lifestyle preferences.

Goals

- 1 Support Business Retention and Development within the Town.
- 2 Modify employment centers and business parks to fit the Town's changing needs.
- 3 Establish mixed-use districts to meet the needs of residents and workers.

Why Plan for Strong Centers?

COMMUNITY SURVEY RESULTS



53% of survey respondents said that Salina's commercial areas are not inviting places that cater to residents of nearby neighborhoods

34% of survey respondents felt that Salina has enough amenities and services to support daily life

Employers are increasingly seeking to locate areas with walkable mixed-use developments where retail, food, and entertainment options are readily accessible.

Although Salina is well known as an established employment center within Onondaga County, worker expectations are evolving, affecting employers' location decisions. About 50% of the U.S. workforce consists of millennials. Employers have adjusted to the preferences of this age group by shifting from traditional office spaces to more home-like environments that provide nearby amenities for relaxation, socialization, and other activities. Salina's current single-use office parks – such as Salina Meadows, Metropolitan Park Drive, and businesses along Electronics Parkway - do not offer these sought-after amenities.



Strengthening Strong Centers in Salina is critical to attracting and maintaining a skilled workforce.

As remote work becomes more popular, skilled workers are seeking locations that are economically and socially vibrant. A live, work, play design generates neighborhood destinations that meet the daily needs of a diverse workforce community. This human-centered approach to development can attract employers and foster local business opportunities.



Salina's history is tied to its role in the regional economy, and residents are keen to uphold that legacy.

The Town of Salina boasts a rich history of economic vitality. As suggested by its name, Salina has strong connections to the salt industry, dating back to the late 1700s. During that period, salt production was essential to the growth of Syracuse and nearby communities. Most of the southeastern shores of Onondaga Lake were lined with salt lots for brine harvesting, and bushels of salt were shipped from Central New York to cities across the nation. In the 19th century, the area quickly transformed into a hub for manufacturing and commerce. Salina remains an important employment center within Onondaga County.



Designating walkable centers for development strengthens mobility and eases transportation burdens for Salina residents.

Salina already has distinct commercial corridors where most jobs are located. Updating the pedestrian infrastructure and layout of these centers will boost their appeal to residents, workers, and visitors who want to spend time there, maintaining economic and social resilience.

Establishing mixed-use development will require zoning and site plan review updates to remove barriers to mixed-use development, which takes time.

Updating zoning can positively impact the community by reflecting local priorities and ensuring consistency throughout the town. Traditional zoning policies, such as single-use zones, restrict certain types of development; however, lifting unnecessary restrictions can help address affordability by broadening options for both businesses and housing. Today, zoning in many places is evolving toward a mix of uses that cater to the needs of businesses, residents, and visitors.



Residents say that Salina's commercial areas are not inviting, and there is opportunity for improvement.

Less than a quarter (21%) of Salina residents believe that the Town's commercial areas are welcoming spaces that serve the nearby neighborhoods. There is significant demand for small businesses and public spaces that cater to local residents. Strong centers can fulfill the needs expressed by residents by offering a critical mass of local retail, services, dining, gathering spots, and entertainment within walking distance from residential neighborhoods.

According to survey results, only about one third of survey respondents agree or strongly agree that Salina has the amenities and services they need in daily life. There is a desire for more small businesses that cater to locals in future developments, rather than larger chains. Survey respondents also express a desire for more event spaces, public areas, playgrounds, and athletic facilities.

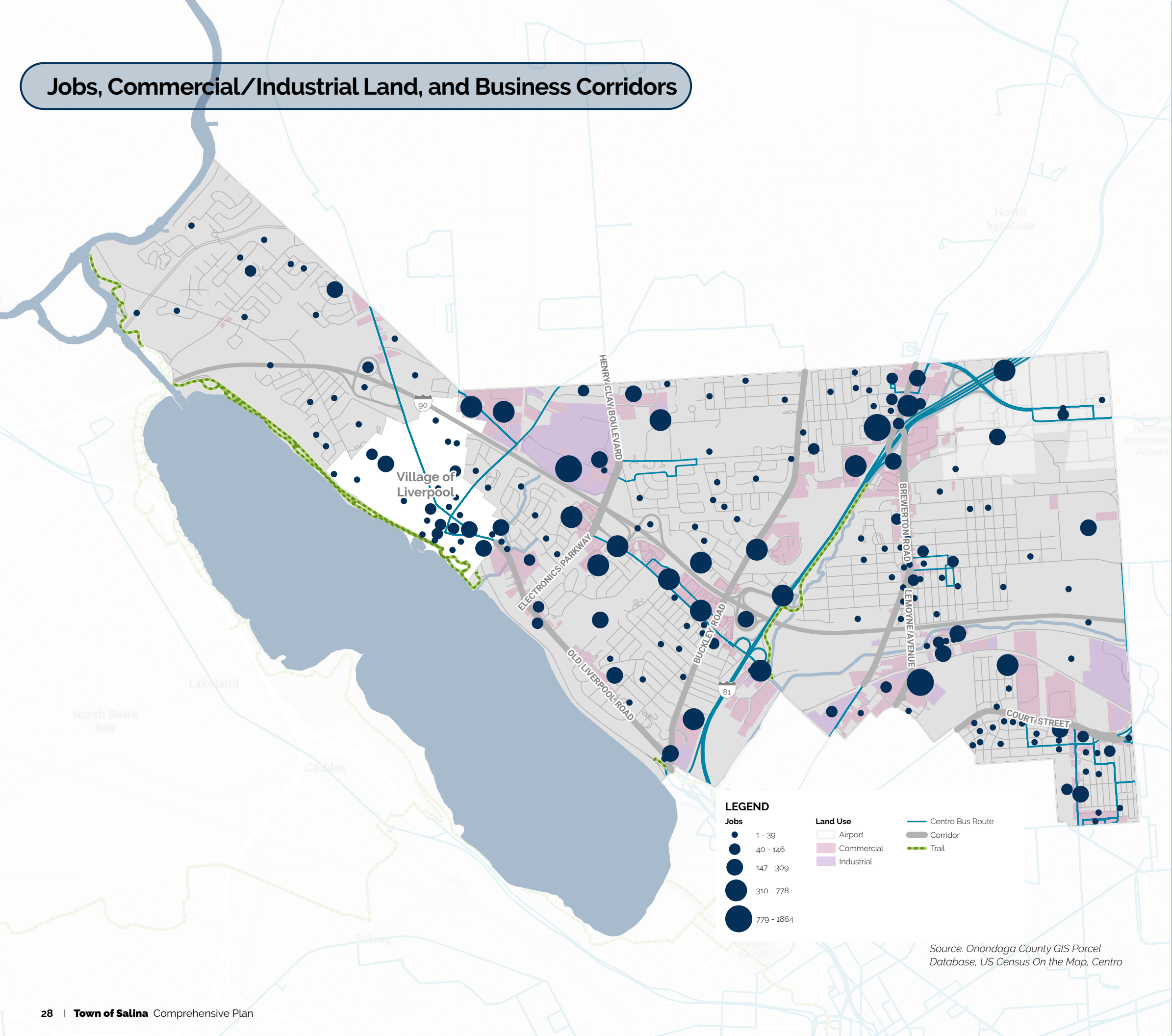
Strong Centers Findings

Strong Centers exist as mixed-use developments that combine residential, retail, and office spaces within a single building or in close proximity to other mixed-use buildings, all situated in a walkable environment. These centers serve as gathering places, fostering connections and driving economic growth. For this reason, Strong Centers play a vital role in shaping community identity. Current commercial centers in Salina are typically segmented by use, making them less walkable. Salina's centers and corridors can be reimagined to enhance access to desired goods and services for Town residents, such as restaurants, theaters, healthcare facilities, and grocery stores.

Salina seeks to foster investment in existing and new multimodal centers throughout the Town. Existing and emerging centers have been identified based on their ability to support additional growth, access to water and/or sewer infrastructure, and potential to be located adjacent to transportation infrastructure including enhanced bus service, bicycle lanes, and pedestrian sidewalk and trail networks.

Finding 1
Salina has many strengths that, together, contribute to a strong economy and there is opportunity for growth by providing amenities that cater to the evolving preferences of residents and workers.

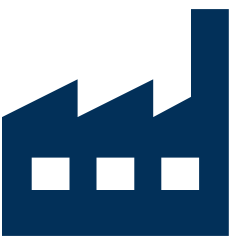
Finding 2
Salina's current zoning does not allow for the development of mixed-use districts, though there is demand for mixed-use development in existing commercial areas.



Salina has many strengths that, together, contribute to a strong economy and there is opportunity for growth by providing amenities that cater to the evolving preferences of residents and workers.

Business Environment

A combination of its proximity to downtown Syracuse and the local knowledge and diverse skill sets of its residents put Salina in a position to contribute to a productive regional economy. One of Salina's biggest strengths is its strong foundation as an employment center that attracts workers from around the region. Over 18,000 people travel to the Town of Salina for work each day. Salina's high worker inflow is a sign of its continued strength and stability, however, less than 10% of the labor force in Salina lives and works in the Town.



Total Businesses
1,253

Source: ESRI Business Analyst

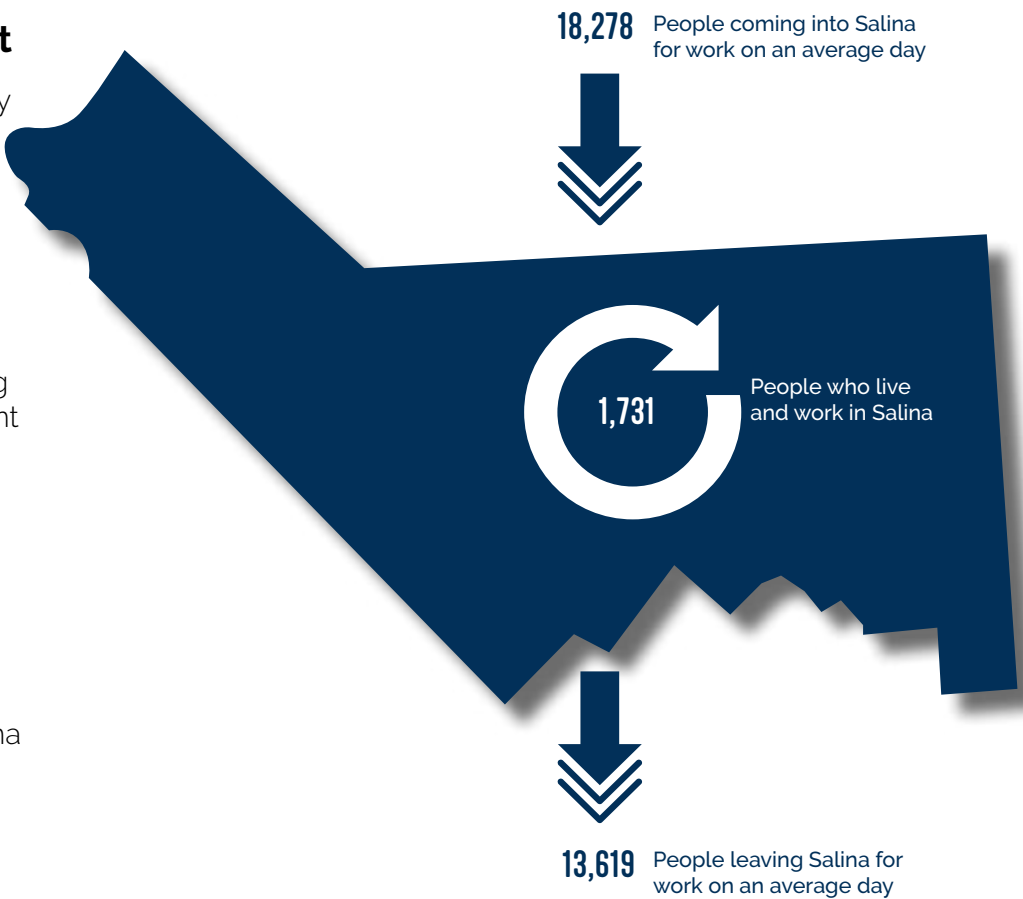


Total Workers
22,002

Top Employers in Salina

- 1) Lockheed Martin (2,200 employees)
- 2) Eaton/Crouse-Hinds (700 employees)
- 3) Cytec, Inc. (250 Employees)
- 4) Ragnar & Rollo Industries (200 employees)
- 5) C&S Engineers (200 employees)
- 6) Optanix Inc. (200 employees)
- 7) Echelon Supply & Service (200 employees)

Source: Town of Salina Website



Workforce

According to US Census Bureau's OnTheMap employment data, Salina has jobs in all 20 major NAICS Industry Sectors. Out of the roughly 20,000 jobs located in the Town, 12.5% are in Manufacturing, followed by 11.8% Administration and Support in Waste Management and Remediation, and Health Care and Social Assistance with 10.8% (U.S. Census OnTheMap, 2022).

For generations, Salina has been a place where the working class can thrive and remain resilient through good and tough times. While the Covid-19 pandemic caused unemployment to rise in Salina between 2018 and 2022, Salina's overall unemployment rate (5.0%) has dropped in the last 15 years, and it remains lower than that of Onondaga County (5.6%) and NYS (6.2%).

The unemployment rate can be viewed alongside the labor force participation rate (LFPR) to provide a high-level picture of the labor market, as LFPR is particularly helpful in predicting long-term trends. High LFPR, an indication of an active labor market, is influenced by ample job opportunities, high levels of education and skills, and demographic factors. Salina has the highest percentage of residents in the labor force (66%), compared to other local areas. Together, a relatively low unemployment rate and a high LFPR indicate high economic productivity and market efficiency.

By The Numbers

Total Working Age Pop: 27,173
Civilian Labor force: 17,943 (66%)
Employed: 17,051
Unemployed: 892

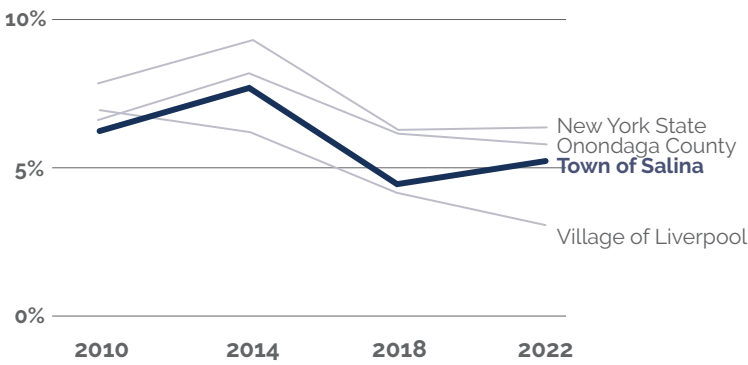


FIGURE SC1 Average Annual Unemployment 2010-2022
Source: ACS 5-Year Estimates

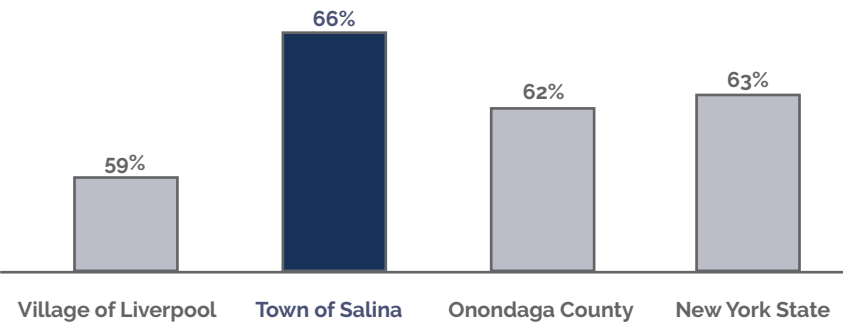


FIGURE SC2 Labor Force Participation Rate 2022
Source: ACS 5-Year Estimates

Transforming the Workplace

Over the last five years, global shifts in how and where we work have transformed the workplace. Prompted by the Covid-19 pandemic, the rise of hybrid work brings both benefits and challenges to workforce operations. Amidst this unprecedented shift, organizations are now compelled to reconsider not only their physical workspace, but the amenities in proximity to their workplace that create an attractive environment for their employees. Similarly, the rise of coworking spaces means employees have more options in choosing their work location. Many employers have adopted a flexible mindset, prioritizing the well-being of their employees and the tools they need to be productive in a variety of settings.

With these changes in mind, employment centers can no longer remain competitive by simply providing office space and desks, because employees can work from anywhere. Contemporary employment centers are transitioning away from single use office parks and buildings and moving toward mixed-use centers.

While some offices in Salina are located along commercial corridors, many office buildings in Salina are located in business parks, isolated from other amenities. Salina Meadows, Commerce Boulevard, and Electronics Parkway are examples of traditional office parks.

Today, business parks are being re-envisioned as places where one could grab a coffee with a colleague or take a stroll around a green space on their lunch break. Commercial hubs are re-thinking their designs to cater to multiple lifestyle components and enrich the work experience.



Salina’s current zoning does not allow for the development of mixed-use districts, though there is demand for mixed-use development in existing commercial areas.

Strong Centers primarily occur where commercial, residential, and office spaces are integrated into a mixed-use building, street, or neighborhood. However, most commercial areas in Salina were designed as single-use sites that cater to people driving to a specific business or location. This leads to a lack of sufficient multimodal infrastructure and, in many cases, encourages potential customers of local businesses to drive through the Town, rather than exploring local offerings. Amenities like sidewalks and bicycle lanes make businesses more accessible, promote more foot traffic, and support vibrant neighborhoods. Offering an environment where people can live, work, dine, and shop in one place will create destinations that attract families, workers, and visitors, contributing to the revitalization and resilience of Salina’s Strong Centers.

Salina’s existing commercial areas have the potential to meet these needs, but the Town’s current zoning lacks the flexibility to promote the style of development that residents and employers are seeking.

According to survey data, most Salina residents don’t feel the commercial corridors within the town cater to the needs of locals. By collaborating with stakeholders and residents, the Town can establish shared priorities for changes to its employment centers and leverage ways to capitalize on them to strengthen its existing assets.

Salina residents desire Strong Centers with a wider variety of services, better infrastructure, and enhanced public spaces. Residents expressed a need for additional grocery and department stores and support utilizing vacant retail spaces in areas like Mattydale Commons and Northern Lights Plaza. There is also a demand for more sit-down dining options, local eateries, and cafes. Salina families desire recreational facilities and programs tailored for children and teens. Other recreational suggestions included facilities like tennis courts, playgrounds, and fitness centers, and there were numerous calls for better spaces and infrastructure to facilitate community connection, including more sidewalks and accessible walkways.

The Residences at LeMoyne Manor

Overlooking Onondaga Lake at the former site of Le Moyne Manor on Old Liverpool Road, the mixed-use complex adds 66 new apartments, as well as commercial spaces and a community room to one of Salina’s most prominent corridors. Le Moyne Manor is zoned as the only R-5 district, which allows Multi-Family Residential/Commercial development (Figure SC 3). Expanding mixed use through the creation of a new mixed-use zoning district across the Town would support the continuation of the trend toward more mixed-use centers that will benefit the local and regional economy.



FIGURE SC3 Existing Zoning
Source: Town of Salina

The Benefits of Planning for Mixed-Use Development

Planning for mixed-use development can benefit many facets of community life. This form of development fosters a sense of place, which is what distinguishes a strong mixed-use center from a typical commercial development. The integration of multiple uses connected by streets, sidewalks, paths, and green space creates a memorable, meaningful environment for residents and workers of the Town. The Town of Salina has multiple strip malls and commercial corridors with the potential to be redeveloped into new vibrant mixed-use centers.

The development concept depicted to the right illustrates how the former K-mart Plaza (now called Mattydale Plaza) could be redeveloped into a mixed-use neighborhood. The image shows a series of buildings aligned along central streets. While there is ample parking available, the parking is not at the center. Locating parking lots behind buildings brings people and businesses closer together to create a village-like feel. This type of development would have a positive economic impact for the entire Town. Mixed-use development like this would help to maximize the potential of the limited available space Salina has to develop.

Mixed-use neighborhoods can increase the number of available housing units and provide options suitable for a wider variety of household types, while generating higher tax revenues for the Town. Dense, mixed-use development can increase tax revenue up to 10 times on average compared to other land use types.

Denser development also encourages a shift toward public transit, biking, and walking, which has been proven to increase foot traffic at local businesses while reducing road maintenance and sewer infrastructure costs. The long term implication of planning for this type of development is that mixed-use neighborhoods are a much more fiscally responsible local investment than single-use, low density development.

Conceptual Redevelopment Vision for Mattydale Plaza



Case Study:

Redevelopment of the Will and Baumer Candle Factory



Will & Baumer Candle Factory Mixed Use Redevelopment

New mixed-use Investments are already underway in Salina, such as the redevelopment of the former Will & Baumer candle factory.

Founded in 1855, Will & Baumer was a prominent candle company in the area that specialized in religious candles. Located at the intersection of Buckley Road and Old Liverpool Road, the 11.5-acre property is currently undergoing re-development as a mixed-use project. The complex will feature apartments, a brewery, retail, and recreational amenities.

Projects of this scale can be catalysts for other ideas. For example, as the drawing in the lower right indicates, there is the potential to reconfigure Old Liverpool Road, Buckley Road, and Onondaga Lake Parkway between the Will and Baumer redevelopment site and Onondaga Lake. This could potentially open up new area for additional development along the lakefront as well as establish additional greenspace for the Town.

Conceptual Idea for the reconfiguration of Old Liverpool Road, Buckley Road, and Onondaga Lake Parkway



Strong Centers Future Land Use

Salina contains several established employment and commercial areas that serve the community well, but these areas have significant potential for enhancement. Through strategic development, these areas could transform into centers that would generate increased tax revenue, better serve existing residents, accommodate new residents with diverse housing options at various price points, and attract additional businesses to the community.

The path forward for Salina involves restructuring land use regulations to facilitate dynamic mixed-use developments. This Comprehensive Plan recommends establishing four distinct types of centers, each designed to honor existing development patterns while incorporating appropriate and compatible improvements that advance Salina into a modern era of sustainable development. The four center types are: Main Street Districts, Office and Light Industrial Center, and Industrial Manufacturing. While not all centers will include residential components, each will support commerce, industry, and quality of life in Salina.

Figure SC4 below illustrates the proposed locations for these centers and demonstrates their relationship to existing employment areas, transportation corridors, and transit systems, including bus routes, bicycle lanes, and trail networks.

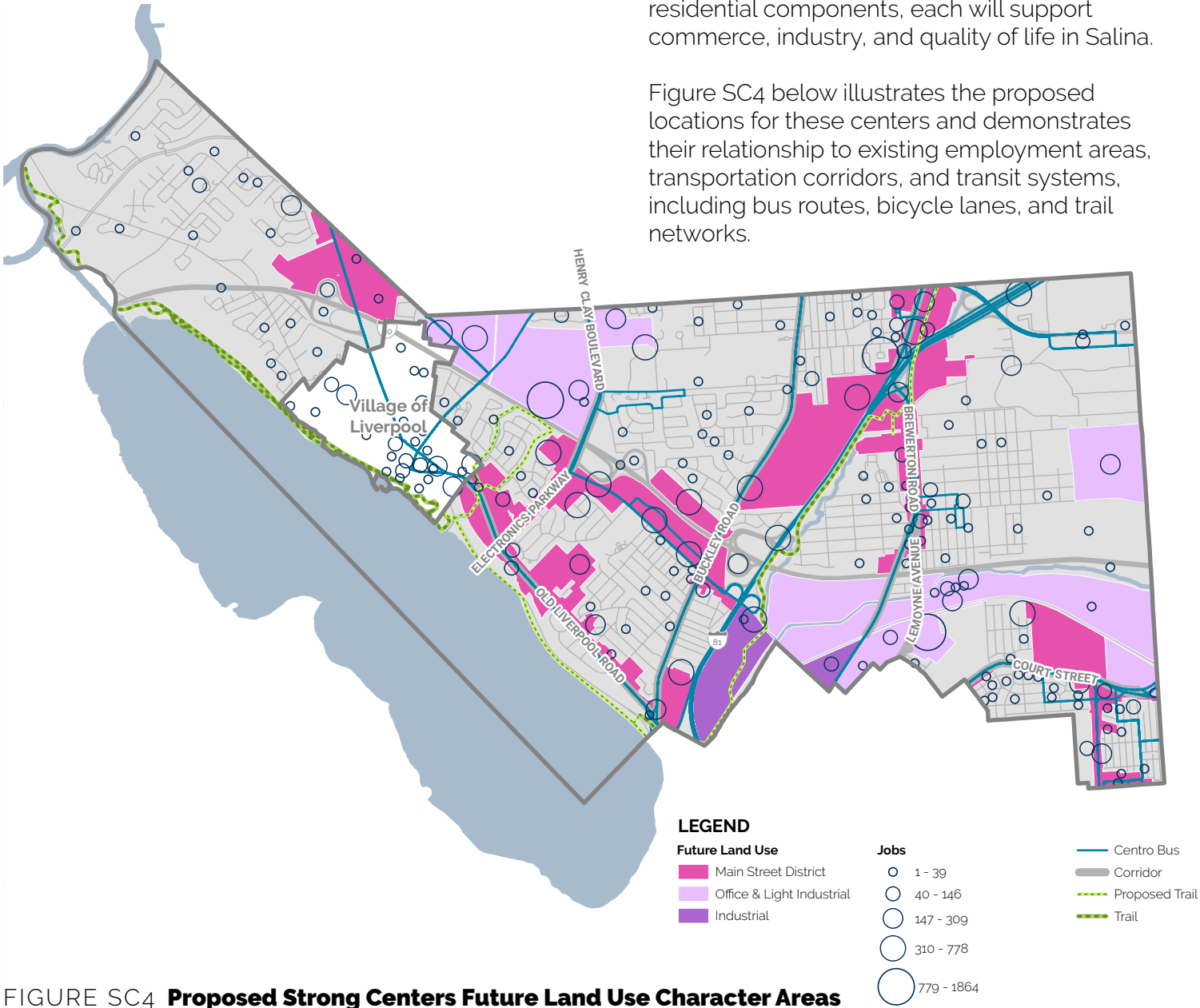


FIGURE SC4 Proposed Strong Centers Future Land Use Character Areas

Source. US Census On the Map, Salina Future Land Use Plan

Main Street Districts

Main Street Districts represent opportunities for the establishment of new mixed-use districts at a neighborhood scale complete with bicycle, pedestrian, and transit facilities. These investment zones will accommodate regional transit services, offices, dwelling units, park space, entertainment, and restaurants, and will provide integrated mobility access with designated transit hubs that accommodate multiple modes. These areas are intended to respond to future growth pressures with a variety of residential and commercial options.



Office and Light Industrial

Office and Light Industrial Centers include dense commercial centers with concentrated commercial or light industrial activities and large numbers of jobs. These areas can include offices, light industrial uses, or larger corporate campuses with integrated retail, trails, and amenities. These areas are an important aspect of the strong employment in Salina and need to be flexible to accommodate a mix of new investment in Salina that may occur as a result of the Micron investment. Residential uses are not recommended in these areas to allow for flexibility in uses that may not be complimentary to residential.



Industrial

These areas contain legacy manufacturing operations within the Town and are buffered from residential neighborhoods as well as commercial corridors. These areas exhibit logistical efficiency as they are proximate to transportation resources such as the interstate system and rail transport.



Strong Centers

Ensure the long-term viability of the town's commercial corridors by allowing for adaptive land uses that respond to changes in lifestyle preferences.

Goal 1 Support Business Retention and Development within the Town.

Salina has the opportunity to support existing businesses with a vested interest in the community while also encouraging the development of new centers that improve quality of life.

Strategy	Description
2.1.1. Create a small business resource page on the Town of Salina website to help local businesses navigate Town regulations and identify outside resources.	Removing the mystery of navigating local regulations and providing easy access to resources will make Salina a more attractive place for prospective business owners to locate. A simple resources page can go a long way toward showing business owners that the Town of Salina welcomes small businesses and wants them to invest locally.
2.1.2. Work with regional partners to identify and promote programs that can support businesses in the Town of Salina.	Organizations like CenterState CEO, Onondaga County Industrial Development Agency, Onondaga County Office of Economic Development, Central New York Regional Economic Development Council, Onondaga Small Business Development Center, and others exist to promote local economies and help small businesses thrive. These groups may have resources or programs Salina can utilize to attract and support desired businesses within the Town.

Goal 2 Modify employment centers and business parks to fit the Town's changing needs.

Residents have said that the Town's current commercial corridors are uninviting and do not provide necessities that locals need. Re-imagining Salina's commercial corridors as mixed-use centers will promote community vibrancy and unite neighborhoods.

Strategy	Description
2.2.1. Identify precedent projects that exemplify the type of development Salina would like to see locally, including new mixed-use centers, corporate campuses, and revitalized main streets.	Contemporary businesses are placing more emphasis on amenities near and at the workplace to help attract and retain employees. Establishing a vision and maintaining a long-term outlook throughout the entire development process is essential to achieving the Town's vision.

2.2.2. Ensure the current infrastructure at existing corporate campuses have to capacity to accommodate retrofitting and mixed-use style developments.	The Town should identify limitations to infrastructure that may prevent updates to existing corporate campuses and work with property owners to update and/or improve infrastructure as needed.
2.2.3. Work with local and regional partners to identify grants and other funding options for new development and upgrades.	The Town of Salina can help support local economic growth by collaborating with regional partners and owners of existing campuses to apply for and secure grants and other financing that make campus upgrades and infill development more feasible.

Goal 3 Establish mixed-use districts to meet the needs of residents and workers.

Given Salina's solid economic foundation, the development of its Strong Centers should happen in accordance with resident and worker lifestyle. The convenience of walkable mixed-use development in commercial centers presents multiple benefits to the community. This type of development can address affordability concerns by offering diverse housing options and support public transit by centralizing popular destinations. Achieving this goal will require adjusting existing zoning regulations to allow mixed-use in all commercial corridors.

Strategy	Description
2.3.1. Update local zoning and site plan review regulations to allow more flexibility in development on existing campuses and corridors.	The Town's current zoning does not allow mixed-use development throughout most commercial areas; only the R-5 zoning district allows a mix of uses, and this zoning district is restricted to a few lots (3.7 acres total). Updated zoning in commercial corridors should focus more on the form and design of these spaces rather than restricting specific uses. This will allow developers more flexibility to develop spaces that maximize buildout potential while adhering to the character and aesthetic desires of the community.
2.3.2. Develop guidance documents with visual examples of preferred styles of development and provide developers with resources to encourage such development.	To support a zoning code that focuses more on form and design, the Town can provide developers with example images of the style of development that the Town would prefer. This will streamline the development approval process by making the Town of Salina's expectations clear.
2.3.3. Collaborate with local and regional partners to facilitate mixed-use and human-centric development.	The Central New York Region has many organizations working to advance regional and local economies. Similarly, many businesses in the region are looking for opportunities to expand or relocate to provide an attractive environment for their employees. The Town of Salina can seek out collaboration with these stakeholders and make it clear that the Town is a willing partner in creating mixed-use centers.



Housing & Neighborhoods

Vision

Protect and enhance the livability of residential communities by ensuring a diversity of housing options while promoting investment in existing housing.

Goals

- 1 Support residential property owner re-investment in existing housing.
- 2 Invest in neighborhood infrastructure such as sidewalks, traffic calming measures, parks, and open space enhancements.
- 3 Allow for more diverse housing options while maintaining the current character of the Town's neighborhoods.

Why Plan for Housing & Neighborhoods?

COMMUNITY SURVEY RESULTS

79% of survey respondents have a lot of pride in their neighborhood

76% said they support assistance for improvements to existing housing

50% of respondents agree with needing new options for rental units in the Town



Salina is already experiencing development pressure.

Increased building permit and variance application requests are evidence that development pressure is already present in the Town of Salina, and pressure is expected to continue as employment opportunities at Micron create additional housing demand in the region. Salina will experience more pressure as households enter the local housing market, attracted by jobs at Micron and secondary induced employment opportunities resulting from Micron. Salina is positioned roughly 8 miles from the Micron site, 6 miles from Downtown Syracuse, and offers established residential communities, access to Onondaga Lake and the Seneca River, community and regional parks, schools, convenient commercial locations, and an existing and relatively diverse job market within the Town.



Salina needs a variety of housing to respond to shifting demographics and lifestyle preferences.

Shifting demographic trends and lifestyle preferences are impacting demands for housing. Increasingly, millennials and baby boomers seek a wider diversity of housing types. One trend impacting the town is the decline in households with children. This demographic shift is an important driver for housing preferences, as households with and without kids seek different things. Households without children are not guided by school considerations. At the same time, buyer preferences increasingly prefer walkable neighborhoods in proximity to restaurants and services.

Comprehensive planning is the best way to address housing choice by informing future land use decisions and guiding zoning updates. This can accommodate changing housing needs by allowing for increased diversity in the types of housing that are allowed in the Town.



Salina needs a strategy for reinvesting in older housing and neighborhoods.

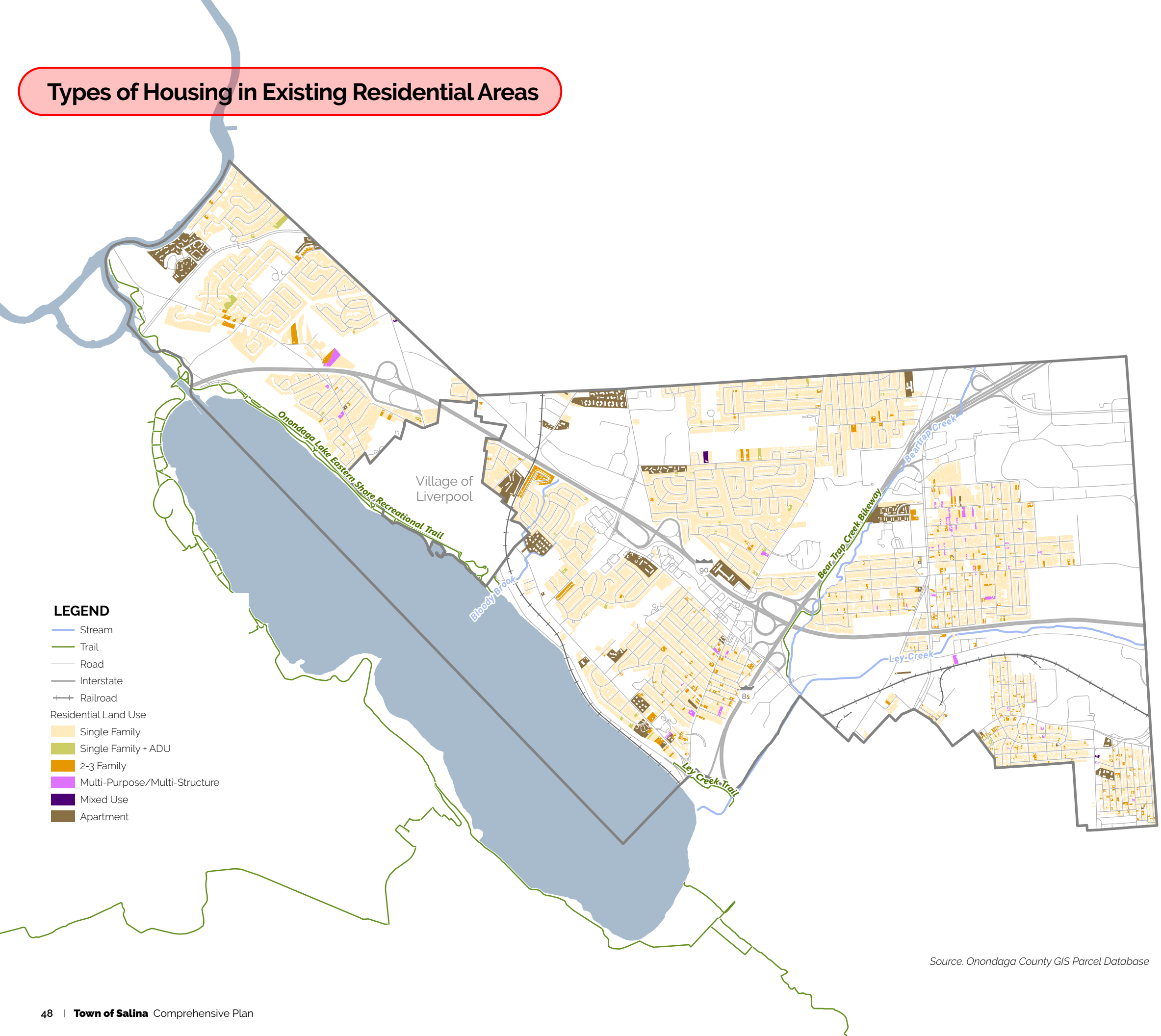
Older housing is found in neighborhoods like Mattydale and Lyncourt, which also have with sought after features such as sidewalks, narrower streets, mature trees and landscaping, as well as proximity to parks and gathering paces. These neighborhoods are organized around a community commercial area with local restaurants, schools, places of worship, libraries, and other community resources. While older homes may need renovations such as new windows, additional bathrooms, updated kitchens, insulation, and other features to meet today's expectations, their location and neighborhoods are often worth the expense.



Salina's aging population prefers to age in place.

According to the American Association of Retired Persons (AARP) Public Policy Institute, the vast majority of people age 50 and older want to stay in their homes and communities for as long as possible. This trend requires planning for a broader range of housing options to benefit more people and households. In addition, community planning should incorporate access to amenities such as needed services, parks, trails, and transportation networks near existing housing.

Types of Housing in Existing Residential Areas



Source: Onondaga County GIS Parcel Database

Housing & Neighborhoods Findings

Salina's housing stock is one of its greatest assets. Nearly one third of the Town's land is being used for residential purposes (29% single family, 2% apartments). Therefore, town decisions regarding zoning of residential areas and neighborhood infrastructure investments will shape the livability, character, and attractiveness of Salina to current and future residents.

Strategies that include broadening the variety of housing options for thoughtfully designed, accessible, connected residential areas will allow Salina's current and future residents to continue to thrive.

Finding 1

Salina must maintain its Naturally Occurring Affordable Housing and neighborhood infrastructure to support the high quality of life that Salina's residents enjoy.

Finding 2

Salina needs to increase the diversity of available housing types to meet changing demands.

Salina must maintain its Naturally Occurring Affordable Housing and neighborhood infrastructure to support the high quality of life that Salina's residents enjoy.

One of Salina's greatest assets is Naturally Occurring Affordable Housing (NOAH). NOAH refers to housing with relatively low sale prices or rental rates compared to the regional housing market. NOAH properties are affordable despite being unsubsidized by a federal program. Market speculation stemming from the pending Micron investments could threaten NOAH if land speculators and developers purchase and begin to upgrade cheap properties anticipating higher future values.

Salina's small-footprint single-family homes are a driver of the NOAH phenomenon throughout the Town, especially in Mattydale and Greater Galeville, where the average home size is smaller. NOAH is typically found in homes or apartments built between 1940 and 1990 and are affordable to low- and moderate-income households, with rents generally between \$550 and \$1,200 per month. Future planning should focus on where and how to upgrade NOAH while keeping homes affordable for those who are looking to buy.



The relatively small size of homes in Salina contributes to their affordability. Nationwide, the average size of a newly constructed home was over 2,100 square feet. Meanwhile, the average home in Salina is less than 1,800 square feet and, in Mattydale, average home size is just over 1,200 square feet.

While there is some variability by neighborhood, the overall average home sale price in Salina is low when compared to Onondaga County (not including the City of Syracuse). The average monthly rent is also lower in the Town of Salina than the rest of Onondaga County. Median household incomes in Salina are relatively low compared to other towns in Onondaga County (Figure HN 3), and this is a function of the affordability of the housing stock. These figures together suggest that Salina is relatively affordable when compared to the regional housing market.

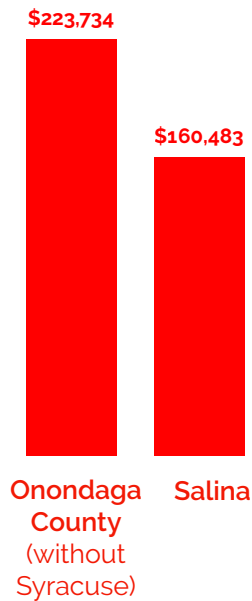


FIGURE HN2 **Average Home Sales Price (2020-2022)**
Source: Onondaga County Real party



FIGURE HN1 **Average Monthly Rental Price**
Source: US Census ACS 5-year 2022

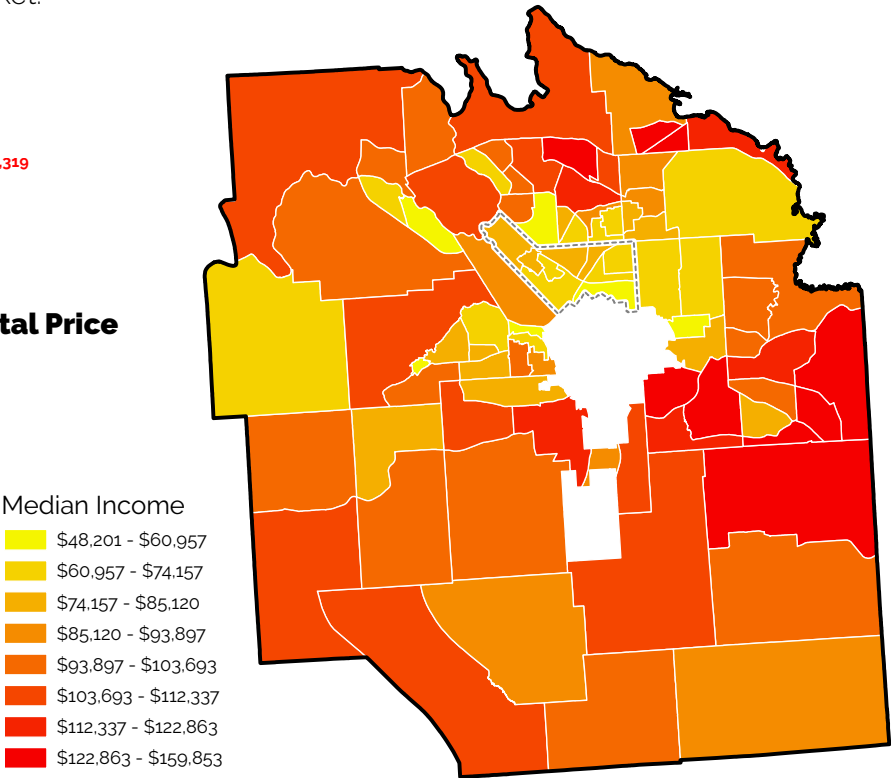


FIGURE HN3 **Median Income in Onondaga County**
Source: US Census ACS 5-year 2023

Continuing to support the health of neighborhood areas such as Mattydale, Lyncourt, and Greater Galeville which contain smaller single single-family homes as well as Two- and three- unit dwellings will be an important component toward protecting the NOAH resource (Figure HN4). In addition to the affordable nature of these neighborhoods, their existing character appeals to those looking for walkable neighborhoods with amenities like parks, street trees, and sidewalks. This character can be enhanced by proximity to proposed Main Street Districts which will accomodate shops, restaurants, services, transit, and potential job opportunities. (See Future Land Use Plan Section).

Lack of access to capital and lack of knowledge and skills needed to execute home repairs are barriers to reinvestment in existing housing. Approximately half of Salina's housing stock was built between 1940 and 1969. Older homes such as these are a common source of NOAH, but these homes need renovations, and upgrades to continue to accomodate changing lifestyle preferences (Figure HN 5).

Salina homeowners may be struggling to afford upkeep of their homes due to costs outside of the sticker price on the home itself. Maintenance on older homes may require the replacement of roofs, siding, windows, insulation, appliances, as well as aesthetic and

lifestyle updates. While Salina's housing stock is relatively affordable, maintenance costs can add up, which can increase cost burdens for property owners and result in deferred maintenance. Over time deferred maintenance devalues individual properties and entire neighborhoods.

Almost one-quarter of homeowners with a mortgage and over one-third of renters in the Town of Salina are housing cost-burdened, meaning they spend more than 30% of their household income on housing-related costs. Research has shown that children and families living in cost-burdened communities may be unable to access quality healthcare, higher education, and jobs.

Salina has worked with agencies like Home HeadQuarters, Inc. (HHQ), to provide low-interest loans to targeted neighborhood areas. This approach is supported by Salina residents, as indicated in the community survey. Partnerships with entities like HHQ or other community lenders could also help to identify a pool of contractors that homeowners can use. In addition, homeowners may require some architectural assistance to direct the planning and design of those improvements. Providing guidance around these types of barriers can form the basis for future targeted neighborhood lending programs.

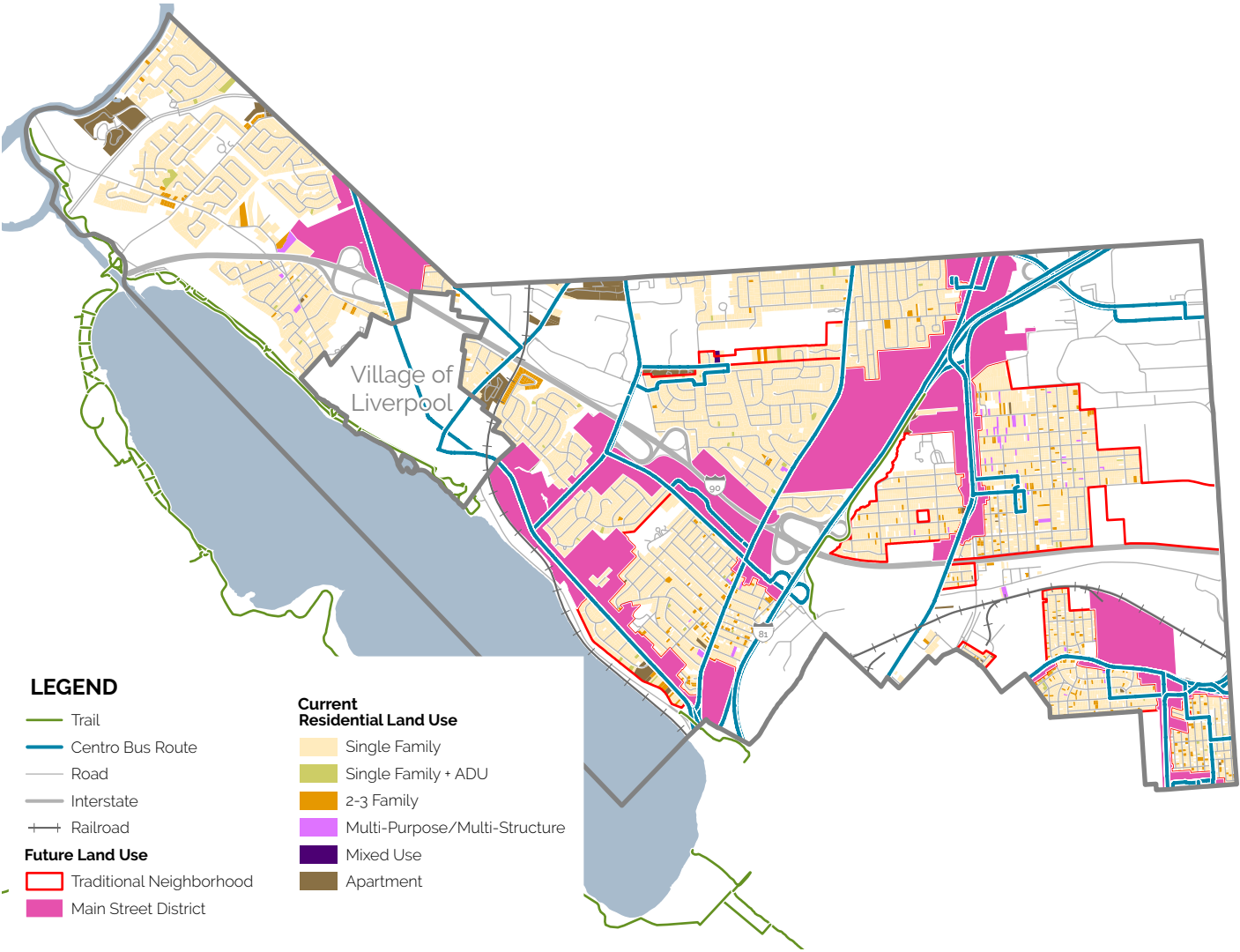


FIGURE HN4 **Current Residential Land Use Types and Selected Future Land Use Character Areas**

Source. Onondaga County GIS Parcel Database

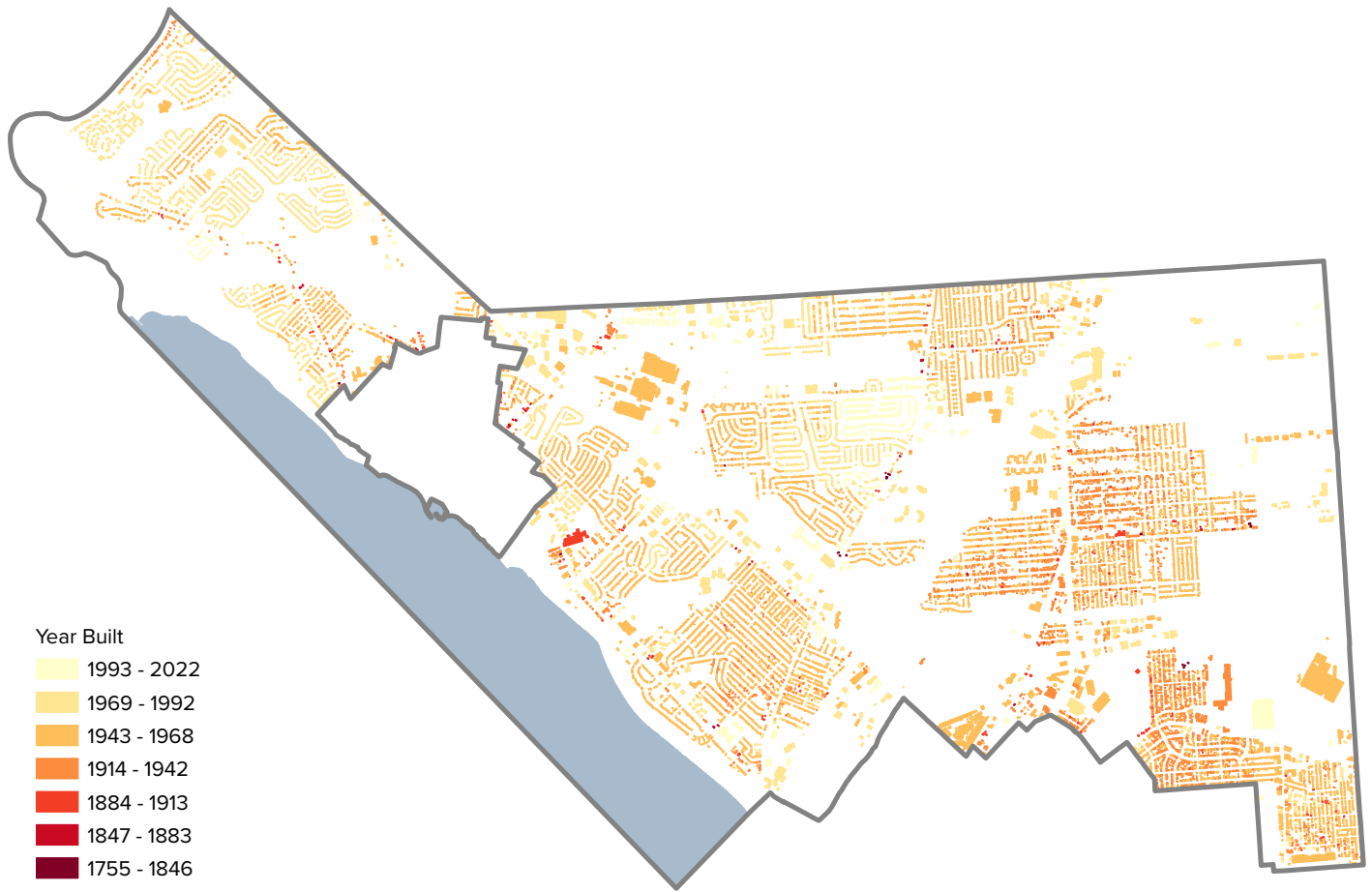


FIGURE HN5 **Housing Year Built in Salina**

Source. Onondaga County GIS Parcel Database

Supporting Neighborhood Infrastructure

Part of Salina's charm comes from its residential neighborhoods, each with distinct characters that weave the fabric of the community. Supporting residential neighborhood infrastructure—such as sidewalk maintenance, street trees, traffic calming measures, and town parks—is a strategic investment in pedestrian safety, public health, resiliency, and a stronger sense of place in Salina.

Enhancing pedestrian safety is a key advantage of investing in Salina's neighborhood infrastructure. Traffic calming methods like speed bumps and curb extensions in residential areas can help slow vehicle speeds, lowering the likelihood of fatal or serious crashes and making neighborhoods safer for walking and biking. When neighborhoods are safe and walkable, residents are more likely to incorporate daily physical activity into their routines, which can reduce rates of chronic disease and improve overall well-being.

Focusing on walkability in neighborhoods near commercial corridors makes sense for Salina, since these areas already have the foundation for practical, affordable, higher-density neighborhoods. Walkable areas tend to attract small businesses and foot traffic, which boost the local economy and increase tax revenue.



This crosswalk in the Village of Liverpool is an example of residential neighborhood infrastructure that supports walkability.

Over time, neighborhood infrastructure investments that promote walkability help sustain the stability and growth of the Town's economy.

Well-maintained, uniform sidewalks minimize trip hazards and create safer, more accessible pathways for pedestrians, especially seniors and children. However, not all of Salina's residential neighborhoods have sidewalks, and those that do struggle with a lack of uniformity that affects neighborhood aesthetics and is unsafe for users with different abilities.

A higher standard of sidewalk quality could be achieved by developing a sidewalk replacement program in Lyncourt, the neighborhood with the most sidewalks. Proactive maintenance and replacement of sidewalks through the formation of a sidewalk district would help to support the character and attractiveness of these areas.

In the future, other neighborhoods in Salina may consider developing additional sidewalk programs to enhance walkability and connections to Main Street Districts. This strategy would be appropriate in Traditional Neighborhood character areas like Mattydale, and Greater Galeville.

Salina is fortunate to have many parks within its residential neighborhoods where neighbors can exercise, connect, and foster a stronger sense of community. Access to well-designed and well-maintained public parks and green space is a key component to quality of life. Figure HN6 shows existing parks and trails as well as the proposed Open Space character area, which consists of existing park space as well as lands which are undevelop-able due to the presence of wetlands or other site constraints. Some Open Space areas may be opportunities to provide additional public access to natural areas through land management, trail development, or the installation of public amenities.

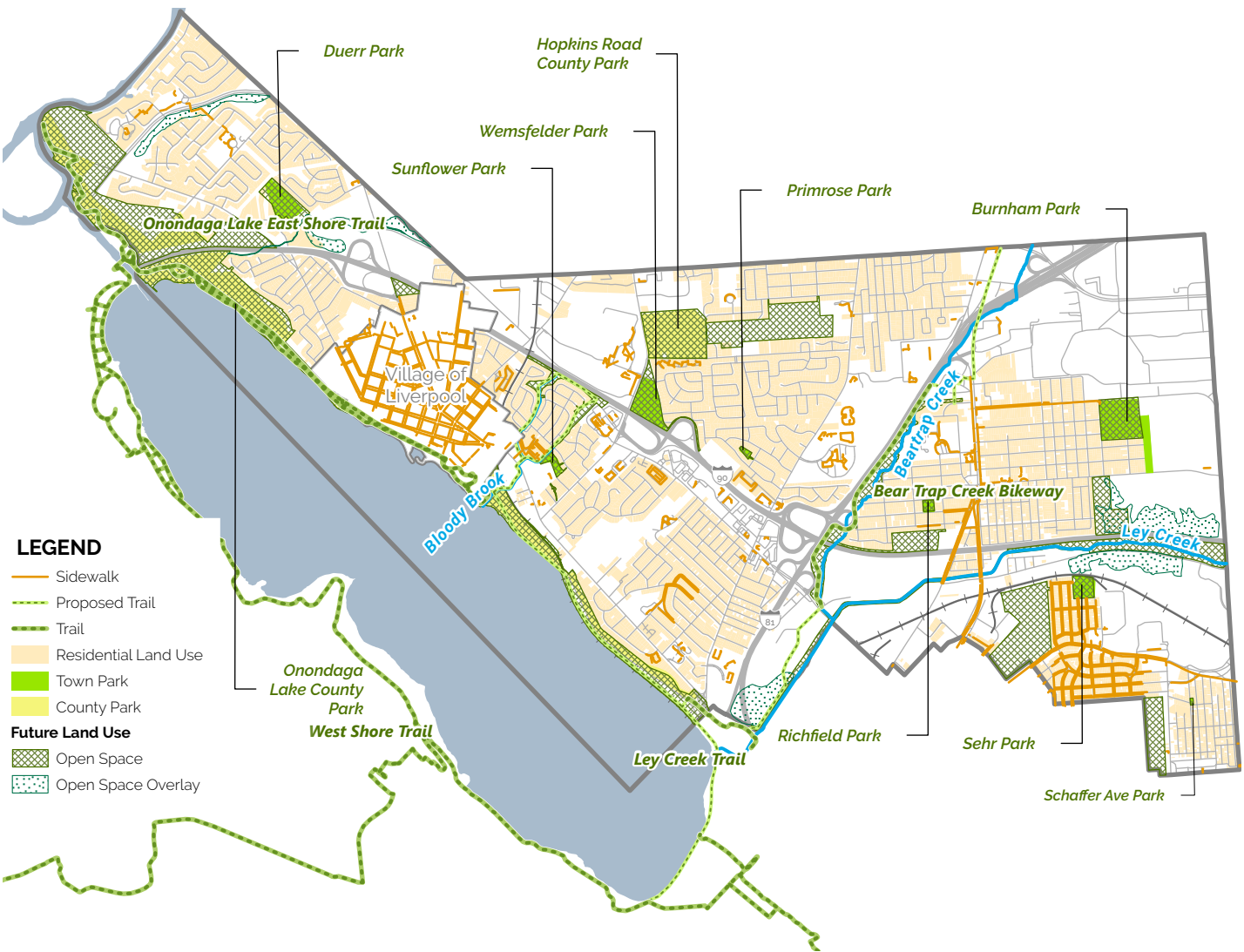


FIGURE HN6 Neighborhood Infrastructure: Sidewalks, Parks & Trails

The Town of Salina supports the development of additional neighborhood shared spaces that further connect residential neighborhoods to opportunities for outdoor recreation. Examples of potential locations where this could occur include the Open Space area east of the Bear Trap Creek Trail, the large wetland complex east of Duerr Park, and a thin loop of Open Space following the two branches of Bloody Brook northwest of Sunflower Park. In addition to developing new park opportunities, investments can also be made to the existing trail network to better connect neighborhood residents to key destinations and recreation opportunities. This topic is covered in detail in the Greenways and Blueways section. The

Town can achieve this by setting aside funds for park improvements through a neighborhood park capital program.

For Salina, neighborhood infrastructure improvements are timely and relevant. As a mature suburb, much of its infrastructure is aging and in need of repair or redesign. Improving walkability and open space access would help Salina remain a desirable place to live while also attracting younger families and retirees. Infrastructure upgrades can also support a more equitable community by ensuring that all residents—regardless of age, income, or mobility—can safely access and enjoy their neighborhoods.

Salina needs to increase the diversity of available housing types to meet changing demands.

The number of housing units and households in the Town of Salina has remained relatively constant over the last decade (see chart below). This is partially because only 11.5% of Salina is categorized as vacant land, most of which is undevelopable due to wetland areas or contaminated sites. Since few opportunities to build new housing on vacant land exist, Salina must identify opportunities to create new units through changes in current land use patterns to account for housing pressure.

When compared with the Village of Liverpool, Salina is behind in the creation of new housing units, however Salina did build 928 housing units between 2000 and 2020, which reinforces that Salina is still a destination.

Since few opportunities to build new housing on vacant land exist, Salina must identify opportunities to create new units through changes in current land use patterns to account for the housing pressure, and changes to the current zoning code will help facilitate re-development.

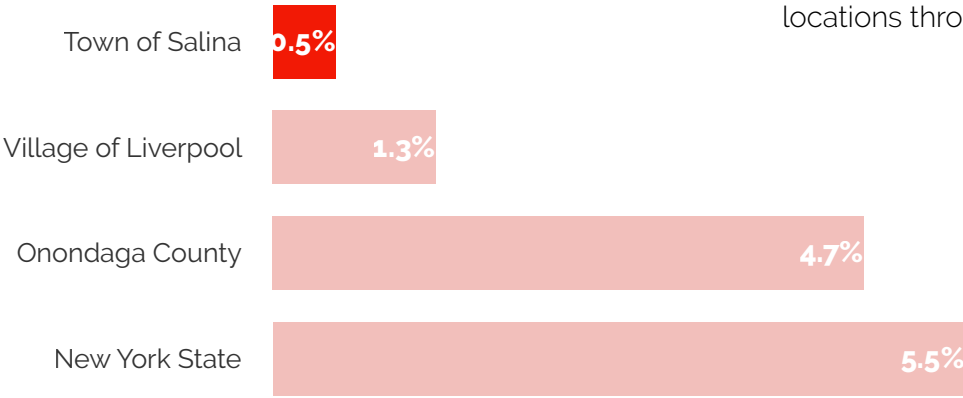


FIGURE HN7 Percent Change in Total Housing Units 2010-2022
Source: U.S. Census Bureau ACS 5- year estimates 2010-2022

Salina has the highest rate of owner-occupied housing units and the lowest vacancy rate when compared to Liverpool, Onondaga County, and NYS. Out of 15,431 housing units in the Town of Salina, over half are owner-occupied, about one-third are renter-occupied, and about five percent are vacant. Renovations of vacant homes, along with the development of more diverse housing options, would provide more housing options for Salina.

The Town can foster the development of a wider variety of housing units through its zoning and regulatory policies. Salina's current zoning limits the types of housing that can be built, and makes it difficult to develop multi-unit projects that can accommodate the diverse needs of today's renters. As a result of the limitations within the current zoning, the Town has been using methods like Planned Unit Development to approve new mixed-use projects. While this approach can work in the short-term, the Character Areas proposed in the Future Land Use Plan offer guidance about how Salina could update its zoning to provide a greater diversity of housing options in strategic locations throughout the Town.

A Changing Population

The changing nature of households is an important driver for determining Salina's housing needs and informing what types of new housing should be prioritized. The Town of Salina's median age is increasing at a slightly lower rate than Onondaga County and NYS. This suggests Salina may be in a period of transition, with younger families moving in to offset those who are aging in place (See Chart to the right).

According to Onondaga County's Housing Onondaga report, the number of senior households in Onondaga County (outside of Syracuse) more than doubled between the 2000s and 2010s. It is expected that as senior households look to downsize, they will seek options other than large, single-family detached homes. If single-family homes are the only alternative in Salina, this means that downsizing seniors and first-time homebuyers under 35 will be in the same market, competing for small, modestly priced homes.

At the same time, an increasing number of senior households are expected to exit the

ownership market altogether and will be looking for alternative senior and rental options within their community (Housing Onondaga). Future mixed-use centers in Salina, identified in Main Street Districts within the Future Land Use Plan, will provide opportunities to develop housing options that are desirable for seniors.

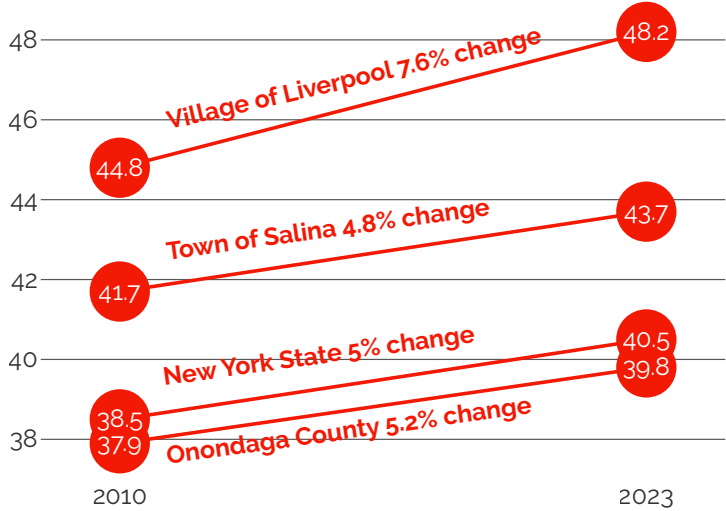


FIGURE HN8 Percent Change in Median Age, 2010-2023
Source: US Census, 2010-2022 ACS 5-year estimates



Housing & Neighborhoods

Protect and enhance the livability of residential communities by ensuring a diversity of housing options while promoting investment in existing housing.

Goal 1 Support residential property owner re-investment in existing housing.

Salina's robust stock of Naturally Occurring Affordable Housing (NOAH) contributes to neighborhood character that residents want to preserve. Homeowners in Salina have a vested interest in maintaining their properties, and the Town can establish partnerships with lenders and other community partners to facilitate the process.

Strategy	Description
1.1.1. Continue to partner with outside organizations to offer targeted lending, credit counseling, and first-time homebuyer assistance.	Salina can establish strategic partnerships and enroll in programs that will help to orient long-time homeowners in the right direction to take on needed home improvements. Assistance for first-time homebuyers will increase homeownership among residents, promoting a more stable local economy.
1.1.2. Partner with lending institutions and agencies to develop a strategic housing reinvestment program.	Further understanding of the barriers to reinvestment in existing housing and specialized programs targeted at middle- and low-income residents could help Salina leverage the housing stock it has and maintain a strong housing market.

Goal 2 Invest in neighborhood infrastructure such as sidewalks, traffic calming measures, parks, and open space enhancements.

Neighborhood infrastructure positively contributes to long-term economic, social, and environmental benefits to residential neighborhoods. Thoughtfully designed neighborhoods can enhance walkability, accessibility, and sense of place for Salina residents.

Strategy	Description
1.2.1. Establish a sidewalk replacement program.	Salina's neighborhoods could benefit from updated sidewalks. A town-wide sidewalk replacement program would enhance walkability, accessibility, and pedestrian safety.
1.2.2 Develop a safe streets action plan for implementing neighborhood-scale traffic calming measures.	Traffic calming measures in residential neighborhoods reduce vehicle speeds, increase pedestrian safety, and support modes of active transportation, like biking.

1.2.3. Create a neighborhood park capital program

Investing in the Town's parks and open space will enhance connections to recreation in residential neighborhoods.

Goal 3 Allow for more diverse housing options while maintaining the current character of the Town's neighborhoods.

Well-maintained, diverse housing options attract homebuyers, businesses, and investors while supporting existing residents who want to downsize or grow their families. Denser and mixed-use housing will encourage walkability and engagement with local businesses in Salina. A variety of housing sizes, configurations, built-in amenities, ADUs, price points, and densities should be available to meet the needs of current and future residents.

Strategy	Description
1.4.1. Update zoning code to allow for a greater range of housing options and housing densities.	Salina's zoning code currently constrains the ability of developers to construct mixed-use projects and other housing types in growing demand. A comprehensive code update could address aspects of the current zoning code that prevent people from having access to the types of housing they need.
1.4.2. Update open space requirements for multi-family developments to allow for greater flexibility in allocating open space amenities.	Salina's current zoning code requires the inclusion of open space in a way that does not contribute to quality of life and introduces some spacial inefficiencies in housing developments. A code up could enhance the desirability of new multi-family developments in the Town.



Community Mobility

Vision

Ensure a safe transportation system with a variety of options to serve the needs of all Town of Salina residents and visitors.

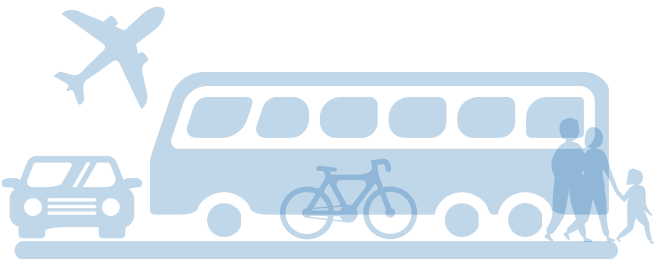
Goals

- 1 Increase road safety and comfort to ease travel for all users.
- 2 Strengthen accessibility and connectivity in Salina's commercial centers by installing multimodal infrastructure.
- 3 Enhance public transit within Salina.
- 4 Increase connectivity between neighborhoods and commercial centers.

Why Plan for Community Mobility?

COMMUNITY SURVEY RESULTS

- 69%** of survey respondents feel the condition and quality of sidewalks or roads is a challenge faced by the Town
- 50%** of survey respondents think Salina lacks streetscape amenities (e.g., bike racks, benches, water fountains, street lighting, or crosswalks)
- 50%** of survey respondents said Salina lacks bicycle and pedestrian trail connections to neighborhoods



The Town is well-connected to major highways like Interstate 81 and Interstate 90, which intersect in Salina. Outside of the highway system, a diversity of transportation modes are needed to enable residents to access basic needs.

In addition to I-81 and I-90 (New York State Thruway), State Route 370 borders Onondaga Lake and US Route 11 passes through Mattydale and Lyncourt in the eastern part of the Town. These highways form connections between the Town of Salina and the wider CNY region. Public transit provides vital access to work, school, childcare, medical care, or stores to buy food. Even households with a car may have members who are unable to, or choose not to, drive and would benefit from improved alternative transportation options in Salina. As people age, driving becomes more physically difficult, and car ownership costs become burdensome on a fixed income. Additionally, studies show that younger generations are less likely to own cars and prefer to get around using public transit or active transportation modes.



Mobility systems serve as a link to economic opportunity for large and small businesses.

Regardless of the scale, a transportation system's purpose is to connect people to jobs, goods, and services. In Salina, businesses rely on vehicular traffic on major highways to transport materials and goods for commerce to distant destinations. Having highways that link to nearby cities and economic hubs benefits Salina's centralized location. Within the Town's neighborhoods, making alternative transportation modes more feasible increases foot traffic in commercial corridors and supports small business growth.



Active transportation options - like bicycling and walking - improve community and environmental health.

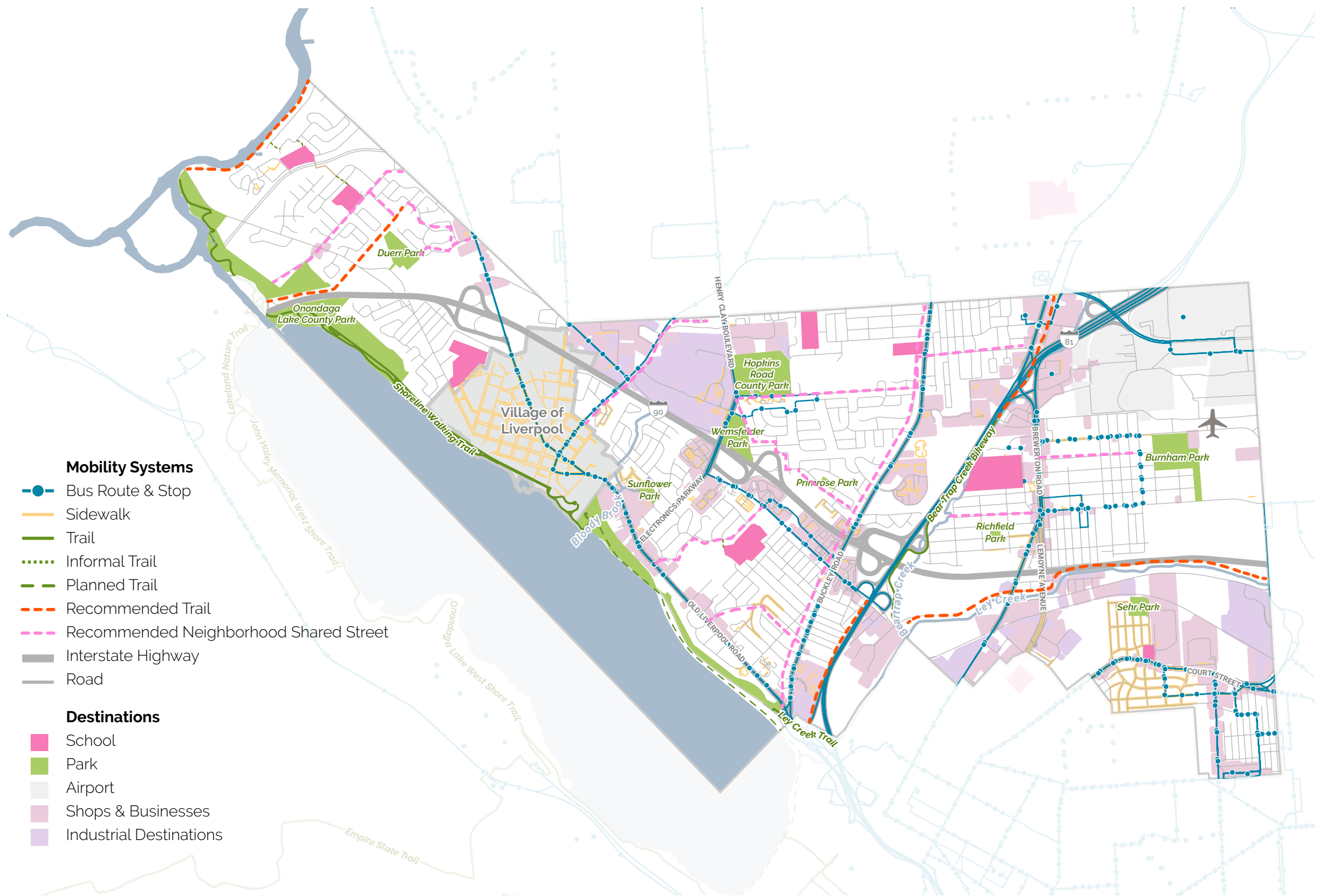
Pedestrian-oriented features such as sidewalks and crosswalks can strengthen Salina's sense of place by creating an environment that contributes to the health and wellness of residents. As more people participate in a wider range of transportation modes, they lead more active, healthier lifestyles. Additionally, providing infrastructure for alternative modes of transportation reduces single-occupancy vehicle trips, which reduces traffic congestion, greenhouse gas emissions, and noise and light pollution.



Enhancing the accessibility of Salina's corridors will allow them to be utilized to their fullest potential.

Most corridors in the Town of Salina have enough space within the right-of-way to provide the necessary infrastructure to make getting around comfortable for road users of all abilities. Currently, many of these corridors are designed in a way that makes navigating outside of a vehicle unsafe and/or uncomfortable. Re-allocating space to prioritize mobility over driving will prepare Salina for a future where fewer people must drive to reach their destination.

Community Mobility Systems & Key Destinations



Source: Onondaga County GIS Parcel Database. SMTC, Centro

Community Mobility Findings

Community Mobility encompasses physical connections to and from Salina as well as any modes of transportation that people may use to get around within the Town. Major highways serve as connections to the broader region, while mobility within the community promotes connections between neighborhoods and local destinations. To prioritize the quality of life of current and future residents, community mobility in Salina should be centered on accessible, comfortable, multimodal transportation infrastructure that fosters a sense of community and supports economic growth.

Finding 1
The number of fatal and serious injury crashes in the Town of Salina is increasing, with bicyclists and pedestrians representing a disproportionate share of these crashes.

Finding 2
Salina's major commercial corridors (i.e. Route 11, Old Liverpool Road, 7th North Street) lack facilities and infrastructure to function as strong multimodal corridors.

Finding 3
Salina has opportunities to create low-traffic shared streets within neighborhoods that are safe and comfortable for people outside of vehicles while also providing multimodal connections from neighborhoods to the Town's commercial centers.

The number of fatal and serious injury crashes in the Town of Salina is increasing, with bicyclists and pedestrians representing a disproportionate share of these crashes.

Road Safety

According to data from the Institute for Traffic Safety Management and Research (ITSMR), the number of crashes in the Town of Salina that result in a fatality or injury has remained relatively consistent over the last five years, with an average of 138 crashes resulting in death or injury each year (Figure CM1).

Of the crashes that resulted in fatality and serious or moderate injury, vulnerable road users (e.g., pedestrians and bicyclists) were affected in a disproportionate share, given the low rates of travel by these modes in Salina (Figure CM2).

Beyond crash data, residents have also expressed concerns about safety on Salina’s roads, with nearly two-thirds (63.6%) of survey respondents saying safety is a challenge when walking or biking in the Town.

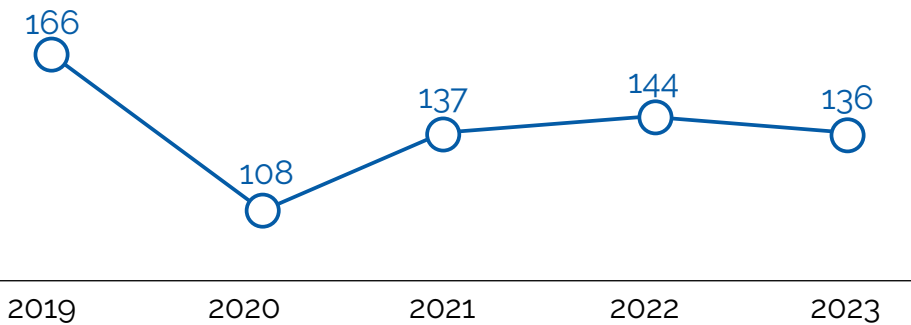


FIGURE CM1 Crashes in Salina Resulting in Fatalities or Injuries
Source: ITSMR

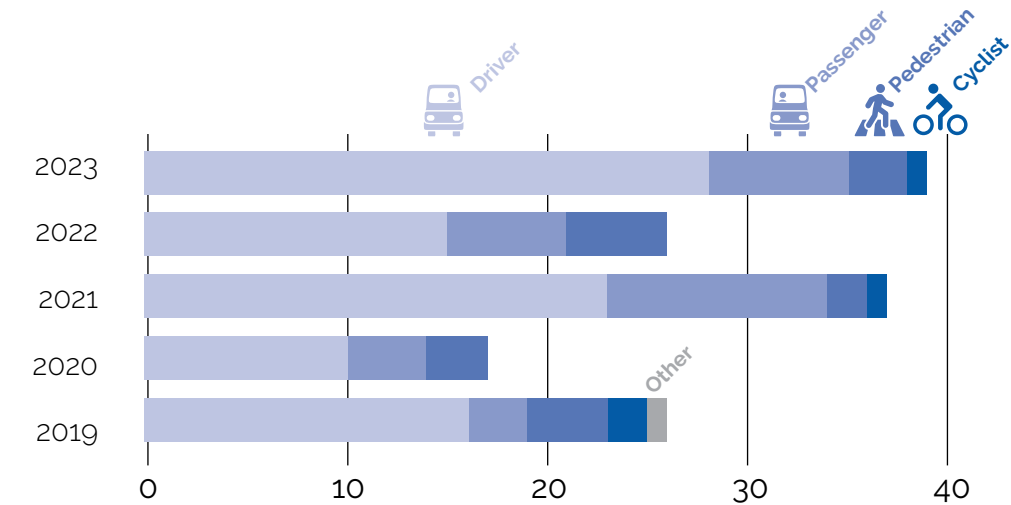


FIGURE CM2 Crashes in Salina Resulting in Fatalities or Serious Injuries by Road User Type Affected
Source: ITSMR

Walkability and Bikeability

Less than half of the community survey respondents said they feel their community is walkable and bikeable. Respondents also stated that the condition and quality of sidewalks and roads is the most common challenge (69%) for pedestrians and cyclists. Many neighborhoods lack consistent sidewalks in areas that would otherwise be conducive to walking from residential neighborhoods to commercial centers. Few dedicated bike lanes exist, making cycling uncomfortable and unsafe. While many of the Town's roads could support shared streets, there is little traffic calming infrastructure to make sharing the roadway comfortable for people outside of cars. According to survey responses, pedestrians feel unsafe at certain intersections, even when they have a walk signal. Respondents also expressed a lack of destinations to walk or bike to, and some feel the area is overlooked compared to places like Syracuse in terms of investment and beautification.

Complete Streets

In 2011, New York State established the Complete Streets Act (Chapter 398, Laws of New York), requiring state, county, and local agencies to consider the convenience and mobility of all users when developing transportation projects to receive state and federal funding. Complete Streets are designed to prioritize the safety and accessibility of not only drivers, but all road users - including people of all ages and abilities. Examples of Complete Streets can be found throughout the City of Syracuse, featuring dedicated infrastructure for active transportation and traffic calming measures like bicycle lanes, enhanced crosswalks, islands to shorten pedestrian crossing distances, and narrower travel lanes.

Household Vehicle Access

The Bureau of Transportation Statistics estimates the cost of car ownership to be approximately \$12,000 a year as of 2024. For many working-class residents, that is a significant expense.

Just under 1 in 10 households in Salina do not have access to a vehicle, and over half of Salina households have access to less than 2 vehicles. Although the Town has the lowest percentage of households without a vehicle compared to the village, county, and statewide statistics, Salina households have less access to vehicles overall compared to neighboring communities (Figure X). The average household size in Salina is approximately 2.2 people; however, more than half of households only have access to one vehicle or less. The Town needs viable options for residents to get around when a car is not available.

\$12,000:
annual cost of
car ownership
per household
in 2024
Source: Bureau of Transportation Statistics

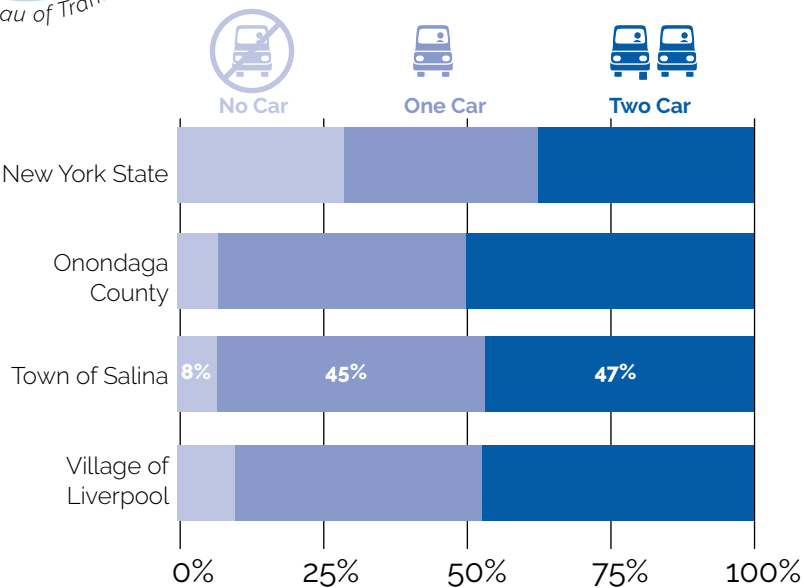


FIGURE CM3 Household Vehicle Access
Source: US Census ACS, 5-year, 2022

Salina's major commercial corridors (i.e. Route 11, Old Liverpool Road, 7th North Street) lack facilities and infrastructure to function as strong multimodal corridors.

Brewerton Road serves as the Main Street of Mattydale, with the iconic Hollywood Theatre and various popular restaurants. This major corridor can be strengthened by incorporating elements that make it easier for people to access their

favorite businesses. This image shows a lack of road crossings and sidewalks. In other words, pedestrians have no safe way to move around. The corridor is also lacking street trees to shelter pedestrians from the elements and provide shade.



Route 11 & Phalen Street

The intersection of Brewerton Road and Molloy Road is deteriorating, with uneven crosswalks that could be difficult to cross for pedestrians with mobility impairments. Additionally, bus stops lack sidewalks that lead to them, shelters, and other dedicated safety and accessibility infrastructure.



Route 11 & East Molloy Road

In this corridor, Route 11 is divided by a landscaped median. With the proper crosswalks, medians like this one make it safer for pedestrians to cross wide, multiple-lane highways, as they shorten the time spent on the road. Installing more frequent crossings, sidewalks, shade trees, and other pedestrian-oriented infrastructure will ease mobility concerns for residents and visitors in this staple Mattydale corridor.



Route 11

Public Transit

The map below shows the mobility corridors proposed for long-term development in Plan Onondaga. Existing and newly proposed routes connect residential areas to employment opportunity areas and open space systems (Figure CM4). Investing in public transit corridors will contribute to community mobility on both municipal and county levels.

Public transit coverage in the Town of Salina is strong, with 17 Centro routes that pass through the Town, covering all major commercial corridors. However, there are only two Park-N-Ride locations within the Town, and bus stops frequently have limited or no signage, no amenities, and significant accessibility barriers. Additionally, service is infrequent for several routes. These issues make access to the routes challenging and many residents are unaware of transit service due to lack of clear signage and/or transit amenities.

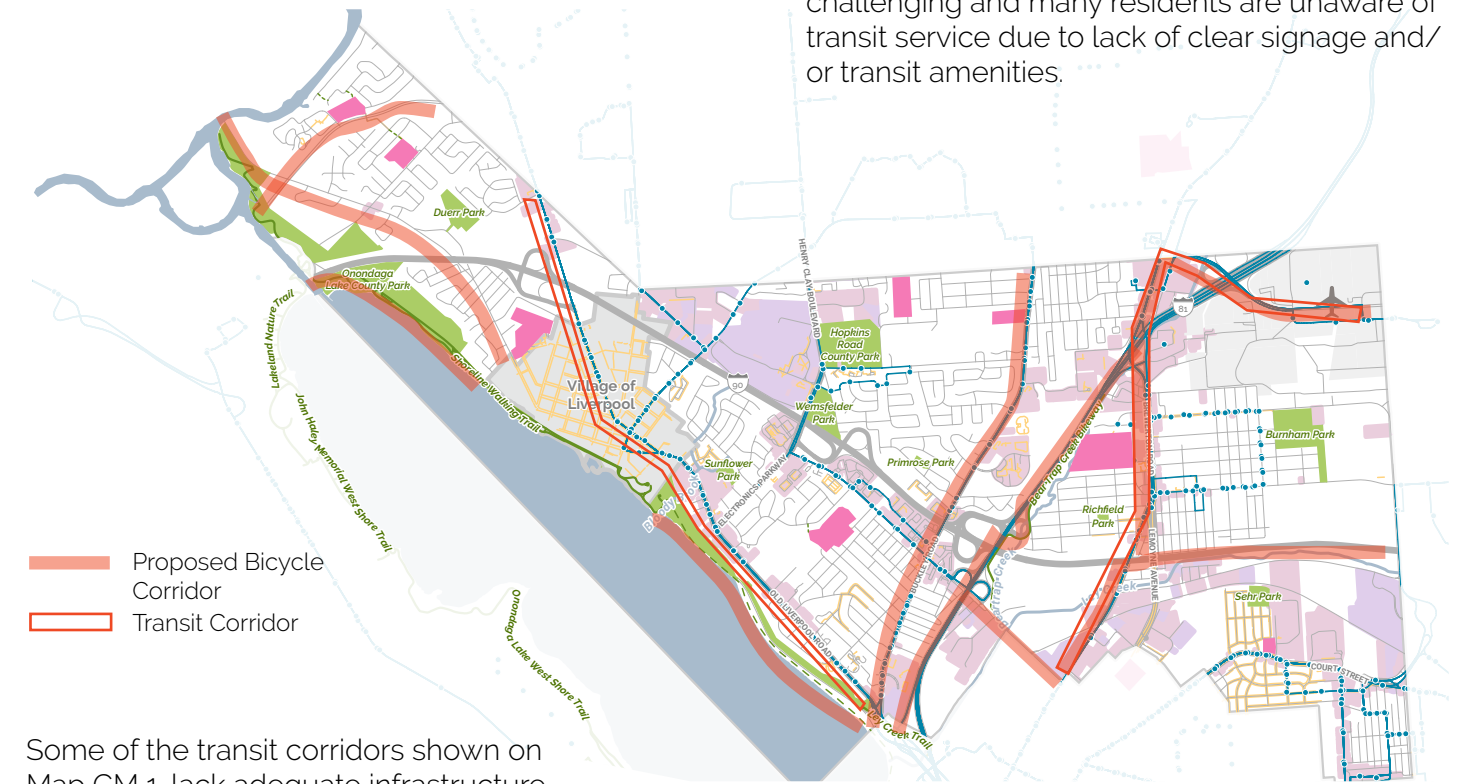


Figure CM4 Plan Onondaga Mobility Corridors

Source: Onondaga County GIS Parcel Database, Plan Onondaga

Some of the transit corridors shown on Map CM 1. lack adequate infrastructure and signage. For example, transit stops in Salina are frequently marked as handicap accessible yet are located on grass, without sidewalk connections, crosswalks, or protection from fast-moving traffic or a curb for separation. Additionally, the small nature of the signs make it difficult to see bus stops given the signs are currently the only indication that a stop exists.



7th North Street



Route 11



Beechwood Ave.

Survey respondents indicated they do not use public transportation in Salina for a variety of reasons, including inconvenient routes, inadequate and inconvenient schedules, poor stop locations, or not knowing enough about it to feel comfortable. Some residents stated they do not use public transit because they have safety concerns, while others are elderly and/or handicapped and are worried about accessibility.

Bike and Pedestrian Networks

In 2020, the Syracuse Metropolitan Transportation Council (SMTC) identified 30 Priority Zones for pedestrian improvements, identifying places of low to high pedestrian demand within the County. Six of the 30 Priority Zones identified are in the Town of Salina (Figure CM 1). The six zones include some of the Town's major commercial corridors where increasing multimodal accommodations would benefit local businesses and consumers alike by providing access to everyday necessities and amenities. The priority zones include schools, community centers, post offices, libraries, grocery stores, and pharmacies – all of which support the daily needs of residents.

The priority zones that SMTC identified within the Town of Salina are:

- Portion of Old Liverpool Road leading into the Village of Liverpool
- The neighborhood south of John Glenn Boulevard, near schools, grocery and convenience stores, and a pharmacy
- Pitcher Hill, near two schools and a residential neighborhood

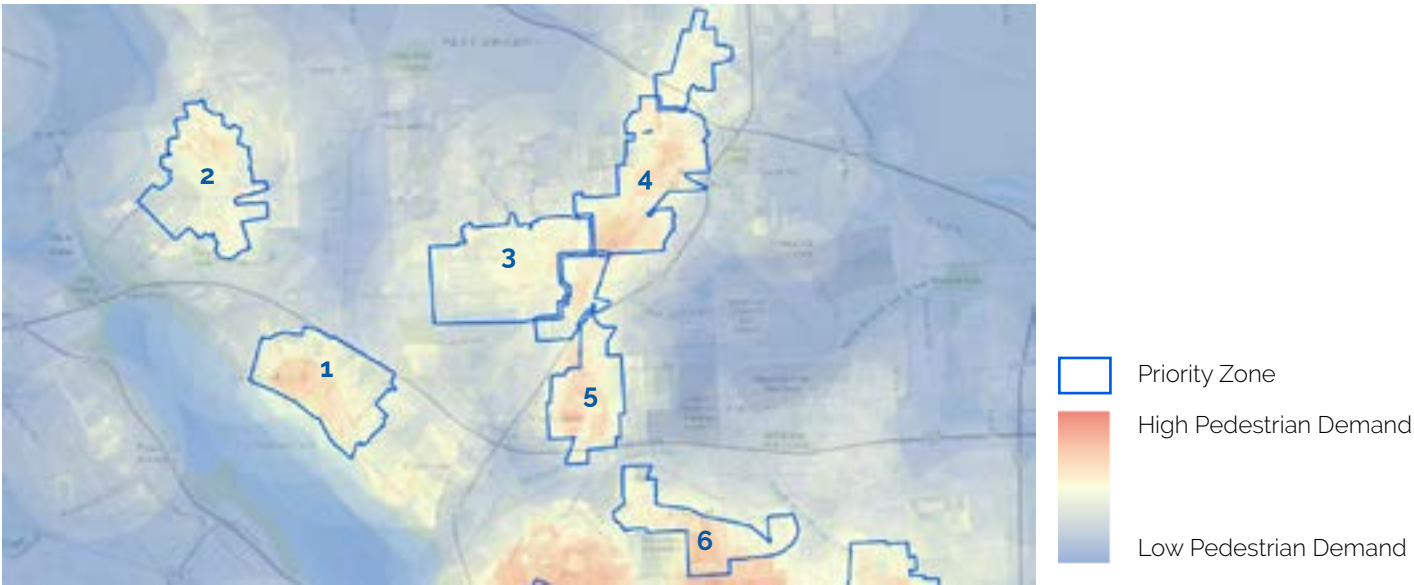


FIGURE CM 5 SMTC Priority Zones for Pedestrian Improvements in the Town of Salina

Source. Syracuse Metropolitan Transportation Council

- Route 11/Brewerton Road North of I-81, near stores and commercial uses
- Route 11/Brewerton Road in Mattydale, near schools, stores, post office, libraries, and community centers
- Court Street and surrounding residential in Lyncourt

SMTC's Bike Suitability Map of Greater Syracuse (2020) indicates that many of Salina's major commercial corridors rank "Fair" in terms of vehicle speeds, traffic volume, and separation between bikes and vehicles. In areas with "Good" and "Excellent" bike suitability ratings, cyclists experience moderate or slow car speeds and some separation from vehicles (Figure CM 2). Richfield Boulevard is the only street identified as "Excellent" on the map that falls within the Town of Salina, as it serves as a connection to the Bear Trap Creek Bikeway. This indicates that other low-traffic, residential streets in Mattydale may also be suitable for active transportation, and the Town can emphasize that in future transportation planning.



Figure CM 6 SMTC Bike Suitability Map

Source. Syracuse Metropolitan Transportation Council

Improving multimodal options in the Town of Salina's transportation corridors has been a topic of interest for multiple studies. In 2013, the Bicycle Commuter Corridor Study outlined a multi-jurisdictional bicycle commuter corridor network linking residential areas with major employment centers in multiple jurisdictions. In Salina, the study suggests extending the Bear Trap Creek Trail north into Clay along the easternmost northbound lane of US 11 and South Bay Road. The study also recommends shared roadways along Richfield Boulevard, Le Moyne Avenue, and Elbow Road, all of which are still relevant to Salina today.

Mattydale presents multiple opportunities for shared roadways to facilitate community mobility and connection on residential streets. Pedestrian and bicycle infrastructure on Richfield Boulevard, along with improvements to its Bear Trap Creek entrance, would strengthen a key multimodal route from Richfield Park and the surrounding neighborhood all the way to Mattydale Plaza. Similarly, installing sidewalks on residential streets between Burnham Park and the new Salina Community Center on the Route 11 corridor (e.g., Campbell Road, Earl Avenue, etc.) will facilitate mobility and allow the neighborhood to support higher-density development.

The 2022 US 11 Mattydale Mobility Study focuses on improving mobility and land use in the Town of Salina's Mattydale neighborhood. Mattydale has experienced an increase in the

number of vacant commercial buildings, lots, and shopping plazas over the past decade. Mattydale residents are traveling longer distances to shop as local access to goods and services decline. This study found opportunities to improve community connectivity and accessibility in Salina, including adding bicycle lanes, reducing traffic volume, reducing speed, and prioritizing opportunities to enhance public transportation amenities throughout the Mattydale corridor. Similarly, Plan Onondaga recommends a mixed-use town center along Route 11 in Mattydale. To achieve this, unique transportation network connections must be utilized to overcome barriers created by highways and enable residents to move through their communities safely.



Entrance to Bear Trap Creek Bikeway from Richfield Blvd

Community Mobility Finding 3

Salina has opportunities to create low-traffic shared streets within neighborhoods that are safe and comfortable for people outside of vehicles while providing multimodal connections to the Town's commercial centers.

Commuting Mode

Most workers in Salina drive alone in cars to work (79%), followed by those who work from home (9%) or carpool (8%) (see chart below). Walking, biking, and public transit are utilized for only approximately 2.1% of commuter trips. These trends align with commuter trends in Liverpool and Onondaga County, which all outpace New York State considerably for individuals driving alone. Based on survey responses, the share of commuting modes

in the Town is partially the result of a lack of multimodal components on local roadways. People who like to walk, bike, or use other forms of active transportation may not feel safe doing so given the current infrastructure. Making alternative forms of transportation viable would allow people to choose the mode of transportation that is most appropriate and preferred for their specific trip.

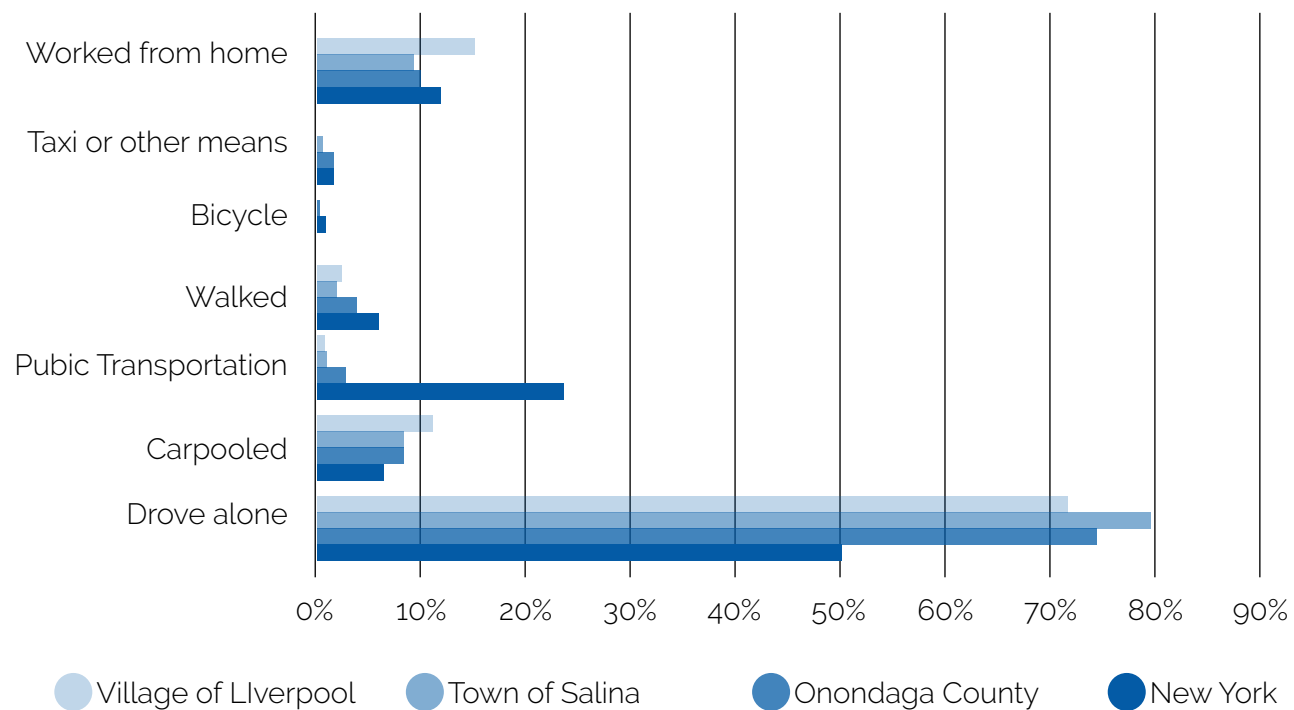


Figure CM7 **Commuting Mode**

Source: U.S. Census Bureau of Transportation Statistics, Daily Mobility Statistics, Onondaga County, March 2024

In addition to the regional transportation connections in Salina (e.g., major highways, Centro routes, and the airport), Salina's local transportation network greatly impacts people's daily lives. Almost three-quarters of Salina residents travel less than 10 miles to work. Additionally, according to data from the Bureau of Transportation Statistics, approximately 29% of all trips in Onondaga County are less than one mile, and 52% are less than 3 miles. Communities in Onondaga County should focus on converting these trips into alternative forms of transportation to reduce traffic, emissions, and wear-and-tear on local roads.

	Count	Percentage
Total Jobs	16,044	100%
Less than 10 miles	11,500	71.7%
10 to 24 miles	1,086	6.8%
25 to 50 miles	814	5.1%
Greater than 50 miles	2,644	16.5%

Figure CM 6 **Distance from Home Census Block to Work Census Block**

Source: U.S. Census Bureau, Center for Economic Studies, LEHD

	Count	Percentage
Total Daily Trips	2,357,816	100%
Less than 1 mile	69,016	23.0%
1-3 miles	543,426	23%
less than 3 miles	1,233,591	52.3%

Figure CM 7 **Onondaga County Trip Length**

Source: U.S. Census Bureau of Transportation Statistics, Daily Mobility Statistics, Onondaga County, March 2024

Street Network

Many of Salina's neighborhoods are built on a grid system with interconnected streets and few cul-de-sacs that experience low traffic volumes. This interconnectivity enhances the potential for shared streets that are safe and welcoming for people outside of vehicles.

Most of the Town's schools are located within residential neighborhoods, where children walk to school via streets without sidewalks and informal paths. Residential streets near schools and commercial centers may benefit from filtered permeability designs to discourage cut-through vehicular traffic and reduce speeding. Filtered permeability street designs allow people walking and biking to pass through with ease, while restricting vehicle access. This can look like concrete barriers that divert vehicles while allowing other modes to filter through, speed bumps, or one-way streets. These and other simple infrastructure upgrades can contribute to quiet, comfortable residential streets that can support all users.

In contrast, heavy traffic, particularly truck traffic, is largely concentrated on State and County roads such as I-81, I-90, Route 45 (7th North Street), Route 137 (Old Liverpool Road), and Route 370 (Onondaga Lake Parkway). These large, busy highways limit connectivity between Salina's neighborhoods, and the Town should collaborate with state and county transportation entities to ensure safe, accessible crossings for non-motorized users.

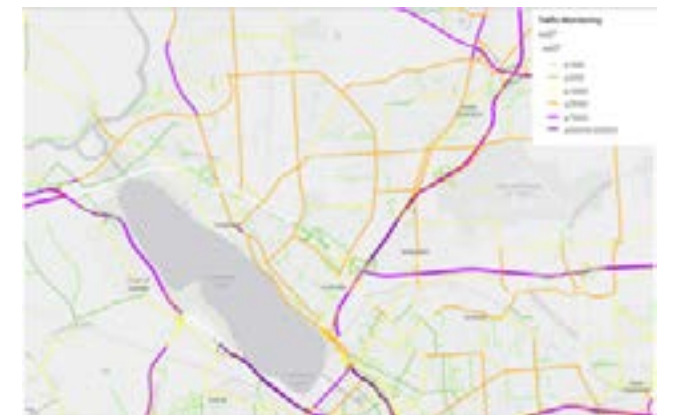


Figure CM 8 **Average Annual Daily Traffic**

Source: NYS DOT

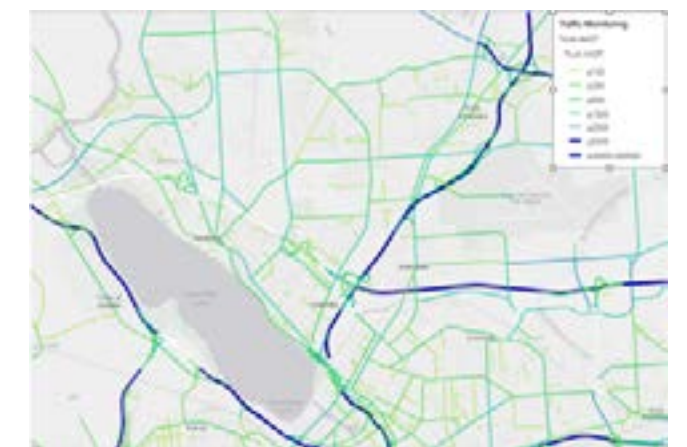


Figure CM 9 **Truck Average Annual Daily Traffic**

Source: NYS DOT

Community Mobility

Ensure a safe transportation system with a variety of options to serve the needs of all Town of Salina residents and visitors.

Goal 1 Increase road safety and comfort to ease travel for all users.

Residents expressed concerns through the community survey about safety while traveling outside of a vehicle. These concerns are supported by recent data about crashes within the Town. Infrastructural and programmatic improvements to slow/reduce vehicle traffic in residential neighborhoods will ease travel for all users.

Strategy	Description
3.1.1. Implement traffic calming and roadway designs that encourage slower speeds.	Slower speeds are proven to reduce the number and severity of crashes. Research from the National Highway Transportation Safety Administration has shown the most effective way to reduce speed in communities is through traffic calming and roadway designs that discourage speeding and encourage drivers to pay attention to their surroundings. The Town of Salina can implement these changes on locally owned roads and can collaborate with NYSDOT and Onondaga County to implement traffic calming on State and County roads.
3.1.2. Educate the public on transportation network safety/etiquette.	Road user behavior is a common contributing factor to unsafe roadways. The Town should work with local partners and organizations like the Governors Traffic Safety Committee (GTSC) to educate the public about their responsibility to share the roads safely will help improve safety.
3.1.3. Increase enforcement of traffic laws throughout the Town.	Increased enforcement around traffic laws will help to create a culture of safe transportation practices within the Town.
3.1.4. Work with SMTC and NYSDOT to adopt a Town-wide speed limit of 25mph and identify streets that may be exempt (Ex: Route 11).	Slower speeds are proven to reduce the number and severity of crashes. New York State recently passed legislation that allows municipalities to reduce municipal speed limits to 25mph and early adopters are seeing reductions in crashes and lower crash severity.
3.1.5. Develop and adopt a Complete Streets Policy and Complete Street Design Guidelines to ensure the needs of all road users are considered in future transportation network development and regular maintenance projects.	Adopting an official Complete Streets policy with supporting design guidelines will ensure that the needs of all road users of all abilities are considered when roads are built or maintained throughout the Town.

3.1.6. Establish a network of pedestrian/bicycle-friendly streets on low-traffic local roads.

Installing active transportation signage and infrastructure (e.g., shared-lane markings, traffic calming, signage, etc.) will make neighborhood streets more user-friendly.

3.1.7. Consider using filtered permeability and/or limiting access for vehicles on certain neighborhood streets.

Reducing cut-through traffic on residential streets will enable safe, shared roadways and quiet, livable streets.

Goal 2 Strengthen accessibility and connectivity in Salina's commercial centers by installing multimodal infrastructure.

Updated infrastructure (e.g., sidewalks, bike lanes, enhanced crosswalks) is necessary for making getting around outside of a vehicle a more viable option while creating an accessible, safe transportation system for those who live and work in Salina.

Strategy	Description
3.2.1. Coordinate with local and regional partners to advance the recommendations from Plan Onondaga, the 2022 Mattydale Mobility Study, and the 2013 Bicycle Community Corridor Study.	These completed studies make the Town of Salina eligible for funding to implement their recommendations. Several regional partners have an interest in advancing these studies, and the Town can work with these groups to make improvements to roads within the Town.
3.2.2. Partner with SMTC to develop a program modeled after Syracuse's Community Streets program.	These projects will allow the Town to experiment with temporary improvement installations along commercial corridors to test before investing significant funds in permanent improvements. This allows the Town to operate with more flexibility with regard to local road designs by reducing the costs needed to make small improvements.
3.2.3. Identify and secure external funding for sidewalk improvements and extensions.	External funding and support for these improvements will make achieving community mobility more feasible.
3.2.4. Develop a permanent capital improvement program – like creating a sidewalk or active transportation taxing district – to cover long-term maintenance and improvements on corridors with existing facilities.	External funding is widely available to develop new multimodal transportation connections; however, maintenance funds are harder to come by. Existing infrastructure must be maintained, which requires consistent local funding.
3.2.5. Promote the installation of EV charging stations at commercial destinations.	Accommodating the needs of all residents, employees, and visitors will strengthen accessibility of Salina's commercial areas.

3.2.6. Establish street design standards for commercial corridors and mixed uses that can be integrated into the Town's zoning laws and/or site plan review requirements.	Design standards and form-based zoning codes make visualizing future development clearer and regulations easier to understand, especially when it comes to mixed-use and multimodal corridors. By establishing street design standards within the zoning code, the Town can collaborate with developers to ensure new developments have street designs that accommodate the needs of diverse road users.
3.2.7. Promote amenities – like bicycle parking, benches, street trees, etc. – that make travel more comfortable and convenient for non-motorized road users.	Making the transportation network conducive to users outside of a car will encourage alternative forms of transit. People getting around outside of a vehicle are less likely to patronize local businesses if there are no places for them to park their bicycles, sit down to rest, and no shelter from sun and other elements.

Goal 3 Enhance public transit within Salina. <i>Salina is lucky to have public transit routes throughout the Town, providing residents access to downtown Syracuse and the surrounding region. Improvements to strengthen this part of the transportation network could increase the popularity of buses, saving people money and producing less emisisions.</i>	
Strategy	Description
3.3.1. Collaborate with Centro to improve conditions at existing stops and promote transit visibility in the Town.	Improving public transit infrastructure, adding amenities, and increasing awareness will promote ridership in Salina.
3.3.2. Update zoning to allow for density bonuses within ¼ mile of all transit stops along commercial corridors.	Supporting public transit often depends on the density of people who can walk to a transit stop. Allowing higher density in proximity to transit stops – also known as transit-oriented development – lets developers take advantage of public infrastructure while supporting the viability of transit locally.
3.3.3. Reduce parking requirements along commercial corridors to allow for infill development and a density of destinations to promote walkability.	Increasing density and walkability of commercial corridors will increase public transit accessibility and ridership.
3.3.4. Continue to monitor ridership with Centro to identify opportunities for increased transit service in the Town.	Being aware of ridership can help to identify barriers to public transit.

Goal 4 Increase connectivity between neighborhoods and commercial centers. <i>Salina is divided by major roadways, causing people who live a short distance from local amentities, goods, and services to have to drive to their destinations. Increasing connectivity will physically unite Salina and its community.</i>	
Strategy	Description
3.5.1. Establish multi-use trails where vehicle connections are lacking.	Alternative transportation pathways could open new connections in Salina, giving residents more access to the goods and services Salina has to offer.
3.5.2. Identify opportunities for pedestrian cut-throughs at dead ends, between neighborhoods, and between commercial uses to promote direct travel paths for pedestrians. Work with landowners to formalize these pathways.	Dead ends and culs-de-sac typically exist to limit through traffic from vehicles; however, these treatments also significantly hinder walkability by making pedestrian trips much longer. Giving pedestrians direct access through these areas promotes walking and increases foot traffic.
3.5.3. Adopt policies within the Town zoning code that promote pedestrian access routes, cut-throughs, and direct paths from residential neighborhoods to commercial areas and everyday services.	Incorporating community mobility and accessibility into the Town's zoning will ensure future redevelopment promotes connectivity for non-vehicular users.



Greenways & Blueways

Vision

Invest in public parks and strengthen connections to Onondaga Lake and its tributaries to promote development that consistently enhances the character and livability of the Town of Salina.

Goals

- 1 Identify ways to improve the Town's trail network and update existing trails.
- 2 Promote the existing trails and recreation resources in the Town.
- 3 Build coalitions between community members and regional partners to identify, acquire, and conserve properties.

Why Plan for Greenways & Blueways?

COMMUNITY SURVEY RESULTS



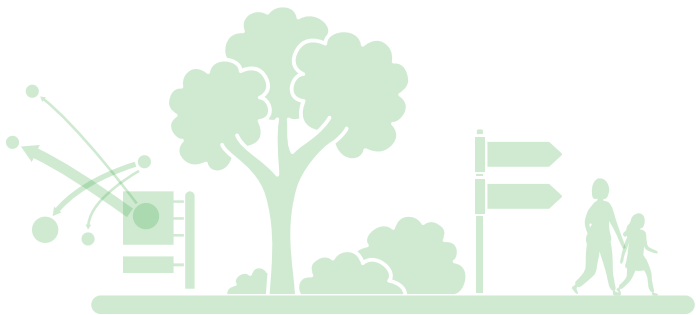
69% of survey respondents feel that developing greenway trails would benefit the Town of Salina.

66% of survey respondents think the Town would benefit from improving waterfront access and supporting water-based recreational activities.



Access to greenways and blueways is valuable for community health and well-being.

Salina's greenways and blueways offer opportunities for outdoor activities such as walking, running, biking, fishing, and kayaking. Urban green spaces have been proven to reduce stress and anxiety, and as a largely developed municipality, this access to nature is invaluable.



Salina has many parks and trailways that, if connected, could create a multimodal transportation and recreation network throughout the Town.

Pathways along a creek, over a river, or through a park offer alternative routes from residential neighborhoods to commercial centers. Local trails, like the Bear Trap Creek and Loop the Lake trails, have the potential to increase their connectivity and public appeal by developing extensions and adding wayfinding signage. Onondaga Lake and the Seneca River provide the Town with waterfront access and additional opportunities for expanding recreation.



The local economy benefits from investing in greenways and blueways.

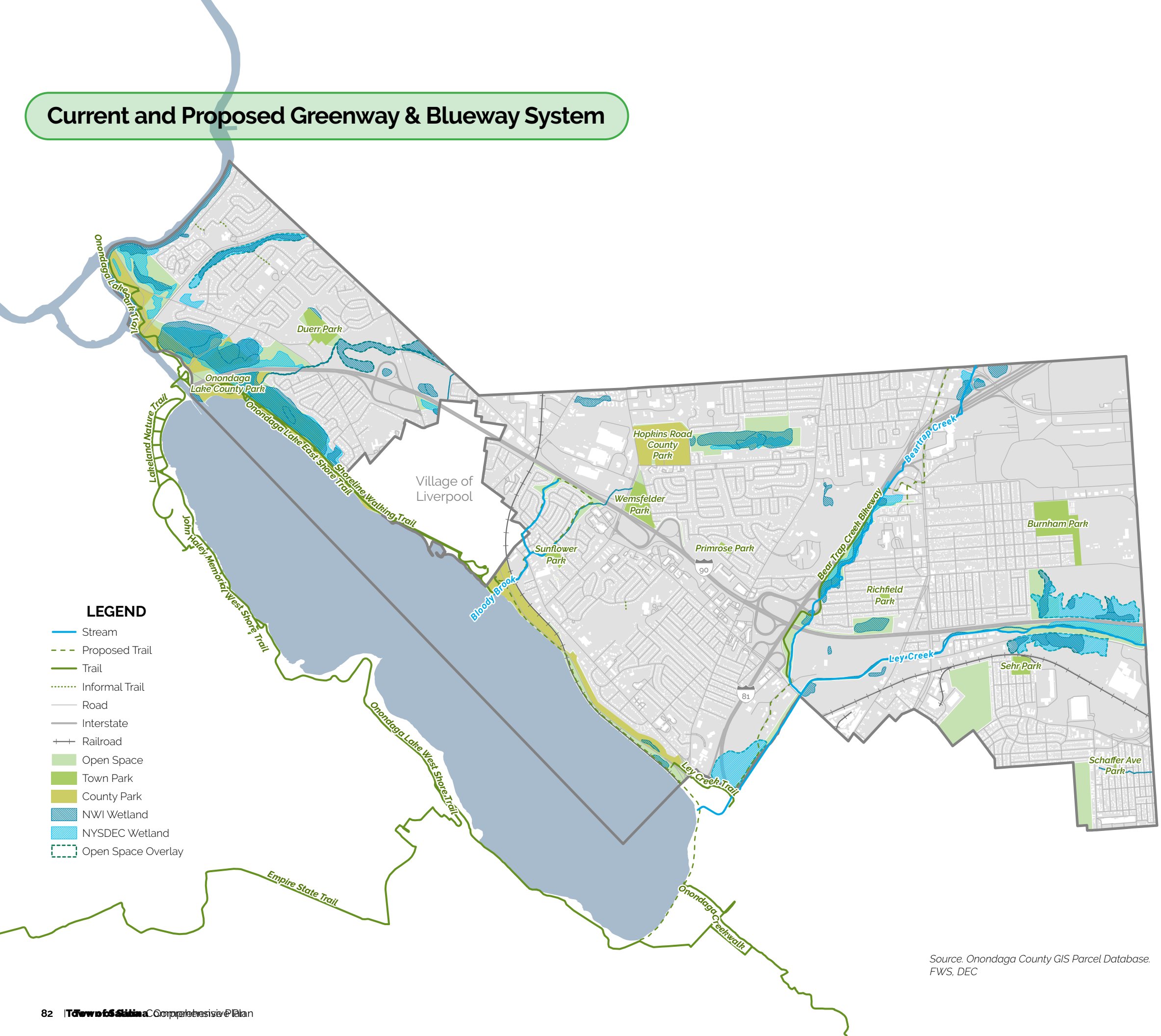
Strengthening greenways and blueways can positively affect the economy, as recreational opportunities help attract employers and tourists to the area, particularly when greenways and blueways are well connected to strong centers. As the quality of Onondaga Lake continues to be restored, it is once again becoming a focal point of the area, and Salina has an opportunity to center its water resources among its greatest assets.



Maintaining greenways and blueways plays a role in ecosystem conservation and hazard mitigation.

Most of Salina's undeveloped green spaces are wetlands, and the 2019 Onondaga County Hazard Mitigation Plan identified 16 Salina properties within the National Flood Insurance Program (NFIP) 1% Flood Boundary. The Hazard Mitigation Plan recommends continuing to define and understand Salina's vulnerabilities and areas to implement hazard mitigation strategies to enhance Salina's overall resilience. Preserving these wetland areas could support ecosystems and mitigate flood risks while providing Salina residents access to nature.

Current and Proposed Greenway & Blueway System



Greenways & Blueways Findings

Greenways and blueways are corridors of open space or waterways that incorporate natural, cultural, and scenic features. Greenways and blueways are places for recreation, areas for the community to gather outdoors, and can promote economic prosperity. They work together to enhance quality of life and provide a connective system outside traditional roadways. The greenways and blueways of Salina provide opportunities for active transportation connections and recreation, as well as preserving natural areas and supporting biodiversity. Additionally, prioritizing the development and maintenance of recreational spaces and infrastructure facilitates safe and equitable access to Town resources.

Finding 1
Salina has opportunities to build out its trail system and connect fragmented trails to support recreation and safe multimodal connections to key destinations.

Finding 2
Many undeveloped parcels in the Town have limited development potential due to the presence of wetlands, floodplains, and/or a legacy of industrial contamination. These areas present an opportunity for conservation and new trail connections.

Source: Onondaga County GIS Parcel Database, FWS, DEC

Salina has opportunities to build out its trail system and connect fragmented trails to support recreation and safe multimodal connections to key destinations.

The Bear Trap Creek Trail is a creekside trail in the heart of Salina with the potential to complete an essential greenway corridor. The trail starts at 7th North Street and Ley Creek Drive and follows I-81 north to the Mattydale Shopping Center, where the trail lets out into the parking lot. The northern trailhead currently lacks adequate signage and infrastructure to make it a safe and aesthetically pleasing trail access point. Paving the entrance and adding a trail map would help to orient users and make the trail more accessible.

From its 7th North Street entrance, extending the Bear Trap Creek Trail south along Ley Creek would allow for a connection to the Loop the Lake trail at Murphy's Island nature preserve (Figure GB1). The Loop the Lake Trail is an ongoing effort led by Onondaga County, executed in collaboration with NYS, the City of Syracuse, and the surrounding towns to create a trail that loops the perimeter of Onondaga Lake. A large portion of the trail is in the Town of Salina, making the Town's support an integral piece to completing the trail and adding to the region's trail network.

A connection from the Bear Trap Creek Trail to the commercial corridor on Brewerton Road and South Bay Road would enable Mattydale residents to access stores and restaurants without a car. A two-way multimodal path, complete with wayfinding signage, would provide a safe way for pedestrians and cyclists to navigate I-81, Route 11, and surrounding areas lacking sidewalks and other multimodal infrastructure (Figure GB 1).

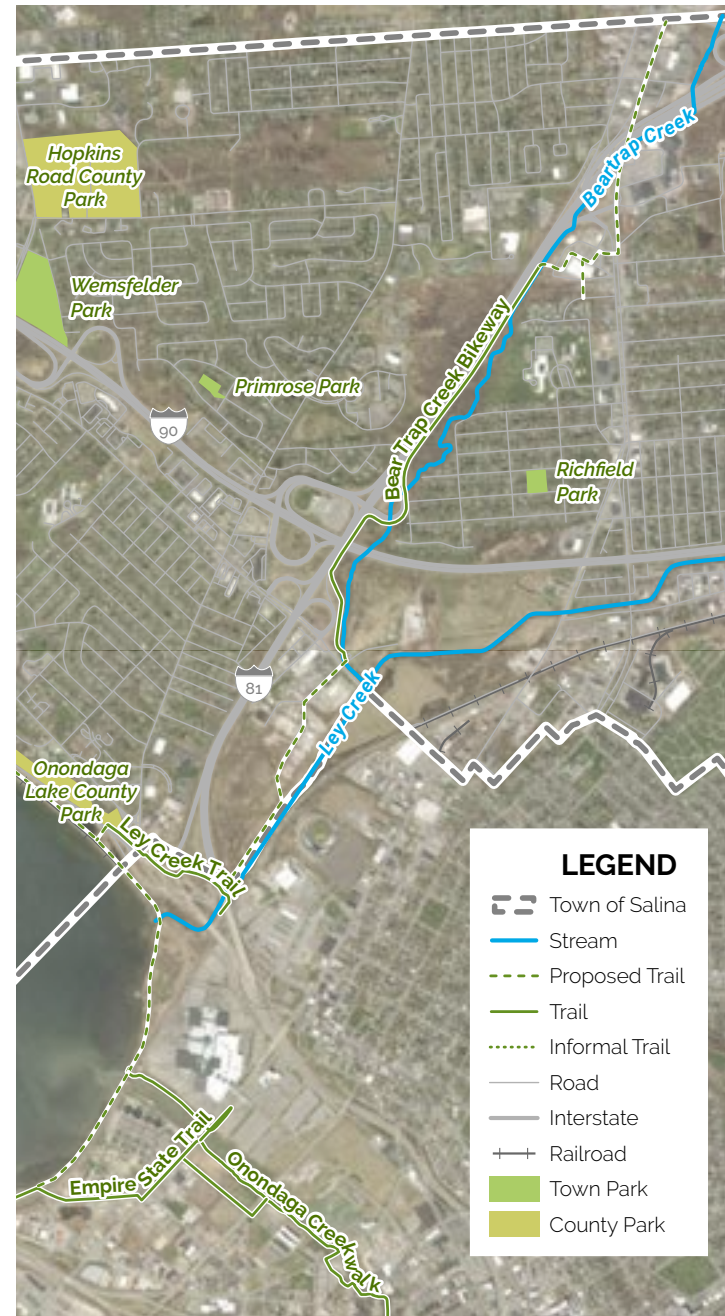


FIGURE GB 1 **Beartrap Creek & Proposed Extension**



Beartrap Creek Northern Trailhead at K-Mart Plaza



Beartrap Creek Trail

The images in Figure GB 2 below were included in the Syracuse Metropolitan Transportation Council's (SMTC) U.S. 11 Mattydale Mobility Study, which was published in 2022. These conceptual drawings show potential redevelopment schemes for parcels adjacent to Route 11. The schemes include parkign lots, on-street parking, sidewalks, crosswalks, shared use paths, and building

placement. These drawings were created to solicit community feedback, rather than as recommendations about future land development.

The drawings provide a helpful illustration of a potential northern extension of the Beartrap Creek trail, as it could appear as these areas are redeveloped in the future.



Mattydale Shopping Center



Roxboro Road



Northern Lights Plaza

FIGURE GB 2 **SMTC US11 Mattydale Mobility Study Concepts**

Richfield Boulevard presents another opportunity for a new multimodal connection to the Bear Trap Creek Trail. This extension would branch off from the main trail at the corner of Richfield Boulevard and Gould Place, heading east to Richfield Park. Designating Richfield Park as a new trailhead would expose Salina's trail network to a broader array of residents and make the trail more widely accessible.

The Town of Salina can work with the Village of Liverpool to complete a safe, walkable on-road connection between Old Liverpool Road, Onondaga Lake Park, and the future Loop the Lake Trail. Currently, Onondaga Lake Parkway has no pedestrian infrastructure south of the intersection with Old Liverpool Road and Oswego Street. A continuation of sidewalk infrastructure between Old Liverpool Road and the entrance of Onondaga Lake Park and the Bloody Brook outlet would make getting to the park easier.



FIGURE GB 3 **SMTC Concept: Mattydale Commons**

Bloody Brook opens opportunities for potential connections between the waterfront and residential neighborhoods in Greater Galeville, just outside the Village of Liverpool. Just upstream from its outlet into Onondaga Lake, two forks of the brook converge into one. One branch flows from the northeast past Sunflower Park and the other branch comes from the northwest, crossing beneath Floradale Road, Sunflower Drive, and Brookview Lane. Both tributaries extend north to the NYS Thruway. A trail following along each fork of Bloody Brook would link residents just south of the Thruway to Onondaga Lake Park, a connection not currently designed to be safely walkable (Figure GB 4).



Old Liverpool Road Sidewalk Connections Needed

Greenway Destinations

Survey responses indicate the desire for additional trail connections to Onondaga Lake Park, the greater Inner Harbor area (e.g., Destiny USA, NBT Bank Stadium, CNY Regional Market, Syracuse Walsh Regional Transportation Center), parks within Salina, and Downtown Syracuse.

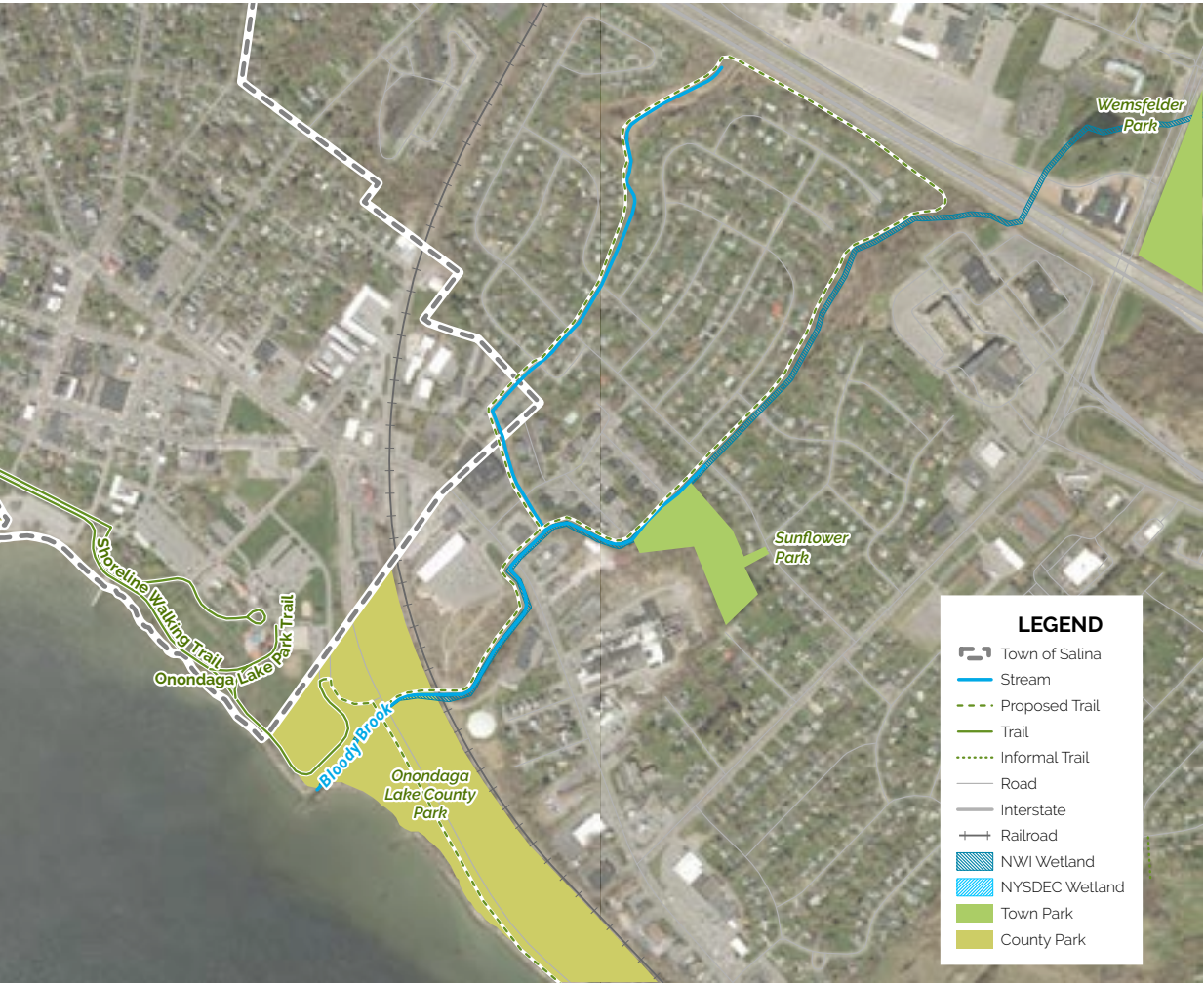


FIGURE GB 4 **Proposed Bloody Brook Trail**

Water resources are an asset that make Salina desirable. Most of the northeastern shore of Onondaga Lake borders Salina, and the Town also contains Bear Trap Creek, Ley Creek, and the Seneca River. Residents and visitors can access the various waterfronts via nature trails and parks, with Onondaga Lake Park offering the longest stretch of direct water access. Outside of the Onondaga Lake Park Boat Launch and Marina, park users are permitted to launch a personal watercraft anywhere within Onondaga Lake Park. A free kayak and canoe launch is located north of the Syracuse Chargers Boathouse on the Onondaga Lake Outlet. The launch site is ADA compliant and features two docks. From there, kayakers, canoers, and paddle boarders can venture down the Seneca River or onto Onondaga Lake.

Developing a visual brand for Salina's network of greenways, blueways, and on-road multimodal trails will make it a destination people want to experience and support. Creating an easily recognizable look will make connections between neighborhoods clear and make users feel comfortable on the trails. A consistent look and message on signage along greenways and blueways in Salina will raise visibility, awareness, and support for maintaining these natural assets.

Branding examples include informational kiosks, maps at trailheads and trail intersections, pole banners along roadways, and website pages. Town websites and social media pages are important platforms to reach a vast majority of residents. Salina can further involve residents through sponsorship recognition opportunities like bench and tree plaques, pavers, or other signage along trails. Opportunities to 'adopt-a-trail,' or sponsor a trail section with donations, can be offered to businesses and individuals who wish to support and invest in Salina's greenways and blueways. These opportunities to get involved allow Salina residents to become a part of the trail network that links their community.



Many undeveloped parcels in the Town have limited development potential due to the presence of wetlands, floodplains, and/or a legacy of industrial contamination. These areas present opportunities for conservation and new trail connections.

Open land in Salina is limited, so it is essential to preserve and use greenways and blueways to benefit the community where possible. Many of Salina's undeveloped parcels are wetlands that border Salina's waterbodies as floodplains. While they can be a development constraint, wetlands are important to protect. They naturally filter runoff and provide diverse wildlife habitats, contributing to the health and biodiversity of Onondaga Lake and its surrounding waterbodies, which years of work have gone into restoring.

Conserving wetlands is also a flood mitigation strategy. Allowing wetland areas to remain water collection zones makes property damage from flooding less likely. This form of conservation benefits the environment and could save the Town and its taxpayers money in the case of a flooding event. To use the land to its fullest potential, wetland trails can be designed to withstand potential flooding and have minimal effects on the ecosystem to provide maximum human and environmental benefits. The Town of Salina can support community members or groups who wish to care for and maintain these undevelopable greenways.

Ecological Greenways

Wetlands are an example of an ecological greenway that can be home to an array of animal and plant species. Their dense aquatic vegetation, like cattails, reed grasses, and sedges, provide habitats for nesting Red-winged and migrating warblers. Turtles, salamanders, frogs, muskrats, herons, and ducks also thrive in marshy areas.

Wetland boardwalks present an opportunity to diversify the type of recreational assets in the community. As new business developments will continue to bring workers and their families to the Central New York Region, diverse active recreation options will be a selling point for Salina.

The greenway south of the NYS Thruway along Ley Creek, identified in Plan Onondaga, is a floodplain that contains residual pollution from historical industrial actions. An expanded cleanup of the Ley Creek Portion of the Onondaga Lake Superfund site by the Environmental Protection Agency (EPA) will likely be completed over the next decade. In preparation for this long-term project, the Town of Salina should organize with Onondaga County and collaborate with the EPA to identify how Salina can supplement the EPA's remediation work. Once restored, this greenway could host a trail connection from residential neighborhoods in Lyncourt to the Loop the Lake Trail.

Onondaga Lake Restoration

The Environmental Protection Agency and the NYS Department of Environmental Conservation have coordinated the restoration of Onondaga Lake's quality over the last 30 years, after the Lake was placed on the Superfund National Priority List in December 1994. The County has heavily invested in advanced wastewater treatment and stormwater management in the years since, in addition to actions to remediate legacy contaminants in lake sediment and adjacent areas. These coordinated efforts have led to Onondaga Lake's resurgence, and the lake's northern half has consistently met state swimming requirements since 2010.

Salina's greenways and blueways host a variety of recreation opportunities. The Parks and Recreation Department manages eight parks, which total over one hundred acres of land. The parks feature playgrounds, basketball courts, tennis courts, baseball and softball diamonds, and picnic pavilions. The Town has a municipal swimming pool in each of its four wards, which provide swimming lessons and recreational programs seven days a week throughout the summer. Salina is also home to two Onondaga County Parks: Hopkins Road Softball Park and Onondaga Lake Park. Hopkins Road Park has six diamonds and hosts local summer and fall leagues on weeknights, with regional and national softball and baseball tournaments on weekends. Onondaga Lake Park consists of four main trails: East Shore Recreation Trail, Shoreline Walking Trail, Lakeland Nature Trail, and West Shore Trail. The Park encompasses Long Branch Park, Onondaga Lake Skatepark, pickleball courts, Butterfly Garden of Hope, Wegmans Good Dog Park, and the Willow Bay area, which offers non-motorized boat rentals during peak season. The Griffin Visitor Center, located in the Village of Liverpool, features a variety of family activities, including seasonal rentals of lawn game and skate park equipment.

As a result of the Syracuse area's industrial past, legacy contamination can still be found in some of Salina's greenways and blueways. The greenway south of the NYS Thruway along Ley Creek, identified in Plan Onondaga, is a floodplain with residual pollution from historical industrial actions.

Discharges from nearby factories and landfills have contaminated the soil and water with polychlorinated biphenyls (PCBs) and other hazardous substances. This area consists of four active remediation sites, including the lower portion of Ley Creek, which are listed in the Registry of Inactive Hazardous Waste Disposal Sites.

Two landfill sites, the Crouse-Hinds Landfills and Salina Town Landfill, have NYS DEC Environmental Easements, which restrict use of the land that does not align with the presence of hazardous material. According to the easement, the properties may only be used for Industrial uses as described in 6 NYCRR Part 375-1.8(g)(2)(iv).

An expanded cleanup of Ley Creek by the Environmental Protection Agency (EPA) will likely be completed over the next decade. Remediation of the upper section of the Creek (upstream of Route 11) will start in 2027, followed by remediation of Lower Ley Creek, which lets out into Onondaga Lake. The cleanup will include the excavation, capping, and removal of contaminated soil. Once restored, the open space could host a trail connection from residential neighborhoods in Lyncourt to the Loop the Lake Trail.

In preparation for this long-term project, the Town of Salina should organize and collaborate with Onondaga County and the EPA throughout all stages. Planning efforts surrounding these greenway and blueway sites should be organized in conjunction with the cleanup to identify how remediation work and greenway trail development could potentially occur at the same time.



Greenways & Blueways

Invest in public parks and strengthen connections to Onondaga Lake and its tributaries to promote development that consistently enhances the character and livability of the Town of Salina.

Goal 1 Identify ways to improve the Town's trail network and update existing trails.

Creative methods to strengthen Salina's parks and trail connections will result in various quality of life benefits to Salina residents.

Strategy	Description
4.1.1. Improve existing trailheads.	Installing new pavement, signs, and amenities will make Salina's trailheads more user-friendly.
4.1.2. Leverage on-road connections that link to parks and waterfront destinations in Salina.	Given that most land in the Town is developed, creating safe on-road connections will be essential to linking fragmented trails.
4.1.3. Apply for a Unified Planning Work Program (UPWP) planning study with SMTCC to identify on-road treatments for the town-wide trail system.	The Town can apply through the UPWP to request studies through the SMTCC. These studies are typically at no-cost to the Town and can help to further roadway-related planning and implementation projects.
4.1.4. Connect the Bear Trap Creek and Ley Creek trails south to the Loop the Lake Trail and north to Lawrence Road.	Extending a trail to the south along Ley Creek and north along Brewerton Road and South Bay Road would open up a new key multimodal transit connection through the Town. The EPA has recently announced funds to remediate the Ley Creek in the coming decade(s). The Town and the County can partner to work with the EPA to promote and develop trail connections in conjunction with the EPA's remediation work.
4.1.5. Supplement County and State efforts to complete the Loop the Lake Trail by building local connections.	Making connections to the Loop the Lake within Salina and adding on-trail amenities will require funds to strengthen the trail network as a whole.
4.1.6. Work with the Village of Liverpool to complete the connection from Old Liverpool Road to the Loop the Lake Trail via Onondaga Lake Parkway.	Cooperating with the Village of Liverpool will be needed to complete the trail that will benefit both municipalities and the region.

Goal 2 Promote the existing trails and recreation resources in the Town.

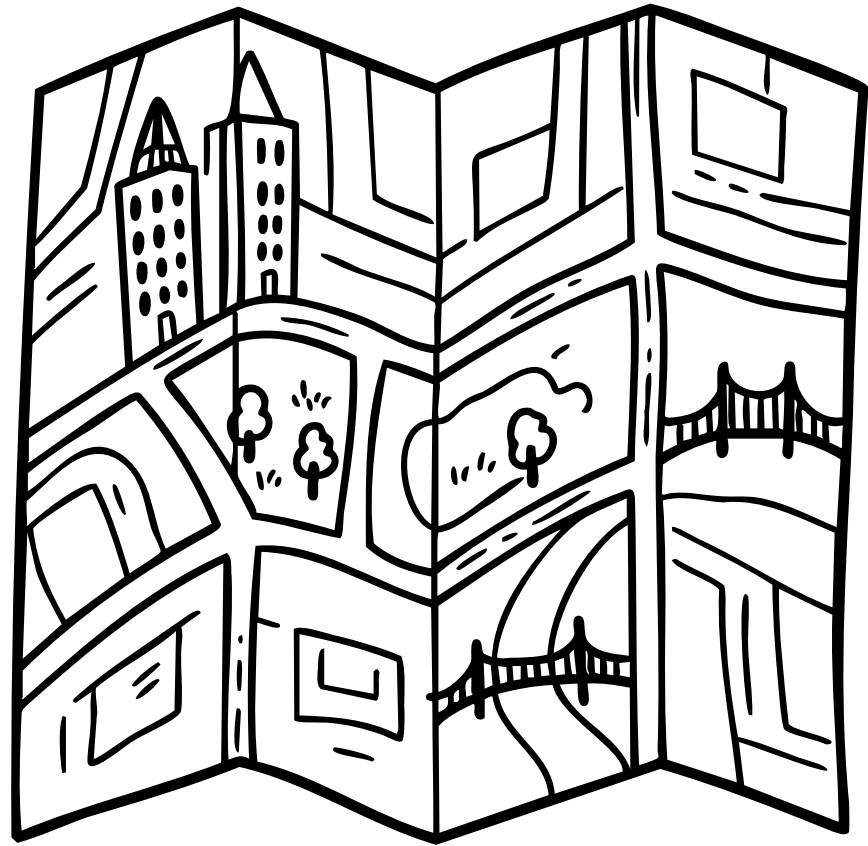
Salina has a wealth of parks and trails with local and regional connections. Leveraging them as an asset will increase usage while attracting new residents to enjoy the Town's greenways and blueways.

Strategy	Description
4.2.1. Increase awareness of and promote access to waterfront access points within the Town.	The Town can utilize its website and online presence to highlight water-related events, opportunities for recreation, and access points within Salina.
4.2.2. Implement a consistent branding and wayfinding program for all of the parks, trails, and recreational assets in the Town.	Updating signage and adding maps throughout Salina's trail network will unify the Town's trails and parks.

Goal 3 Build coalitions between community members and regional partners to identify, acquire, and conserve properties.

Green space is a public good, and Salina has limited open space for public recreation. Placing a focus on the intentional use of these areas will benefit residents on a daily basis.

Strategy	Description
4.3.1. Inventory undeveloped parcels within the town and determine feasibility for conservation and/or recreational use.	Assess potential connections and contamination levels to determine the best use for undeveloped land.
4.3.2. Identify regional groups to partner with in purchasing and conserving land.	Regional land trusts or other local groups may have the capacity and resources to appropriately utilize vacant lands.
4.3.3. Pursue funding opportunities to support landowners who want to enhance undeveloped parcels within the town for recreation.	Consider pursuing funding from the NYS OPRHP Environmental Protection Fund to purchase these lands.
4.3.4. Provide assistance to property owners by connecting them with the correct entities.	Once potential partners are identified, the Town can post resources on its website and provide guidance in making the right connections. .



Future Land Use Plan

A Future Land Use Plan is a fundamental piece of community planning. It illustrates a Town's shared vision, reflective of the diverse needs of its residents. Salina's charm comes from its unique residential neighborhoods and commercial districts as well as its access to natural areas like Onondaga Lake, the Seneca River, and Beartrap Creek. These spaces provide residents and visitors the chance to engage with their surroundings, whether that is by walking or biking through parks, neighborhoods, and pathways. The continued growth of Salina's commercial and employment centers, as well as the productive use of its residential and natural areas, will be critical to balancing future growth and development. The Future Land Use Plan lays the foundation for identifying the types of uses and locations needed to realize a desired land use pattern with meaningful spaces. While the Future Land Use Plan is not a regulatory document, it translates the Goals outlined in this plan into an illustrative vision aimed at guiding future decision-making in areas like capital improvements, maintenance, planning, infrastructure, and updates to the Zoning and Subdivision Ordinance, which serve as the regulatory tools for implementing the Plan. The Future Land Use Plan was developed using community input and analysis of existing infrastructure and other community data. It illustrates Salina's vision for long-term land use decisions, recognizing that it may take more than the duration of this Plan for the conditions shown on the Future Land Use Map (FLUM) to materialize. Regular evaluation of the Future Land Use Plan should occur to ensure it remains aligned with evolving priorities in the Town.

Purpose

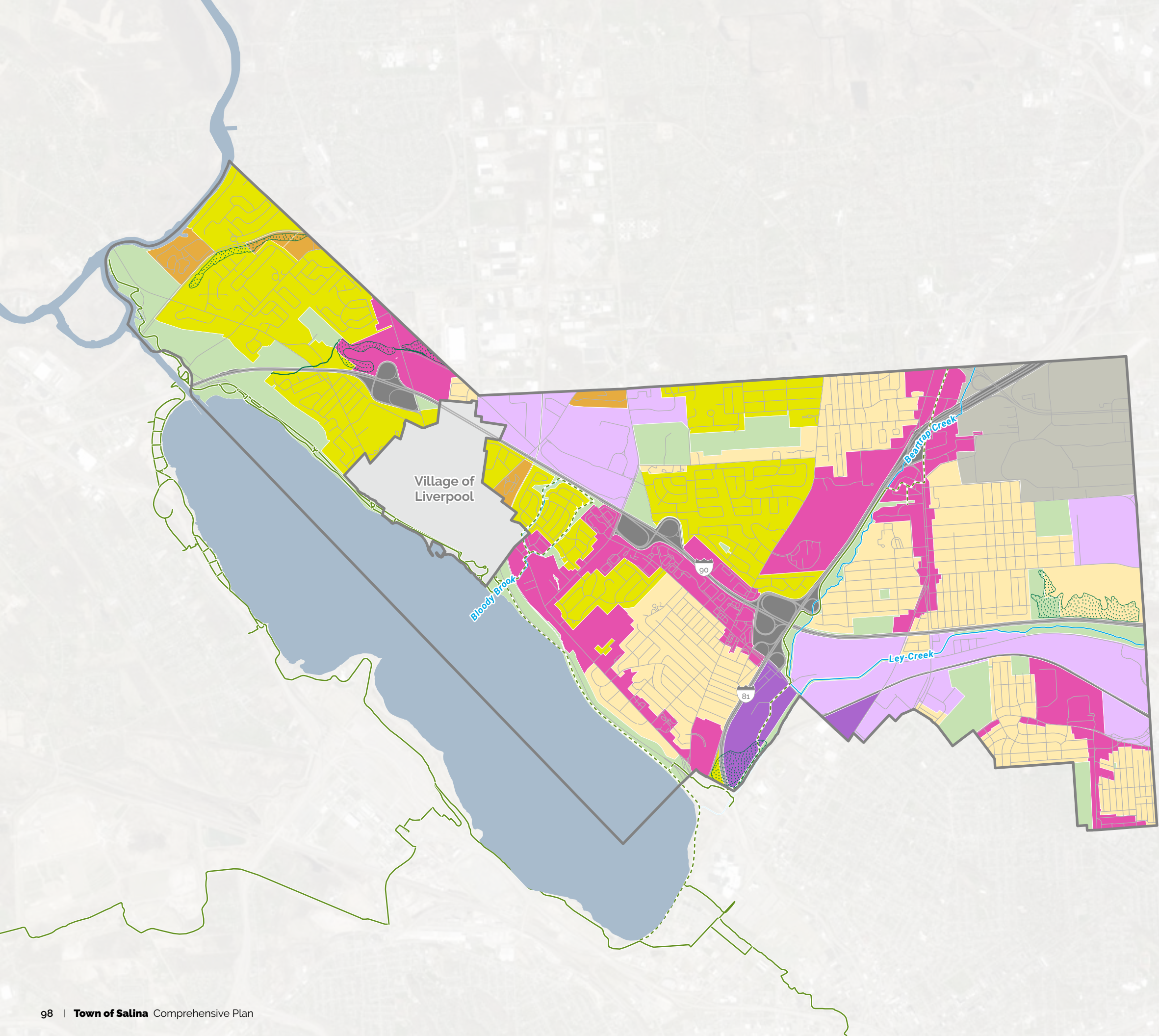
Maintain the character of the town's residential neighborhoods while accommodating mixed-use development and regional services in the Town's commercial areas.

Next Steps

- Review and revise the Zoning and Subdivision Ordinance, Zoning Map, and general regulations to ensure they are consistent and in support of the Future Land Use Plan and Comprehensive Plan.
- Update and revise the Future Land Use Map as needed to ensure it allows a balanced mix of Character Areas that address the current and future needs of the Town, consistent with the community vision.
- Refer to the Future Land Use Plan and Map to guide the development review process.
- Amend the Comprehensive Plan to provide additional site or parcel-based recommendations, as appropriate.
- Develop small area plans, as needed, to guide future site-specific designs.

Future Land Use Map

The Future Land Use Map (FLUM) is an essential piece of the Future Land Use Plan. The FLUM focuses on how the Comprehensive Plan envisions development over the next 10-20 years, as opposed to conditions as they exist today. Unlike a Zoning Map which designates zoning districts for every parcel within the Town's jurisdiction, the FLUM illustrates a variety of land uses organized by Character Area (i.e., category) - locations within the Town that are intended to share similar physical characteristics and communicate the type of development envisioned to complement and support each other. Each Character Area is outlined on the following pages along with a description of the intent, types of uses, appropriate density, and characteristics of future development. A series of supporting photographs and/or diagrams further illustrate typical patterns for each Character Area.



- Stream
 - Trail
 - Proposed Trail
- Future Land Use**
- Residential Neighborhood
 - Traditional Neighborhood
 - Multi-Unit Neighborhood
 - Main Street District
 - Office & Light Industrial
 - Industrial
 - Open Space
 - Airport
 - Highway and Railroad
 - Open Space Overlay

Character Area:

Residential Neighborhood

Intent

The Residential Neighborhood Character Area, identified as yellow on the FLUM, is an area of single-unit attached and detached residential dwellings and some existing apartment complexes. It is the largest character area in Salina covering 1,727 acres, almost one-quarter of the Town's total area.

Characteristics

Residential Neighborhood Character Areas represent a mix of predominantly residential uses reflective of changing demographics, proximity to services, and transportation routes, while also promoting home-ownership. Primarily supporting traditional single-unit attached and detached dwellings, these areas generally discourage other forms of housing, such as accessory dwelling units (ADUs), two-unit dwellings, community residential facilities, and townhouses. These areas cater to a specific community lifestyle and will provide opportunities to address changing needs across the Salina Community. Large, stand-alone, non-residential uses are discouraged in Traditional Neighborhood areas. These areas will have lot sizes no less than 6,000 square feet and building heights of two stories or less.

Uses

- + Single-unit Detached and Attached Dwellings
- + Schools
- + Churches
- + Elder Care Facility



Character Area:

Traditional Neighborhood

Intent

The Traditional Neighborhood Character Area, identified as light yellow on the FLUM, comprises 1.844 acres of single-unit attached and detached residential dwellings, townhouses, and some existing apartment complexes.

Characteristics

Traditional Neighborhood Character Areas represent a mix of predominantly residential uses reflective of changing demographics and proximity to services and centers, while also promoting home-ownership. Primarily supporting traditional single-unit attached and detached dwellings and townhouses, these areas generally discourage other forms of housing, such as accessory dwelling units (ADUs), two-unit dwellings, community residential facilities. These areas encourage well-developed sidewalk and pedestrian networks with connectivity to Main Street Districts and will provide opportunities to address changing needs across the Salina community. Large, stand-alone, non-residential uses are discouraged in Traditional Neighborhood areas. These areas will have lot sizes no less than 2,500 square feet and building heights of three stories or less.

Uses

- + Single-unit Detached and Attached Dwellings
- + Townhouses
- + Schools
- + Churches
- + Elder Care Facility



Character Area:

Multi-Unit Neighborhood

Intent

The Multi-Unit Neighborhood Character Areas, identified as orange on the FLUM, are areas in Salina with existing apartment complexes that are complementary to adjacent residential neighborhoods. This is the smallest character area, with only 133 acres. These character areas are found across the Town and are meant to foster a unique sense of convenience and connectedness.

Characteristics

Multi-Unit Neighborhood Character Areas represent predominantly residential uses, with some amenities reflective of changing demographics and proximity to transportation routes and centers. Primarily supporting high-density residential apartments, these areas generally discourage other forms of housing, such as single-unit detached dwellings. These areas cater to a specific community lifestyle and will provide opportunities to address changing needs across the Salina community. Multi-modal infrastructure, like walking and biking paths, will support connection within these hubs and create links to the surrounding neighborhoods. Large, stand-alone, non-residential uses are discouraged in Multi-Unit Neighborhoods. However, these areas will allow small-scale commercial flexibility to serve the people who live there (e.g., cafes, corner markets). These areas will have building heights of five stories or less.

Uses

- + Apartments
- + Townhouses
- + Small-scale retail



Character Area:

Main Street District

Intent

The Main Street District Character Area, identified as pink on the FLUM, applies to locations along Interstate 81, Interstate 90, Old Liverpool Road, Brewerton Road, Teall Avenue, and Oswego Road north of Liverpool, where new, mixed-use development is strongly encouraged. Main Street District areas are strategic investment area's where a complimentary mix of commercial and residential uses should be encouraged to strengthen the character, walkability, and vibrancy of the District. The Main Street District Character Area covers 1,319 acres.

Characteristics

Main Street Districts represent hamlets and neighborhood main streets that exhibit a longstanding mixture of uses, infrastructure for walkability, parks, schools, and other quality of life amenities, while providing new opportunities for mixed-use at a neighborhood scale. These areas will accommodate offices, dwelling units, park space, entertainment, and restaurants, and will provide integrated mobility access. A successful center will support multimodal transportation through a safe and well-developed sidewalk and pedestrian network, bicycle infrastructure, and public transportation opportunities inclusive of complete streetscapes. These area's balance transit-oriented development with walkability and pedestrian use.

The general guidance provided in the Comprehensive Plan is the foundation for design recommendations in the Main Street Districts. In general, Main Street Districts are considered activity centers that should retain strong ties to the existing street network. New uses should be integrated as either vertical mixed use (uses in the same building) or horizontal (single-use buildings connected). Building height and placement should be carefully considered with an emphasis on designing towards the street with parking at the rear of the building.

Uses

- + Multi-unit Dwellings
- + Townhouses
- + Multi-story Mixed-use (i.e., residential and commercial)
- + Neighborhood Commercial / Retail
- + Restaurants
- + Office / Co-working Space
- + Makerspace
- + Public / Civic Uses



Character Area:

Office and Light Industrial

Intent

Office and Light Industrial Centers, identified as light purple on the FLUM, include dense commercial centers with concentrated commercial or light industrial activities and large numbers of jobs. These areas can include offices, light industrial uses, or larger corporate campuses with integrated retail, trails, and amenities. These areas are an important aspect of the strong employment in Salina and need to be flexible to accommodate a mix of new investment in Salina that may occur as a result of the Micron investment. Residential uses are not recommended in these areas to allow for flexibility in uses that may not be complimentary to residential. This Character Area covers 1,059 acres.

Characteristics

Office and Light Industrial Centers are unique districts of significant economic activity and large numbers of jobs, including traditional and high-tech manufacturing, research and development, warehousing and distribution, logistics, offices, and support services. This area can accommodate a variety of building sizes and footprints from small commercial retail to multi-story warehousing, office/co-working, and/or makerspace buildings. These uses are intended to service the overall community, although they are generally separated from established neighborhoods and residential areas. These areas are generally accessible by transit and have integrated retail, walking paths, and amenities. They are connected to the broader mobility system of roads, bicycle infrastructure, and trails. They require significant ongoing infrastructure investments to provide adequate water, wastewater, power, and telecommunications to support business activities and, therefore, their siting is important.

The general guidance provided in the Comprehensive Plan is the foundation for design recommendations in Office and Light Industrial Centers. New development should be integrated to complement existing uses. Building height and placement should be carefully considered, with an emphasis on designing towards the street. As space permits, share parking is encouraged to reduce impervious surface.

Uses

- + Commercial
- + Office / Co-working Space
- + Makerspace
- + Medical Facilities
- + Research / Technology Facilities
- + Warehousing/Distribution
- + Light Industrial as accessory to the uses listed above



Character Area: Industrial

Intent

Industrial Character Areas areas, identified as dark purple on the FLUM, contain legacy manufacturing operations within the Town and are buffered from residential neighborhoods as well as commercial corridors. These areas exhibit logistical efficiency as they are proximate to transportation resources such as the interstate system and rail transport. This Character Area covers 151 acres.

Characteristics

The Industrial Character Area is defined by its focus on manufacturing, processing, warehousing, and distribution activities that support regional and local economic development. These areas typically feature large-scale buildings, outdoor storage, loading docks, and transportation infrastructure designed to accommodate heavy vehicles and freight movement. Industrial zones are strategically located to minimize conflicts with residential and commercial uses, often buffered by transitional land uses or natural features. The built environment in these areas is utilitarian, with limited emphasis on aesthetics, prioritizing functionality and operational efficiency. Zoning regulations within industrial character areas are designed to manage environmental impacts such as noise, emissions, and traffic, while promoting safe and sustainable industrial growth. These areas play a vital role in job creation, supply chain logistics, and the overall economic vitality of the Town.

Uses

- + Manufacturing
- + Outdoor Storage
- + Transportation and logistics
- + Warehousing and Distribution



Character Area:

Open Space

Intent

The Open Space Character Area, identified as green on the FLUM, represents parks, wetlands, and open space. There are existing FEMA floodplains within this Character Area. Open Space is intended to protect the natural resources within the 1,027 acres of existing green space in the Town, while also maintain the valued park system, although they are generally separated from established neighborhoods and residential areas. For sites located within this Character Area, buildings should be oriented in ways to have the least impact on the Green Space and, as space permits, shared parking is encouraged to reduce impervious surface.

Characteristics

The Town's valued parks and open space systems must be preserved and protected. The map to the right illustrates potential greenway corridors throughout the Town. A greenway can be a forested area, a linear open space along a shoreline, a trail corridor like the Bear trap Creek Trail, or a combination of natural and cultural features that are connected to each other. There is potential to establish a greenway system that will enable Salina to protect and enhance the existing natural resources and benefit the community.

Uses

- + Public Uses (i.e., recreation)
- + Conservation



Character Area:

Airport

Intent

The Airport Character Area, identified as light gray on the FLUM, includes lands owned by the Syracuse Hancock International Airport. This are covers 610 acres in the Town of Salina.

Characteristics

This Character Area includes airport uses and facilities associated with those uses. It is not anticipated that the areas identified on the FLUM will change ownership over the life of this plan. New development or the expansion or modifications to existing uses should complement surrounding neighborhoods and properties in both scale and architectural design. Near residential areas, screening, landscaping, and appropriate lighting should be considered to minimize the impact on neighboring properties.

Uses

- + Airport and Associated Uses



Overlay:

Open Space

Intent

The Open Space Overlay, identified as a dark green dotted hatch on the FLUM, identifies undeveloped land that the Town seeks to maintain for future conservation. The overlay does not supersede the character area; it provides supplemental protections by indicating the Town's intention to protect and benefit from its open spaces and ecological areas.

Characteristics

Areas under the Open Space Overlay consist of woodlands, meadows, and wetlands that have high ecological and aesthetic value. They may contain active and passive recreation uses such as parks, playgrounds, and trails. These areas have the potential to provide active and/or passive recreation opportunities and advance quality of life for adjacent land uses, residents, and visitors .





Implementation

The Implementation section of the Town of Salina Comprehensive Plan is the roadmap that will guide Salina's vision from planning stages into action. This section is meant to serve as a tool for decision-making and monitoring progress, as the achievement of Salina's goals will take place over time. The matrix on the following pages summarizes the goals and strategies from each of the four Plan Themes. It can be used for keeping notes on individual strategies and their implementation status. The Town of Salina can use this as a tool to stay on track and achieve its community vision through policies, programs, and future development projects in the coming years.

Strong Centers		
Ensure the long-term viability of the town's commercial corridors by allowing for adaptive land uses that respond to changes in lifestyle preferences.		
Goal 1 Support Business Retention and Development within the Town.		
Strategy	Implementation Status	✓
2.1.1. Create a small business resource page on the Town of Salina website to help local businesses navigate Town regulations and identify outside resources.		
2.1.2. Work with regional partners to identify and promote programs that can support businesses in the Town of Salina.		

Goal 2 Modify employment centers and business parks to fit the Town's changing needs.		
Strategy	Implementation Status	✓
2.2.1. Identify precedent projects that exemplify the type of development Salina would like to see locally, including new mixed-use centers, corporate campuses, and revitalized main streets.		
2.2.2. Ensure the current infrastructure at existing corporate campuses have to capacity to accommodate retrofitting and mixed-use style developments.		
2.2.3. Work with local and regional partners to identify grants and other funding options for new development and upgrades.		

Goal 3 Establish mixed-use districts to meet the needs of residents and workers.		
Strategy	Implementation Status	✓
2.3.1. Update local zoning and site plan review regulations to allow more flexibility in development on existing campuses and corridors.		
2.3.2. Develop guidance documents with visual examples of preferred styles of development and provide developers with resources to encourage such development.		
2.3.3. Collaborate with local and regional partners to facilitate mixed-use and human-centric development.		

Housing & Neighborhoods		
Protect and enhance the livability of residential communities by ensuring a diversity of housing options while promoting investment in existing housing.		
Goal 1 Support residential property owner re-investment in existing housing.		
Strategy	Implementation Status	✓
1.1.1. Continue to partner with outside organizations to offer targeted lending, credit counseling, and first-time homebuyer assistance.		
1.1.2. Partner with lending institutions and agencies to develop a strategic housing reinvestment program.		

Goal 2 Invest in neighborhood infrastructure such as sidewalks, traffic calming measures, parks, and open space enhancements.		
Strategy	Implementation Status	✓
1.2.1. Establish a sidewalk replacement program.		
1.2.2 Develop a safe streets action plan for implementing neighborhood-scale traffic calming measures.		
1.2.3. Create a neighborhood park capital program		

Goal 3 Allow for more diverse housing options while maintaining the current character of the Town's neighborhoods.		
Strategy	Implementation Status	✓
1.4.1. Update zoning code to allow for a greater range of housing options and housing densities.		
1.4.2. Update open space requirements for multi-family developments to allow for greater flexibility in allocating open space amenities.		

Community Mobility		
Ensure a safe transportation system with a variety of options to serve the needs of all Town of Salina residents and visitors.		
Goal 1 Increase road safety and comfort to ease travel for all users.		
Strategy	Implementation Status	✓
3.1.1. Implement traffic calming and roadway designs that encourage slower speeds.		

3.1.2. Educate the public on transportation network safety/etiquette.		
3.1.3. Increase enforcement of traffic laws throughout the Town.		
3.1.4. Work with SMTC and NYSDOT to adopt a Town-wide speed limit of 25mph and identify streets that may be exempt (Ex: Route 11).		
3.1.5. Develop and adopt a Complete Streets Policy and Complete Street Design Guidelines to ensure the needs of all road users are considered in future transportation network development and regular maintenance projects.		
3.1.6. Establish a network of pedestrian/bicycle-friendly streets on low-traffic local roads.		
3.1.7. Consider using filtered permeability and/or limiting access for vehicles on certain neighborhood streets.		

Goal 2 Strengthen accessibility and connectivity in Salina's commercial centers by installing multimodal infrastructure.		
Strategy	Implementation Status	✓
3.2.1. Coordinate with local and regional partners to advance the recommendations from Plan Onondaga, the 2022 Mattydale Mobility Study, and the 2013 Bicycle Community Corridor Study.		
3.2.2. Partner with SMTC to develop a program modeled after Syracuse's Community Streets program.		

3.2.3. Identify and secure external funding for sidewalk improvements and extensions.		
3.2.4. Develop a permanent capital improvement program – like creating a sidewalk or active transportation taxing district – to cover long-term maintenance and improvements on corridors with existing facilities.		
3.2.5. Promote the installation of EV charging stations at commercial destinations.		
3.2.6. Establish street design standards for commercial corridors and mixed uses that can be integrated into the Town's zoning laws and/or site plan review requirements.		
3.2.7. Promote amenities – like bicycle parking, benches, street trees, etc. – that make travel more comfortable and convenient for non-motorized road users.		

Goal 3 Enhance public transit within Salina.		
Strategy	Implementation Status	✓
3.3.1. Collaborate with Centro to improve conditions at existing stops and promote transit visibility in the Town.		
3.3.2. Update zoning to allow for density bonuses within ¼ mile of all transit stops along commercial corridors.		
3.3.3. Reduce parking requirements along commercial corridors to allow for infill development and a density of destinations to promote walkability.		

3.3.4. Continue to monitor ridership with Centro to identify opportunities for increased transit service in the Town.		
--	--	--

Goal 4 Increase connectivity between neighborhoods and commercial centers.		
Strategy	Implementation Status	✓
3.5.1. Establish multi-use trails where vehicle connections are lacking.		
3.5.2. Identify opportunities for pedestrian cut-throughs at dead ends, between neighborhoods, and between commercial uses to promote direct travel paths for pedestrians. Work with landowners to formalize these pathways.		
3.5.3. Adopt policies within the Town zoning code that promote pedestrian access routes, cut-throughs, and direct paths from residential neighborhoods to commercial areas and everyday services.		

Greenways & Blueways		
Invest in public parks and strengthen connections to Onondaga Lake and its tributaries to promote development that consistently enhances the character and livability of the Town of Salina.		
Goal 1 Identify ways to improve the Town's trail network and update existing trails.		
Strategy	Implementation Status	✓
4.1.1. Improve existing trailheads.		

4.1.2. Leverage on-road connections that link to parks and waterfront destinations in Salina.		
4.1.3. Apply for a Unified Planning Work Program (UPWP) planning study with SMTC to identify on-road treatments for the town-wide trail system.		
4.1.4. Connect the Bear Trap Creek and Ley Creek trails south to the Loop the Lake Trail and north to Lawrence Road.		
4.1.5. Supplement County and State efforts to complete the Loop the Lake Trail by building local connections.		
4.1.6. Work with the Village of Liverpool to complete the connection from Old Liverpool Road to the Loop the Lake Trail via Onondaga Lake Parkway.		

Goal 2 Promote the existing trails and recreation resources in the Town.		
Strategy	Implementation Status	✓
4.2.1. Increase awareness of and promote access to waterfront access points within the Town.		
4.2.2. Implement a consistent branding and wayfinding program for all of the parks, trails, and recreational assets in the Town.		

Goal 3 Build coalitions between community members and regional partners to identify, acquire, and conserve properties.		
Strategy	Implementation Status	✓
4.3.1. Inventory undeveloped parcels within the town and determine feasibility for conservation and/or recreational use.		
4.3.2. Identify regional groups to partner with in purchasing and conserving land.		
4.3.3. Pursue funding opportunities to support landowners who want to enhance undeveloped parcels within the town for recreation.		
4.3.4. Provide assistance to property owners by connecting them with the correct entities.		