

MULTI-TENANT INVESTMENT

223 Pulaski Street, Syracuse, NY 13204



PROPERTY DESCRIPTION

This 10,860+/- SF building is situated on a 2.1+/- acre parcel. Building consists of two tenant spaces. Owner currently occupies the retail showroom, some shop space with a 10" x 14" drive-in overhead door and an upstairs apartment which consists of a total of 3,860+/- SF and the remaining 7,000SF is flex space with a 14' x 14' drive-in OH door leased to Schindler Elevator Corp. Property has a fenced yard. Excellent opportunity for an owner user or due to its high visibility, prime for development or collect the rents!

PROPERTY HIGHLIGHTS

- 10,860+/- SF Building
- 2.1+/- Acre Parcel
- 16' Ceiling Height
- One 14' x 14' Drive in Door
- One 10' x 14' Drive in Door
- Fenced Yard
- Upstairs Apartment
- Multi-Tenant Building
- Long Term Tenants

OFFERING SUMMARY

DEMOGRAPHICS	1 MILE	3 MILES	5 MILES
Total Households	4,386	57,209	105,380
Total Population	7,904	120,803	224,142
Average HH Income	\$38,139	\$47,807	\$56,558

Sale Price:	\$2,500,000
Lot Size:	2.1 Acres
Building Size:	10,860 SF
NOI:	\$122,865.50

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**CENTURY 21
COMMERCIAL.**
Bridgeway Realty

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FOR SALE



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INVESTMENT OVERVIEW	
Price	\$2,500,000
Price per SF	\$230
CAP Rate	4.91%
Cash-on-Cash Return (yr 1)	4.91%
Total Return (yr 1)	\$122,866
OPERATING DATA	
Gross Scheduled Income NNN Rents	\$112,490
Other Income Fenced Storage Yard	\$15,000
Total Scheduled Income	\$137,490
Vacancy Cost	\$5,625
Gross Income	\$131,866
Operating Expenses	\$9,000
Net Operating Income	\$122,866
Pre-Tax Cash Flow	\$122,866
FINANCING DATA	
Down Payment	\$2,500,000

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INCOME SUMMARY

GROSS INCOME	\$137,490
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EXPENSES SUMMARY

Insurance	\$6,000
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Maintenance	\$3,000
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OPERATING EXPENSES	\$9,000
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NET OPERATING INCOME	\$122,866
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SUITE	TENANT NAME	SIZE SF	% OF BUILDING	PRICE / SF / YEAR	ANNUAL RENT
587 Bear St.	Schindler Elevator Corporation	3,860 SF	35.54%	\$10.50	\$40,530
223 Pulaski St.	Universal Sales	7,000 SF	64.46%	\$10.28	\$71,960
TOTALS		10,860 SF	100%	\$20.78	\$112,490
AVERAGES		5,430 SF	50%	\$10.39	\$56,245

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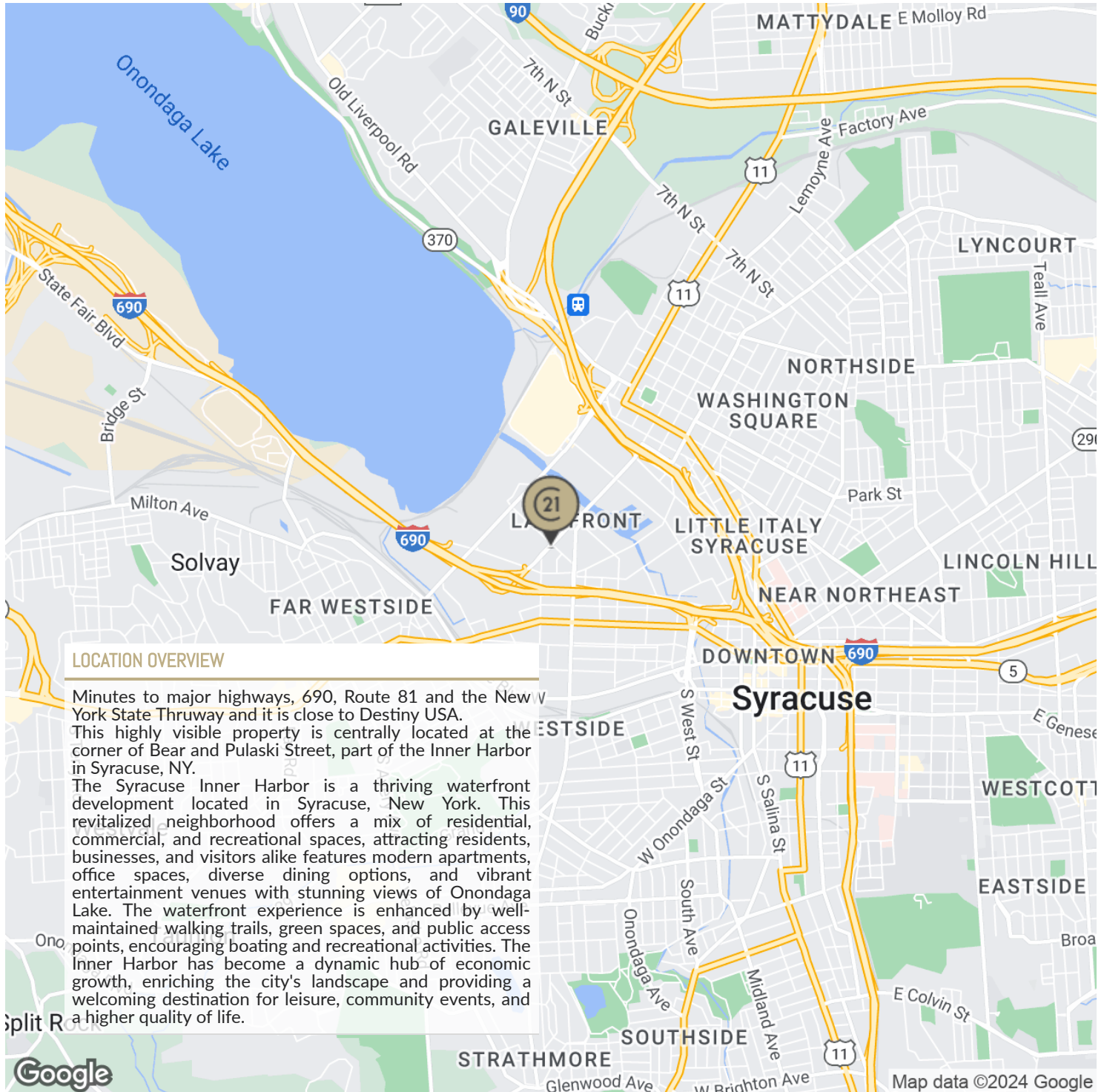
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LOCATION OVERVIEW

Minutes to major highways, 690, Route 81 and the New York State Thruway and it is close to Destiny USA. This highly visible property is centrally located at the corner of Bear and Pulaski Street, part of the Inner Harbor in Syracuse, NY.

The Syracuse Inner Harbor is a thriving waterfront development located in Syracuse, New York. This revitalized neighborhood offers a mix of residential, commercial, and recreational spaces, attracting residents, businesses, and visitors alike. Features modern apartments, office spaces, diverse dining options, and vibrant entertainment venues with stunning views of Onondaga Lake. The waterfront experience is enhanced by well-maintained walking trails, green spaces, and public access points, encouraging boating and recreational activities. The Inner Harbor has become a dynamic hub of economic growth, enriching the city's landscape and providing a welcoming destination for leisure, community events, and a higher quality of life.

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W BEAR & PULASKI STREET

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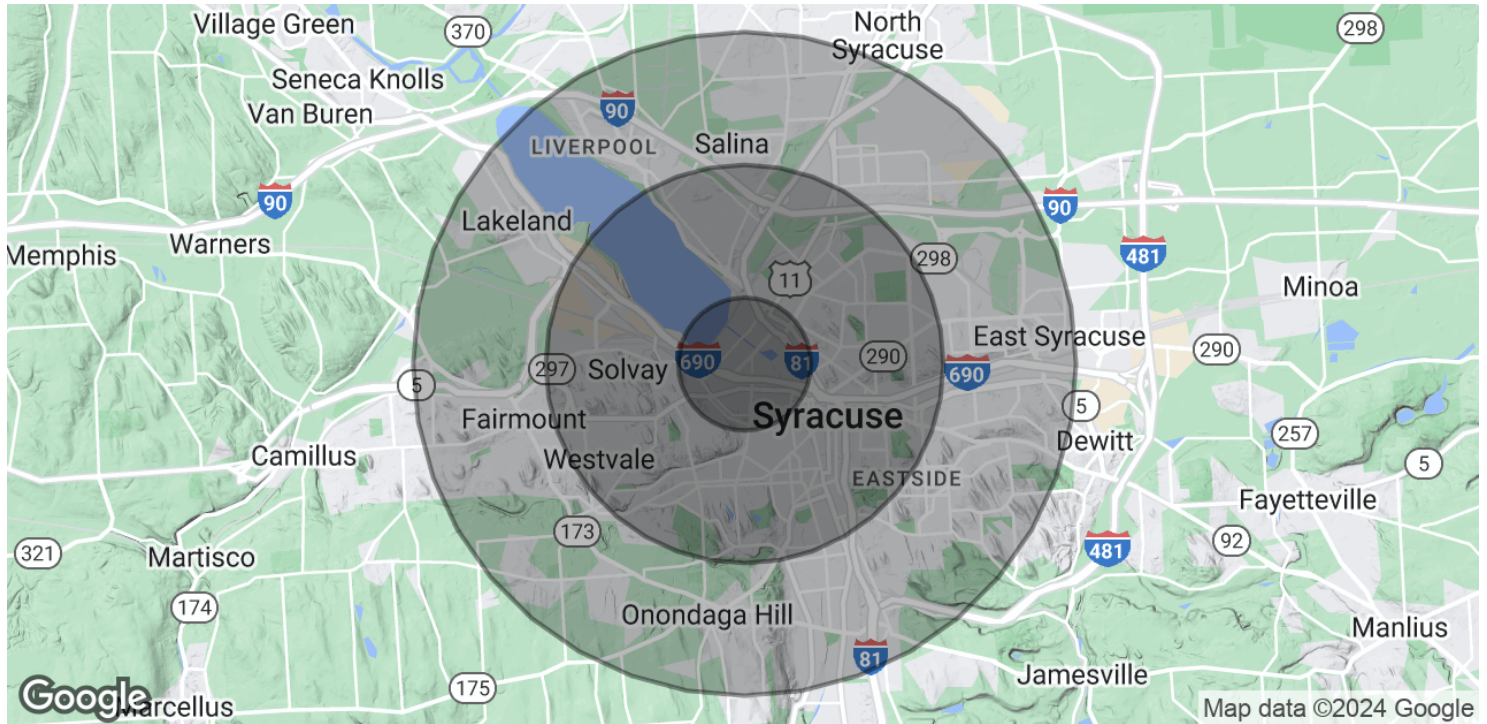
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POPULATION	1 MILE	3 MILES	5 MILES
Total Population	7,904	120,803	224,142
Average Age	30.6	34.8	37.0
Average Age (Male)	30.8	33.3	35.6
Average Age (Female)	31.7	36.8	38.9
HOUSEHOLDS & INCOME	1 MILE	3 MILES	5 MILES
Total Households	4,386	57,209	105,380
# of Persons per HH	1.8	2.1	2.1
Average HH Income	\$38,139	\$47,807	\$56,558
Average House Value	\$64,314	\$92,320	\$113,315

* Demographic data derived from 2020 ACS - US Census

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Article 4 T4 and T5 District Regulations

1. Definitions

Within the Lakefront Zoning Districts, the following definitions shall apply. Text shown in italics is intended as commentary and has no regulatory effect. Terms not listed below which are defined in Part A, Section III of this Ordinance, shall have the meanings contained in those definitions. **“A” Street:** a street designated on the regulating plan to which all requirements of the regulating plan apply. *An “A” Street is intended to create a high quality pedestrian experience. (See “B” Street.)*

Alley: a vehicular way at the rear of a lot provided for service and /or parking access.

Ancillary Unit: an apartment not greater than 600 sq. ft. sharing utility connections with a principal building. It may or may not be a separate building. An ancillary unit does not count toward maximum density calculations.

Apartment: a dwelling unit sharing a building and a lot with other dwellings and/or uses.

Attic: the area within the slope of a roof. An inhabited attic shall not be considered a story for purposes of determining building height.

“B” Street: a street designated on a regulating plan that is partially exempted from its requirements in order to afford flexibility to accommodate vehicular functions. (See “A” Street.) *Some streets may initially be designated as B Streets and may be reclassified to A Streets as structured parking is added to a neighborhood that becomes more densely urbanized.*

Back-building: see Principal Building.

Bicycle Network: an interconnected network of trails, lanes and routes dedicated to bicycles.

Bicycle Lane: a dedicated bicycle lane adjacent to a vehicular lane, demarcated by striping.

Bicycle Route: a vehicular lane suitable for shared use by bicycles, having a speed limit of 25 mph or less.

Bicycle Trail: a bicycle way running independent of a vehicular thoroughfare.

Block: the aggregate of lots and alleys, circumscribed by streets.

Block face: all the building facades on one side of a block. The block face provides the context for establishing architectural harmony.

Boulevard: a long-distance, free movement street with a landscaped median designed for balanced vehicular and pedestrian use, usually flanked by parking, sidewalks, and planters buffering the buildings along the sides. Where parking is unable to be provided a one-way service lane may parallel a boulevard to provide parking and access to commercial or residential blocks. (See Sheet 7 of the Regulating Plan.).

Build-to Line: a line parallel to or coinciding with the frontage line, along which building facades are aligned.

Building Configuration: the three dimensional form of a building and its relation to its lot.

Building Disposition: the placement of a building on its lot.

Building (and Lot) Function: the uses within a building and its lot. Functions are categorized as “restricted,” “limited,” or “open” according to Transect Zone.

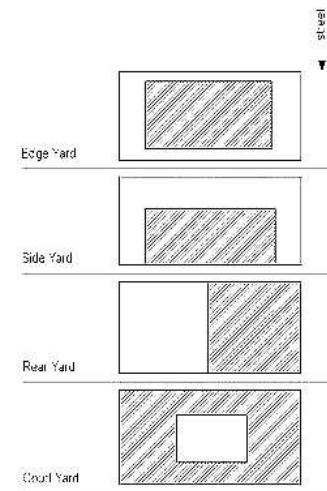
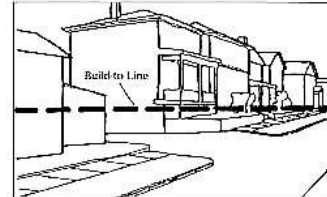
Building Type: the type of building allowed on a lot, defined by its configuration and disposition on the lot. The following are building types:

Edge Yard Building: a detached building with setbacks on all sides. *The front yard is intended to be semipublic and visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed outbuilding.*

Side Yard Building: a building that occupies one side of the lot with the primary open space to the other side, sometimes described as a zero lot line building. *The visual opening of the side yard on the street frontage causes this building type to appear freestanding. If the adjacent building is also a side yard type with a blank party wall along the lot boundary, the side yard can be quite private.*

Rear Yard Building: a building that occupies the full frontage of its lot, using common walls, and leaving the rear portion as a large yard. *The building facade continuously defines the edge of the public space while the rear elevation may be articulated for functional purposes. In its residential form, this type is represented by the rowhouse with a back building and well placed outbuilding creating privacy. In mixed use buildings, the depth of the rear yard can accommodate substantial parking.*

Court Yard Building: a building that extends to the boundaries of its lot while internally defining one or more private courtyards. *This is the most urban of types as it is able to shield the private realm from all sides. Because of its ability to accommodate potentially Incompatible activities in close proximity, it is recommended for workshops, lodging, and schools.*



Civic Space: an area designated as a gathering place for the public. The appropriate type of civic space is determined by its intended use and location, surrounding frontage types, and design, landscaping and finishing. The following are types of Civic Space:

Park: a large civic space or linear corridor available for recreation, usually located at a neighborhood edge, and fronted by buildings. Its landscape comprises paved paths and trails, some open lawn, trees, and open shelters, all naturalistically disposed and requiring limited maintenance.

Green: a medium-sized civic open space available for unstructured recreation, circumscribed by building frontages, its landscape predominantly consisting of grassy areas and trees, naturalistically disposed and requiring only limited maintenance.

Square: a civic space, seldom larger than a block, at the intersection of important streets, and circumscribed spatially by frontages, its landscape consisting of paths, lawns, trees, and civic buildings all formally disposed, and requiring substantial maintenance.

Plaza: a civic space at the intersection of important streets set aside for civic purposes and commercial activities. A plaza is circumscribed spatially by frontages, its landscape consisting of durable pavement for parking and trees requiring little maintenance.

Promenade: a linear civic space along a water body.

Civic Use: governmental and non-profit uses, including but not limited to educational, cultural, arts, religion, library, recreation, post office, and municipal.

Common Lawn: see Frontage Type.

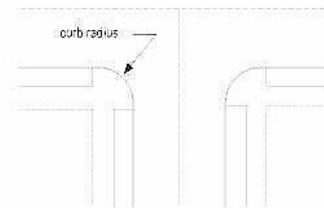
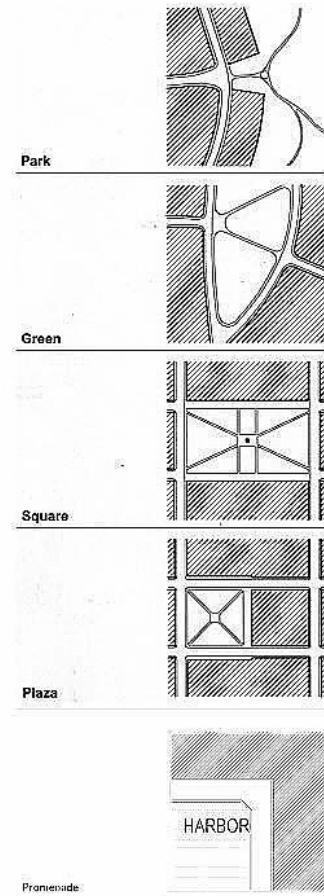
Court Yard: see Building Type.

Curb Radius: the curved edge of a street at an intersection, measured at the inside edge of the travel lane. The smaller the curb radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. Control of the maximum curb radius is an important variable in the fostering of a pedestrian environment.

Driveway: a vehicular access way within a lot.

Edge Yard: see Building Type.

Elevation: the exterior walls of a building not along a frontage. See Facade.



Enfront: the placing of an element along a frontage line, as in “porches enfront the street.”

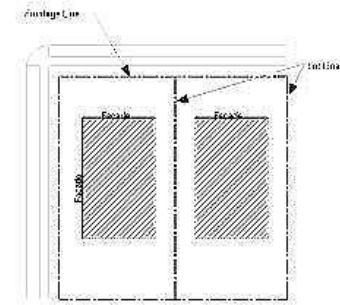
Entrance, principal: the principal place of pedestrian entry to a building. *In the support of pedestrian activity, the entrance door should generally be along the frontage rather than a parking area.*

Facade: the exterior walls of a building that are set along a frontage line. See Elevation. *Facades support the public realm and are subject to frontage requirements additional to those required of elevations.*

Forecourt: see Frontage Type.

Frontage Build-out: the minimum percentage of the length of a build-to line along which a building façade must be constructed in order to properly enclose the public space of the street.

Frontage Line: the lot line lying along a street or a civic space. Corner lots shall be deemed to have frontage lines on all streets they enfront.



Frontage Type: the type of façade that lies along the primary frontage line. The typology of frontage types is as follows:

Arcade: a shopfront facade aligned on the frontage line with either an attached colonnade, or a second story of the building extending over the sidewalk, while the ground story remains set back at the frontage line. *This type is appropriate for retail use, as long as the sidewalk is fully absorbed within the arcade so that a pedestrian cannot bypass it. An easement for private use of the public right-of-way is usually required. To be useful, the arcade should be no less than 12 ft. wide.*

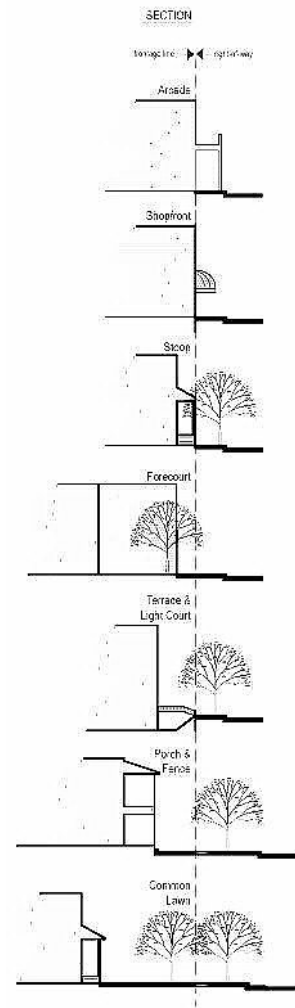
Shopfront: a facade aligned at or close to the frontage line with extensive glazing and the entrance at sidewalk grade. *This type is conventional for retail frontage. It is commonly equipped with cantilevered shed roof or an awning. The absence of a raised ground story precludes residential use on the ground floor, although this use is appropriate on upper stories.*

Stoop: a facade aligned close to the frontage line with the ground story elevated from the sidewalk, and a raised stoop and steps projecting from the entrance. *The elevated facade increases privacy for the windows. This type is suitable for ground-floor residential uses at short setbacks with rowhouses and apartment buildings. An easement may be necessary to accommodate the encroaching stoop. This type may be interspersed with the shopfront.*

Forecourt: a facade aligned close to the frontage line with a portion of it set back. *The forecourt created is suitable for gardens, vehicular drop-offs, and utility off loading. This type should be used sparingly and in conjunction with the two frontage types above, as a continuous excessive setback is boring and unsafe for pedestrians. Trees within the forecourts should be placed to have their canopies overhanging the sidewalks.*

Terrace and Light Court: a facade set back from the frontage line with an elevated garden or terrace, or a sunken light court. *This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is suitable for restaurants and cafes as the eye of the sitter is level with that of the standing passerby. The light court can give light and access to a basement.*

Porch and Fence: a facade set back from the frontage line with an encroaching porch appended and a low fence at the frontage line. *The porch should be within a conversational distance of the sidewalk, while a fence at the frontage line maintains the demarcation of the yard. A great variety of porches is possible, but to be useful, none should be less than 8 ft. wide.*



Common Lawn: a facade set back substantially from the frontage line. *The front yard thus created should remain unfenced and be visually continuous with adjacent yards. The ideal is to simulate buildings sitting in a common lawn area. A front porch is optional, as social interaction from the enfronting street is unlikely at such a distance. Common Lawns are suitable frontages for higher speed streets, as the large setback provides a buffer from the traffic.*

Gallery: see Frontage Type.

Green: see Civic Space.

Layer: the depth of the lot within which certain activities or structures are permitted. The first layer is the area between the frontage line and the facade. The second layer is the area starting at the facade to a depth of 20 ft. The third layer is the area starting 20 ft. behind the front (only) facade to the rear lot line. Buildings set at the frontage line have no first layer.

Light Court: see Frontage Type.

Liner Building: a shallow building designed to screen a parking lot, parking structure, or blank wall.

Lot Width: the dimension of a lot measured along the frontage line.

Outbuilding: see Principal Building.

Park: see Civic Space.

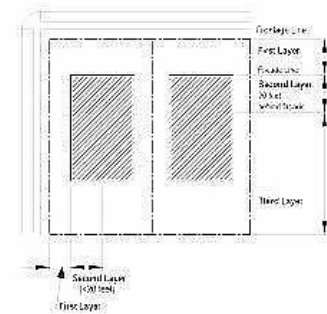
Parking Structure: a building containing two or more stories of parking. *Parking structures create negative pedestrian experiences along the frontages unless there is retail frontage in the parking structure or in liner buildings at the street level.*

Passage: a pedestrian connector passing between buildings. Passages provide shortcuts through long blocks and connect rear parking areas with street frontages. Passages may be roofed over and lined by shopfronts. Variants include a “court,” which is a passage wide enough to be landscaped and to offer frontage to buildings which are otherwise provided with vehicular access only by rear parking lots or alleys.

Path: a pedestrian way traversing a park or greenway and connecting with the sidewalk network.

Plaza: see Civic Space.

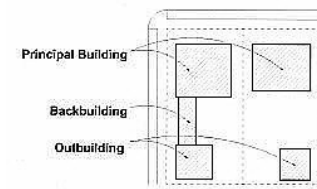
Porch and Fence: see Frontage Type.



Principal Building: the main building on a lot, located closest to the frontage line. A principal building contains the uses described under Building Function in the Regulating Plan.

Backbuilding: a structure connecting a principal building to an outbuilding.

Outbuilding: an ancillary building, usually located towards the rear of the lot, on the same lot as the Principal Building.



Rear Yard Building: see Building Type.

Regulating Plan: the maps, charts, street sections, drawings and diagrams described in Article 3, Section 1 appended to and made a part of this Section B-IX.

Retail: Pedestrian-oriented uses that offer goods for direct sale to customers or provide direct services to customers, including retail sales of goods, personal service establishments, restaurants, and those types of offices (such as real estate and banks) which rely extensively on walk-in clientele.

Retail Frontage: shopfront, arcade, or terrace frontage types that are suitable for retail use.

Service Lane: see Boulevard.

Setback: the area of a lot measured from a lot line to a building that must be maintained clear of permanent structures, except galleries, fences, garden ways, arcades, porches, stoops, balconies, bay windows, terraces, and decks (that align with the first floor level) which are permitted to encroach into the setback.

Shopfront: see Frontage Type.

Square: see Civic Space.

Stoop: see Frontage Type.

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered a story for the purposes of determining building height.

Street: a paved vehicular way consisting of moving lanes and parking lanes. *Streets in the lakefront districts are classified in the Regulating Plan as Boulevards or Street types 1 and 3. The street and its adjoining streetscape, including sidewalks, street trees, street furniture, and the private front yards and facades of buildings are a primary element of the public realm.*

Streetwall: an opaque, freestanding wall built along the Frontage Line, or in the same plane as the facade, for the purpose of screening a parking lot from the street.

Terminated Vista: a location at the axial conclusion of a street which creates a high degree of visibility along the street it terminates. *A building located at a terminated vista may be required by an annotation on the Regulating Plan to respond architecturally to its location.*

Terrace: see Frontage Type.

Transition line: a horizontal line, the full width of a façade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

(BLANK AREA)

2. Street Right-of-Way Standards

a. General

The street right-of-way consists of vehicular travel lanes, parking lanes, curbs, planters, street trees, greenspace, street lights, street furniture, and sidewalks. Street types and their requirements are designated on the Regulating Plan. The implementation of the streetscape design requirements of this section is intended to create an environment conducive to walking throughout the Lakefront Districts, and shall be accomplished by a combination of measures, including but not limited to site plan approvals, subdivision approvals, and the installation of public improvements by the City and private property owners. This ordinance is intended to supersede any conflicting provisions in any city ordinances, regulations, or operating policies or procedures relating to public improvements made by the Office of the City Engineer, the Department of Public Works and other City departments.

b. Street Network

- (1) All streets shall terminate at other streets, forming a network. Cul-de-sacs shall be allowed only when there is no alternative due to site conditions such as waterways, wetlands, or steep slopes.
- (2) The street network shall consist of blocks with maximum average block perimeters of 1400 feet in the T4 district and 2000 feet in the T5 district. In the T5 district, blocks with perimeters greater than 1400 feet shall include mid-block passages. These block perimeters may be exceeded to accommodate a parking lot or structure that is internal to a block and not visible at ground level from any A street. Maximum block perimeters shall not apply to blocks that abut waterways or limited access highways.
- (3) Streets may intersect at non-orthogonal (non-perpendicular) angles as acute as 30 degrees but are subject to approval by the Office of the City Engineer.
- (4) New streets shown on the Regulating plan shall be built in the approximate locations shown, unless the Planning Commission and Syracuse Common Council approves a different alignment that is consistent with the requirements of this Section B-IX, according to the Regulating Plan Amendment procedures set forth in Article 6 of Section C-IX. No buildings shall be constructed in locations shown as streets on the Regulating Plan unless the Planning Commission and Common Council has approved an alternate street alignment.

c. Bicycle Network

A bicycle network consisting of bicycle trails, lanes and routes shall be provided throughout the area covered by the Lakefront Districts. During the site plan approval process projects will be reviewed on how they contribute to the network.

d. On-Street Parking

On-street parallel parking spaces (metered and unmetered spaces) shall be individually "T" striped.

e. Utility Easements

The full width of all public paths, passages, and alleys shall contain a utility easement.

f. Location of Street Trees and Street Lights

- (1) The locations required by the Regulating Plan for street trees and street lights may be adjusted for specific conditions, such as pre-existing street trees and street lights and the location of building entrances.
- (2) Tree grates shall conform to all city standards and shall be a minimum five feet square and constructed of cast iron. Tree grates shall be located at least 1-foot offset from the back of the curb and shall be spaced according to street tree spacing standards. Only grates that can be altered to provide growth of the tree trunk shall be used.
- (3) At the time of planting, street trees shall have a height of at least 15 to 20 feet, and a minimum caliper of four inches measured 4.5 feet above the root ball (diameter at breast height, or DBH). Trees shall have a minimum branching height of eight feet. Obtain tree species approval from the City Engineer for any trees planted in the public right-of-way.

g. Encroachments

- (1) Minor Encroachments. Awnings, front steps, and tables, chairs, umbrellas, and related temporary structures for outdoor dining may encroach onto and over the public sidewalk up to a maximum of fifteen feet or half the sidewalk width, whichever is less. Arcades shall normally encroach the entire width of the sidewalk. Such minor encroachments shall be permitted with site plan approval by the Zoning Administrator and the office of the City Engineer, upon a finding that such encroachments will not impair pedestrian movement or public safety. Such encroachments shall be deemed to be licenses (not property rights) to use the public right-of-way, revocable by the City at its sole discretion when necessary for public safety or for the construction of public improvements. An applicant for a minor encroachment who seeks to be granted a property right may apply to the Planning Commission and Common Council as provided in (2) below, but such right shall not be granted unless the applicant can show that the investment to be made in the public right-of-way is substantial.
- (2) Major Encroachments. Encroachments greater than or for purposes other than those permitted by (1) above shall require approval by the Planning Commission and the Common Council. Such encroachments shall also require the execution of an instrument of conveyance in the form of a license, lease, or the transfer of a fee simple interest. The payment of consideration may be required for such a conveyance. Such consideration may be waived if the Planning Commission finds that the encroachment confers a significant public benefit upon the City.
- (3) Consultation with the Office of the City Engineer and Public Works Department. The approval of any encroachment shall require consultation with the Office of the City Engineer and the Public Works Department for its opinion as to the effect of a proposed encroachment on public safety and pedestrian movement, and access to underground infrastructure.

3. General Standards for all Lakefront Districts Outside the Street Right-of-Way

Development in the Lakefront Zoning Districts shall comply with the Regulating Plan and the following additional standards. Standards and exceptions specific to the T4 and T5 Districts are contained in Subsections 4 and 5 respectively. Exemptions for "B" Streets are contained in Subsection 6.

a. Lots and Buildings

- (1) All lots shall enfront a street, except that lots served by an alley, also defined as public right-of-way, may enfront a path or passage. Lots in the T5 district may enfront a waterfront walkway or promenade.
- (2) Buildings containing residential units shall be located within no more than 1000 feet of a designated civic space and 2000 feet of a location designated for retail use. These distances shall be measured along existing or proposed sidewalks, paths, or passages.
- (3) Rear doors, loading docks, and service entries are prohibited along frontages.
- (4) One principal building and one outbuilding may be built on each lot.
- (5) Back buildings shall be no higher than one story and no wider than 24 feet.
- (6) Outbuildings shall be no higher than two stories.
- (7) Building height limitations do not apply to any portion of a building having a floor area of 240 square feet or less.
- (8) Overhead garage door(s) shall generally be located on alleys. Where this is not feasible, such doors shall be positioned no closer to streets, squares or parks than 20 feet behind the principal plane of the building facade. Garages facing streets, squares or parks shall not exceed two cars per garage and such garage doors shall not exceed 10 feet in width. Where space permits, garage doors shall face the side or the rear, not the front.
- (9) Build-to lines on block faces with existing buildings shall be established based upon the location of the existing building closest to the street, provided that such building complies with the "build-to line" requirements in the Regulating Plan. If no existing buildings comply with the "build-to" requirements, the zoning Administrator shall, in consultation with an applicant, establish a build-to line for the block face.
- (10) Rehabilitation of existing structures is strongly encouraged. The Standards for Rehabilitation established by the U.S. Secretary of the Interior for all National Register properties shall be applied as standards for restoration of buildings.
- (11) Demolition or substantial modification of existing structures listed or eligible for listing on the National Register of Historic Places shall not be allowed without a Special Permit, upon a showing either that the retention of the historic building is not economically feasible or that the replacement building will better advance the purposes and requirements of the Lakefront Zoning districts than the existing building. Architectural harmony (similar materials, window proportions, color range, mass/void ratio, roof type and pitch) with the original structure shall be required for approval of any modifications to such structures.
- (12) Corner lots shall be deemed to have two (or more) frontages, side yards, and no rear yards.
- (13) All new development shall under ground new utilities.

b. Parking

The purpose of these parking regulations is to create a balance between compact pedestrian oriented development and the need for car storage. The goal is to construct neither more nor less parking than is needed. Required parking does not need to be provided on-site, as long as it is located within two blocks of the building.

- (1) Minimum parking requirements are based upon building function as indicated on Sheet 3 of the Regulating Plan. Required parking does not need to be provided on-site, as long as it is located within two blocks of the building.
- (2) On-street parking is permitted throughout the T4 and T5 Districts but is subject to approval by the Commissioner of Public Works.

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- (3) On-street parking along the adjacent frontage shall be counted toward the parking requirements but is subject to approval by the Commissioner of Public Works.
- (4) One bicycle parking or storage space shall be provided for every 15 off-street vehicular parking spaces.
- (5) Parking lots shall be at the Second or Third Layer from the frontage and shall be screened by a building, streetwall, or continuous hedge between 3.5 and 4.5 feet in height. Streetwalls shall be constructed of a material matching the adjacent building façade. Openings in such streetwalls and hedges shall be no larger than necessary to allow automobile and pedestrian access. If, due to site constraints or a pre-existing condition, a parking lot is located in the first layer, it shall be screened by a streetwall and/or hedge. The requirements of this subsection (5) may be waived on “B” streets.
- (6) Liner Buildings shall be exempt from any minimum parking requirement.
- (7) Parking beyond what already exists on the site shall not be required for restored or rehabilitated pre-1930 buildings listed or eligible for listing on the National Register of Historic Places.
- (8) Parking shall be accessed from an alley wherever feasible.
- (9) Corner lots that have both rear and side access shall access parking through the rear.
- (10) Wherever feasible, shared parking or the use of public parking lots shall be encouraged. Applicants may also pay a fee in lieu of providing on-site parking, according to established legislation. The applicant shall provide a parking analysis justifying any proposed parking solution during special permit or site plan review processes. The parking analysis is subject to review by the Zoning Administrator and Office of the City Engineer, as well as the City Planning Commission in the case of Special Permits.
- (11) Minimum parking space dimensions for head-in or diagonal parking shall be 9' x 18' with 11 foot drive lanes (22' for 2 way traffic) and parallel parking spaces shall be 7' x 20' minimum with 10 foot drive lanes (20' for 2 way traffic).
- (12) Parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act.
- (13) The exterior lighting fixture standard for open parking lots shall be a minimum 12-foot and maximum 18-foot high pole with a "full cutoff" luminaire. The light source shall be metal halide or on energy efficient white light lamp.
- (14) Whenever possible, light fixtures shall be located at landscaped medians, and along landscaped pedestrian paths.
- (15) Surface parking lots shall be paved. Approved paving materials are concrete, concrete pavers, brick pavers, and asphalt.
- (16) Parking lots shall not sheet drain to the street. Stormwater shall be collected on site and discharged at a rate approved by the City Engineer.

c. Parking Structures

- (1) Parking structures fronting on a “B” street or the Onondaga Creek Corridor shall have an architecturally finished facade complementary with adjacent buildings. Facade openings shall be a maximum of 60% of these facades.
- (2) Parking structures on “A” streets shall be set back a minimum of 50 feet from the property lines of all adjacent streets to reserve room for Liner Buildings between parking structures and the street. Such Liner Buildings shall be no less than two stories in height. Liner Buildings may be detached from or attached to parking structures. Alternatively, parking structures on A Streets may be built up to the frontage lines if they have street level retail frontage along such frontage lines.
- (3) Facades shall be designed so that parked vehicles and interior ramps and inclines are obscured from view.

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- (4) Parking structures shall provide retail frontages at grade if so required on the Regulating Plan. In addition, parking structures that front on Bear Street, Harborside Drive, Solar, Plum, or Franklin Streets and are not required to have retail frontage are encouraged to do so.
- (5) The first level of all parking structures visible from a public ROW shall have a solid wall or spandrel panel three feet minimum in height, or a dense planting of evergreen plant materials or attached planters to screen parked cars from the public ROW. This standard shall apply wherever service retail or commercial space is not integrated into the parking structure or a liner building along the public ROW.
- (6) Wherever possible, the narrow facade of a parking garage shall be oriented towards the street.

d. Landscaping, General Requirements

A diversity of tree species throughout the Lakefront area is encouraged. All plant materials shall conform to the American Nurserymen's Standards for quality and hardiness.

- (1) The list of acceptable trees is as follows:

Locations with Individual Planters (Tree Pits):

Japanese tree lilac- (*Syringa reticulata*)
Honeylocust - (*Gleditsia triacanthos*)
Callery Pear - (*Pyrus calleryana*)
Ginkgo - (*Ginkgo biloba*)
Green Ash - (*Fraxinus pennsylvanica*)

Locations without Overhead Wires:

Honeylocust - (*Gleditsia triacanthos*)
Callery Pear - (*Pyrus calleryana*)
Ginkgo - (*Ginkgo biloba*)
Littleleaf linden - (*Tilia cordata*)
Northern hackberry - (*Celtis occidentalis*)
Green Ash - (*Fraxinus pennsylvanica*)
London Planetree - (*Platanus acerifolium*)
Japanese Pagoda Tree - (*Sophora japonica*)
Sweetgum - (*Liquidambar styraciflua*)

Locations with Overhead Wires:

Japanese tree lilac- (*Syringa reticulata*)
American hornbeam - (*Carpinus caroliniana*)

- (2) Evergreen trees shall not be planted as street trees, along driveways, or in parking lots. Evergreens should be used as screening materials.
- (3) Other street tree requirements are shown in the Regulating Plan.

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e. Landscaping and parking lots

Parking lot landscape requirements are as follows:

- (1) Parking lots shall be planted with indigenous shade trees at a ratio of at least one tree for every ten parking spaces
- (2) For parking lots containing more than 18 spaces, landscape strips of at least six feet in width shall be provided between parking aisles of either head-in or diagonal parking. Tree spacing in parking lots shall be designed to create as continuous a shade canopy as possible.
- (3) In lieu of landscape strips, landscape islands can be provided. No more than 12 consecutive parking stalls are permitted without a landscape island of at least 6 feet in width and extending the entire length of the parking stall. A minimum of one tree and a combination of shrubs and/or ground cover shall be planted in each landscape island.
- (4) The minimum size shade tree shall be four-inch caliper and 15 to 20 feet in height. Trees shall have a minimum branching height of six feet.
- (5) Shade tree plantings are required at the ends of all parking bays. These trees shall count toward the tree/parking space requirement specified above. Alternative design solutions for this requirement may include:
 - a) Planting islands formed by a continuous granite or concrete curb, with a 10-foot minimum width from back of curb to back of curb. These islands may be planted with ground covers and shrubs in addition to the required trees.
 - b) The use of tree grates or a permeable paving system in the tree planting zones is permitted, as long as each tree is protected from potential vehicle caused damage through the use of bollards or other vertical elements.

f. General Lighting Standards

The following standards shall apply to all new construction, additions, alterations, and rehabilitations.

- (1) No high-pressure sodium or low-pressure sodium light sources shall be used for any exterior lighting.
- (2) Metal halide or incandescent light sources shall be used for exterior lighting and only mercury light sources shall be used for landscape lighting.
- (3) Roadway type "cobra head" and "high mast" fixtures on poles exceeding 35 feet in height shall not be used outside the public R.O.W.
- (4) Floodlight fixtures shall be located at ground level, behind roof parapets (in the case of building setbacks) or, wherever possible, located on the rooftop of buildings across the street and opposite each other. Floodlights shall use incandescent, metal halide lamps, or other energy efficient white light lamp.
- (5) Residential buildings shall not be floodlighted.

4. Specific Standards for the T4 District

a. Building Disposition

- (1) Facades shall be built parallel to the principal Frontage Line along a minimum of 50% of its length with a build-to line set 12 to 18 feet from the Frontage Line. The build-to line shall be same for all buildings on a given block face, but may be different on opposite sides of a street.

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- (2) Open porches, stoops, balconies, awnings and bay windows may encroach up to 50% of the distance between the build-to line and the frontage line. Stoops, balconies, awnings and bay windows may encroach up to 50% of the depth of any setback.

b. Architecture

- (1) The exterior finish materials shall be limited to brick, stone, wood or cementations clapboard siding. Two or more materials may be combined horizontally on façades.
- (2) Balconies and porches shall be built of wood, brick, or metal. While pressure treated lumber may be utilized for concealed structural members, exposed pressure treated lumber is not permitted. All exposed surfaces, including floor decks, stairs, railings, columns, brackets and any other structural and/or decorative roof support members, are to be built with paint grade finish lumber or metal and painted in appropriate colors. Porch stairs shall have solid risers and sides enclosed with either solid wood construction or open lattice panels with maximum openings of 4 square inches.
- (3) Buildings shall have flat, hip, or symmetrical pitched roofs. Flat roof buildings shall have concealed HVAC equipment. Pitched roofs shall have slopes with no less than 5:12, except that porch roofs may be sheds with pitches no less than 3:12. All gables shall be parallel with the street.
- (4) All architectural openings, including windows, doorways, arches and porch framing, shall be constructed with their height equal to or greater than their width.
- (5) Sliding doors and sliding windows are prohibited along frontages.
- (6) Fences at the First Layer of a lot shall be painted wood pickets, garden walls, or hedges not more than 42 inches in height. Fences at other layers may be Syracuse Lakefront Zoning Amendments painted pickets, wood board, wrought iron, cast aluminum, or masonry, not more than 8 feet in height.

c. Signs

- (1) Address numbers, with a maximum 12" height shall be attached to the building and the mailbox.
- (2) In the event of Limited Office or Lodging Use, a single sign of less than 4 square feet and less than 4 feet in height from grade to the top may be permanently installed in the front yard.
- (3) Signage may be externally lit with incandescent bulbs, provided that all lighting is directed downward with a full cut off fixture and does not spill onto adjoining properties.

5. Specific Standards for the T5 District

The standards contained in this Subsection 5 shall apply throughout the T5 District, except as they may be varied for the special conditions in the T5 [1] (urban center waterfront) and T5 [2] (Franklin Square) subdistricts. Within the T5 [1] subdistrict, buildings that face both the waterfront and public ROW shall be deemed to have primary frontage and build-to lines enfronting both the promenade and the public ROW (see Regulating Plan, Sheet 11). Buildings located on the Inner Harbor piers shall be exempt from build-to line requirements. See Subsection 'e' for regulations that apply only to the T5[2] subdistrict.

a. Building Disposition

- (1) Facades shall be built parallel to the principal Frontage Line along a minimum of 70% of its length, with a build-to line set 0-12 feet from the Frontage Line. The build-to line shall be same for all buildings on a given block face, but may be different on opposite sides of a street. Instead of building along the remnant of the lot width, a freestanding wall may be built in the same plane as the facade.