

APPENDIX A

TOWN OF
Dryden
2045 comprehensive plan
update

RELATED PLANNING
DOCUMENTS
& STUDIES

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APPENDIX A: CONTENTS

2005 Plan Goal, Objective, and Recommendation Review

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**2005 PLAN GOAL,
OBJECTIVE, AND
RECOMMENDATION
REVIEW MATRIX**

2005 Plan Goal, Objective, and Recommendation Review Matrix

Category	Goal (1,2,3, etc.)	Objective (A, B, C, etc.)	Recommendation (a,b,c, etc.)	John K., Ray B. notes	Committee Member comments	Page	New Plan Categories	Now: 1 year Near term: 1-5 years Long term: 5-10 years	Completed, in progress, no progress	Notes
General										
	Preserve the rural and small town character of the town of Dryden, and the quality of life its residents enjoy as the town continues to grow in the coming decades.				DW: This is the most important question we ask in that that response will provide the basis for many, many subsequent actions the town can and should take. To date, the town has been relatively ineffective in slowing growth enough to keep us on a path to retaining the rural small	32				
			The state of the town's substantial number of historic or architecturally significant structures should be determined through a comprehensive inventory in accordance with national standards set by the Secretary of the Interior	Not a priority for the Town. The Town should continue to provide \$\$\$ to the Dryden Town Historical Society and other local non-profit educational and community centers. They can decide where to use the	DW: Not a priority, with little acknowledgement of the value of our historic structures and little money going to protect them. This needs to change.	67 ?				One off historic recommendations, unsure where to categorize
			Establish a process by which historic structures can be better protected.	The Site Plan Review process does this to some degree and beyond that it is not a priority for the Town.	DW: Perhaps the Dryden Historic Society can be given an elevated role in advising the town about preservation projects it should contribute to.	67 ?				One off historic recommendations, unsure where to categorize
	Channel new residential, commercial, industrial and other types of development into existing villages and hamlets and their immediate environs, or into and around existing nodes of development outside the villages and hamlets			Zoning of Commercial and Industrial districts favors business development near these nodes. Mixed Use Commercial districts promote increased residential density near these nodes.	DW: I have seen as many businesses start in places strung out along Rt 13 as have started in the villages and hamlet, if not more. Although there has been some success in funneling residential development near existing nodes, we have also seen a lot of homes being built on small lots throughout the rural areas of the	32	Walkable Communities, Economic Development, Affordable Housing, Transportation			
	Ensure to the extent possible the long-term viability of the town's agricultural community.			Right to Farm Law in 1992 and Agriculture and Farmland Protection Plan adopted in 2018 promote agriculture in the Town. The Town has also purchased development rights on some farms to preserve their	DW: The town needs to continue to invest in the programs for purchase of development rights, since that has been shown to be effective, although small in scale.	32	Land Conservation			
	Protect to the extent possible the important natural open space and scenic resources of the town, including woodlands, stream corridors, wetlands and steep slope areas.			Designation of Unique Natural Areas within the Town is an important inventory that brings attention to many natural areas.	DW: The town has invested in the preservation of special natural areas, such as helping the land trust with the Park Preserve on Irish Settlement, establishing Park-Dabes park, acquiring stream corridor protection near Etna-Freeville and attempting to purchase more, accepting conservation easements as part of "clustering" subdivisions, and facilitating other land preservation projects. This pattern of investment should continue.	32	Land Conservation			
	Protect and enhance the livability of existing residential neighborhoods.			2012 Varna Development Plan promotes Complete Streets and LEED Neighborhood Development goals.	DW: While the town invested in developing the Varna Plan, and gave its approval to its concepts of focusing on livability and maintaining community character of existing neighborhoods, it has not supported these concepts in its promotion or decision-making about proposed projects. We need to limit development on steep slopes.	32	Affordable Housing, Economic Development, Walkable Communities			
	Ensure a safe and diversified transportation system to serve the needs of all town residents.			Worked with TCAT to expand the transit system in Dryden. Pilot program in 2020 expands to make the First Mile/Last Mile connections.	DW: I agree that TCAT provides better service than it did 15 years ago, partly through the town's efforts.	32	Transportation, Walkable Communities			
	Provide for adequate and efficient provision of necessary public facilities and services.			New Town Hall built in 2007 allowed for more efficient delivery of public services. Increased maintenance of roads, utilities and other infrastructure.	DW: Road maintenance is excellent, if sometimes a little too overzealous. The town has done a good job maintaining public facilities, and resisting the temptation to expand sewer and water lines. So far.	32	Energy and Climate, Economic Development			
Agriculture										
	Promote the long-term economic viability of the agricultural community in the town, and preserve agricultural land resources, without unduly infringing on property rights.			Right to Farm Law in 1992 and Agriculture and Farmland Protection Plan adopted in 2018 promote agriculture in the Town. The Town has also purchased development rights on some farms to preserve their use for farming.	DW: Previously discussed effective development rights purchasing. Creation of Ag Advisory Committee and Ag Plan have helped toward achieving this goal. However, farms are still disappearing at an alarming rate, so more purchase of development rights is needed.	32	Land Conservation, Economic Development			
		Adopt land use regulations which grant agriculture primacy as a land use in areas zoned for agriculture, and which recognize the nature of contemporary agricultural enterprises in those areas of the town designated for agricultural use in this comprehensive plan. Agriculture and related enterprises will continue to be permitted in other areas throughout the town,		Zoning Law designates agriculture as the primary use in the Rural Agricultural District and is permitted in every district within the Town.	DW: Zoning law still helps subdivision of ag land more than it protects farms from the increasing land values caused by those subdivisions. Cluster subdivision is a start, but has been employed more in forest areas than ag areas. We need to look to measures employed by Ulysses to slow subdivision of their farmland.	33	Land Conservation			

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			Any new zoning regulations for the agricultural areas must be flexible enough to allow farmers to make a reasonable economic return on their substantial investments.	The summary of the Ag Protection Plan covers this.		63	Land Conservation, Economic Development			
			Permit commercial retail and service enterprises that serve the needs of the agricultural community.	The summary of the Ag Protection Plan covers this.	DW: We have made it easier to have ag-related businesses.	33	Economic Development			
		Direct inappropriate intensity levels of residential development away from productive agricultural areas of the town to minimize loss of higher quality agricultural lands, the unnecessary fragmentation of agricultural land resources, and the potential for conflicts between farm and non-farm residents. To the extent possible, use non-regulatory methods to achieve this objective.			DW: Ag lands are pressured by small-lot home development, not the dense apartment complexes being encouraged in more built-up areas. All those have done is to wick students away from living downtown. We are not incentivizing home ownership in built-up areas. We have tended to put few restriction in the way of small-lot subdivisions.	33	Land Conservation			
			Accommodate historic farmlands with designated agricultural reserve areas.	Not relevant.		50	Land Conservation			
		Encourage investments in public infrastructure, such as extensions of public water or sewer service, if, when, and where such services become necessary for agriculture related operations.			DW: As mentioned above, we have resisted expanding sewer sand water systems into farming areas, and that has helped reduce the pressure.	33	Land Conservation, Economic Development			
		Promote the continued stewardship of the land through agricultural practices that minimize soil erosion, surface water runoff and water pollution.			DW: Our active Soil Conservation District office has helped, but few practices that would lead to less fertilizer nutrients making their way to streams and ultimately Cayuga Lake have been.	33	Land Conservation			
		Maintain a Town Agricultural Advisory Committee that will review and make recommendations regarding proposals for local ordinances that may affect agricultural practices and lands.			DW: Strong accomplishment by the town.	33	Land Conservation			
			The advisory committee should comprise of members of the farming community	It does. Further discussion not required.		65			Completed/In Progress	Agricultural Advisory Committee was established in.....
		Promote the use of existing programs to enhance the viability of agriculture and to protect farmland, as provided through the NYS Department of Agriculture and Markets, the Tompkins County Soil and Water Conservation District, and other governmental and private non-profit organizations.			DW: These programs must continue to be heavily supported.	33	Land Conservation, Economic Development			
			The Town of Dryden should establish an Agricultural Land Preservation Program as a means of protecting its best agricultural lands by using purchase of development rights through a voluntary program where landowners would sell development rights to the town in the form of an agricultural conservation easement.	I don't think this is identified as a big threat in the Ag Land Protection Plan. It is not a priority for the Town's limited \$\$\$.	DW: Recommendations in the Ag Plan should be acted upon because farms are still going out of business in Dryden.		Land Conservation			
Commercial Development										
	Provide for a variety of options for town residents to purchase goods and services at locations convenient to home and work while preserving the rural and small-town character of the town.					33	Walkable Communities, Economic Development			
		Channel future commercial development into or in the vicinity of existing downtown areas and other nodes of retail and services activities.			DW: Acknowledging that the town's populatin should continue to depend on the Cities of Ithaca and Cortland for most services, the town should not incentivize businesses to the degree that they will compete with these centers at the cost of maintaining its rural character. That said, the continued support for local access to services such as vehicle repair, groceries, restaurants, and medical care is the best way of helping achieve this goal. There has been mild success with these, but they have tended to be strung out along Rt 13.	33	Walkable Communities, Economic Development			
			Outside of hamlets and villages, commercial development should be limited to existing pockets of development along NYS Rte. 13 and 366	Existing zoning does this to some degree. I don't have an opinion about it.		60	Economic Development			
		Recognize Ithaca, Cortland and areas adjoining those cities as the centers of regional commercial activity.			DW: This is still key (see above comment).	33	Economic Development			
		Allocate land resources for commercial development on the basis of anticipated future town population and attendant demand for retail and services.			DW: Our commercial zones are somewhat set up with this in mind, although more motivated by car access than by servicing denser population areas.	33	Economic Development			

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			Commercial development should be focused on small neighborhood-oriented businesses providing goods and services to a primarily local market.	The statement needs context. It is too general.	DW: This is still key (see above comment).	60	Economic Development, Walkable Communities			
		Encourage new commercial development in villages and hamlets through re-use of existing commercial structures or through new in-fill development in their traditional commercial centers.			DW: Although zoning allows it there, little incentivizing of in-fill or re-use for commercial purposes has been enacted, so little has been accomplished here.	33	Economic Development, Walkable Communities			
		Minimize the adverse impacts of commercial development on adjacent residential areas.			DW: Our recent commercial development has not tended to be sited near residential areas, but elements of site plan review are used to promote methods to accomplish this.	33	Economic Development, Walkable Communities			
			Develop design standards to ensure safe and attractive commercial development site designs, including standards for traffic circulation, parking, pedestrian facilities, buffer areas, landscaping, site coverage, storm water management, signage and outdoor lighting design.	We have commercial design standards. They need to be reviewed.	DW: Design standard exist, but we have to be reminded often to make sure they are being adhered to. Our review discussions have tended not to focus on these standards.	33	Economic Development, Walkable Communities, Transportation, Energy and Climate			
			Review Town land development regulations to identify opportunities for revisions that could assist in mitigating some impacts of development by minimizing the creation of impervious surfaces through use of (for example) smaller parking lots, shared driveways and reduced building setbacks.	Should be part of commercial design standards.	DW: These need to be reviewed and amended. Our biggest success here has been to promote shared driveways.	33	Energy and Environment			
Economic Development										
	Provide for a wide variety of employment options for town residents.					33	Economic Development			
		Allow for continued development of light industrial, warehousing, research and development and service enterprises within and adjacent to existing industrial and commercial areas of the town.			DW: We have allowed for this development, turned down or significantly modifying few proposals for projects.	33	Economic Development			
			Set aside approximately 125 acres of undeveloped land to be allocated for future development for industrial, office, and R&D type enterprises	We want to encourage these land uses in certain areas but whether 125 acres is correct I don't know.	DW: Our industrial zone has abundant space for new opportunities appropriate to Dryden.	60	Economic Development			
			Develop design standards to ensure attractive industrial and office park site designs, including standards for traffic circulation, parking, pedestrian facilities, buffer areas, landscaping, site coverage, storm water management, signage and outdoor lighting design.	We have commercial design standards. They need to be reviewed.	DW: These should be reviewed, but in general they are still appropriate and relevant. Each of the items mentioned here are discussed in each review we have conducted.	34	Economic Development, Energy and Environment, Transportation			
		Ensure that areas designated for future light industrial and office park developments are outside environmentally sensitive areas such as mature woodland, stream corridors, or wetland areas.			DW: The industrial zone is appropriately sited. New commercial establishments, which have largely been office oriented, have also been sited away from environmentally sensitive areas.	34	Economic Development, Energy and Environment			
			Industrial land should be located within and adjacent to existing industrial areas near NYS Rte. 13/Hanshaw Road; the area south of Etna between NYS Rte. 366 and Kirk Road, and North of Dryden village off NYS Rte. 38.	There is one industrial zone near Hanshaw. I don't have an opinion about it.	DW: The industrial area is near the Rte 13 Rte. 366 intersection, with plenty of space there, so new industries should be directed into that zone.	61	Economic Development, Energy and Environment			
		Ensure that adequate provisions for public water and public sewer are available in areas designated for industrial development.			DW: There is water, and possibly sewer there.	34	Economic Development			
		Facilitate the development of state-of-the-art telecommunications systems within the town to ensure capacities and levels of service adequate to meet the needs of residents and businesses.			DW: The town has finally begun working on this.	34	Economic Development			
			Enact design and safety guidelines to ensure that the development of future telecommunications facilities be consistent with protection of community character and the public health, safety and welfare	Dryden has a local law for cell towers. I don't think this has been a big problem. Maybe it will be with the higher density of 5G infrastructure.	DW: Our law has worked well so far.	34	Economic Development			
Housing and Residential Development										
	Provide for a variety of affordable, high-quality housing options for all town residents.					34	Affordable Housing			

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		Protect the quality of life in existing residential communities from the adverse impacts of incompatible land uses and increased traffic.			DW: The town's receptiveness over dense apartment (often student-oriented) developments threatens its ability to achieve this objective. Little attention is being paid to the plan's focus on protecting the quality of life of existing residents. Incremental increases in traffic and required services are given little attention, even though their costs will be larger than the revenue such projects bring in. Little effort has gone into encouraging the development of different and unique types of new community designs.	34	Walkable Communities, Transportation			
			Multifamily unit districts with a maximum density of 8-units per acre should be limited to 2-2.5 acres in area so that a maximum of no more than 20 units could be built in any one complex.	Needs context. We need to carefully examine zoning to be sure we are doing everything we can to encourage affordable housing.	DW: This recommendation has been completely ignored over the past 15 years, continuing through the present projects under review.	56	Affordable Housing			
			Discourage creation of new residential lots with access available only off major highways and collector roads.	Not sure this is a problem.	DW: Not much discouraging has happened, relying on NY DOT to regulate curb cuts. The one thing the town has encouraged has been shared driveways.	34	Walkable Communities, Transportation			
		Provide for the construction and placement of different types and styles of housing, and different densities, to serve the needs of different populations in the town.			DW: As mentioned above, the town has done little to encourage a diversity of housing types and densities within the limited range necessary to preserve resident's quality of life. Almost all our newer developments look similar, out of the same playbook.	34	Affordable Housing			
			Develop new land use regulations that offer a mixture of opportunities – some that allow more dense development on smaller lots and without large setbacks, and some that maintain the current average of one-half acre lots.	The Update needs to look at land use regs to be sure we encourage diverse housing types, especially affordable housing.	DW: This is being attempted in Varna with a greater diversity of regulations among zones. However, little still encourages affordable housing that is built in a more innovative design.	53	Affordable Housing			
			Develop small zoning districts of 1-3 acres each that allow detached and attached dwellings on a few small lots scattered throughout hamlets.	I don't think we've done this and don't know why we would.	DW: By doing this, we could take a much more pro-active approach to encouraging the diversity the plan specified.	56	Affordable Housing			
		Channel residential development toward areas where public infrastructure such as water and sewer service, park facilities and public transit exist or are planned in future years.			DW: There has been some success on this front, but it unfortunately has been misinterpreted to mean choosing more and more density at the sacrifice of protecting the quality of life of existing residential communities.	34	Affordable Housing, Energy and Climate, Transportation, Walkable Communities			
			Develop village- or hamlet-residential zoning districts with maximum setback requirements, no side yard setback requirements, limited parking in front of buildings, lot coverage limits to 80% or more, standards for street design, landscaping, public right of ways, etc.	We did the Varna Plan. I don't know if it does all the things mentioned here. We need to develop a better understanding of the intent vs. impact of the Varna Plan before we do another one.	DW: The Varna Plan includes most of these ideas which were intended to be accomplished within the concept of the subdivision development of small lots into 1/8 acre townhomes and mini-developments with shared open space. With the continuing approval of larger apartment developments it is fortunate that the regulations did not allow these to make even more urbanized landscapes out of rural hamlet areas.		Walkable Communities, Affordable Housing			
		Encourage where appropriate new residential development within existing villages and hamlets.				34	Affordable Housing, Walkable Communities			
			Focus residential development densities on the periphery of the town's villages and hamlets that would average four dwellings per acre.	We need to review Sections 606 and 703 in Zoning along with the allowed uses tables. They define Town-wide density and permitted housing types and should be reviewed in the context of goals we develop in the Update.	DW: Residential developments on the peripheries of the Varna hamlet have been approved or considered with much higher densities than this recommendation, creating an overall appearance of a donut ring with a hollow core (although fortunately only in one dimension along Rt 366).	50	Walkable Communities, Affordable Housing			
		Ensure that allowed residential development densities take into account environmental constraints such as slope, soils, vegetation and water resources.			DW: We have considered these issues, although in recent and current proposals, the environmental impact of development on poor soils (1096 Dryden, excessively drained soils (5 and 9 Freese Road), and steep slopes (Mineah Road) have not been treated as serious considerations.	34	Energy and Climate			

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		Encourage where appropriate the use of cluster subdivision design approaches for new residential development to protect open space and other natural or scenic resources.			DW: We have been somewhat successful in encouraging cluster subdivisions.	34	Land Conservation, Affordable Housing			
			In rural residential areas the town should promote cluster subdivision design wherever possible. This should be a mandatory design requirement in areas adjacent to Dryden Lake, Etna Swamp, and undeveloped areas of Ellis Hollow and Snyder Hill	We allow Planned Unit Developments and Conservation Subdivisions. There are no mandatory requirements and I don't know if there should be. We should continue to develop and use tools to offer flexible design to accomplish our goals.	DW: We have promoted this, but it is questionable whether Dryden Lake (Bluebird) should be considered a cluster subdivision just because the houses are supposed to be wedged between two conservation zones. We still have to get our act together to make sure the protections of open space accompanying these subdivisions actual wind up protecting that open space.	58	Land Conservation, Affordable Housing			
			Review Town land development regulations to identify opportunities for revisions that could assist in mitigating some impacts of development by minimizing the creation of impervious surfaces through use of (for example) narrower roads, shared driveways and reduced building setbacks	I believe the Design Guidelines talk about shared driveways. The broader topic of impervious surfaces should be part of the climate change plan that the County is sponsoring but I don't know if it is.		34	Energy and Climate			
		Discourage development that leads to excessive noise or light pollution in residential areas of the town .			DW: We have been diligent in asking questions about noise and light in our reviews.	34				
		Minimize conflicts between established and future residential areas and established and future commercial or industrial areas.			DW: We have not had many projects where such conflicts have arisen except with regard to the siting of the solar farms, so its not clear we have reasonable mechanisms to reduce this conflict.	34				
Open Space and Environmental Protection										
	Preserve the natural open space resources, environmentally sensitive areas and unique flora and fauna of the town as it develops in the coming decade.					34	Land Conservation			
		Identify and map the significant environmental and open space resources of the town and channel future incompatible development away from such areas.				34	Land Conservation			
			Incorporate the Open Space Inventory into resource management and land use planning efforts.	I think the Conservation Zone does this. We should continue to limit development in the open spaces.	DW: We have identified where open spaces and natural areas exist, but no mechanisms have been initiated by the town to provide protection	66	Land Conservation			
			Designate important ecological lands as <i>Critical Environmental Areas (CEA)</i> .	We had a CEA initiative that caused land owners to get up in arms. It was not handled well and was	DW: The intent of this effort and the minimal restrictions it might lead to (more	66	Land Conservation, Energy and Climate			
			Work with the Finger Lakes Land Trust, Cornell University Plantations and the Tompkins County Environmental Management Council to encourage landowners to take steps to preserve their lands through donations of conservation easements.	I think we are doing a good job with conservation easements, Land Trust lands, etc. We can list them in the Update to show progress. We want to continue doing this.	DW: The town deserves credit for actively working with these groups, although the projects have been initiated by the groups, not by the town	66	Land Conservation			
		Encourage the use of creative development concepts such as cluster subdivision to protect sensitive environmental resources on a site.			DW: We have done this.	34	Land Conservation			
			The use of cluster subdivision design paired with conservation easements can be an effective tool for the protection of UNA's and other open space resources.	We have PUDs and Conservation Easements and I think they work. We should continue using them.	DW: I agree we need to continue to use conservation easements, alone and as a part of cluster subdivisions. The Conservation Board has stepped up in providing monitoring. We have make sure we can defend the stipulations in these easements. The PUDs to date have not promoted cluster subdivision or environmental protection. They, in fact, have only served to allow high density than what would otherwise be allowed, putting greater pressure on the degradation of environmental resources.	65	Land Conservation			
		Encourage development that promotes conservation of energy and water resources and minimizes where possible adverse impacts such as loss of agricultural and forest lands, soil erosion and sedimentation, and storm water run-off.			DW: Our reviews have asked about conservation of resources, and we have pushed gently for these, but we are a long way from insuring that such conservation will occur in new developments.	34	Land Conservation, Energy and Climate			
			In land that is open to development, enact zoning that provides for the reduction in development densities from the current level of approximately one dwelling per acre to a density of one dwelling for every ten acres or more.	There may be areas where this makes sense but not as a broad measure. It is not consistent with affordable housing and would hurt rural land owners. No doubt Dryden's rural areas are being developed and traffic on rural roads is up. Not sure what to do.	DW: We should identify areas where this would be appropriate. This, along with higher road frontage requirements, would go a long way toward protecting farms and their accompanying open space.	65	Land Conservation			

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		Support private land trusts and similar organizations in their efforts to protect significant open space and environmental resources within the town.			DW: The town has been supportive of these efforts.	35	Land Conservation			
			Involve the town Conservation Advisory Board in decision making processes early on.	True of all the advisory boards. Does not need to be stated.	DW: This involvement needs to be improved. The Conservation Board, for example, often complains that they find out about town actions that might have environmental consequences, after the fact. Some effort has been made recently in making sure they are contacted beforehand for input, but that does not happen in every case.	66	Land Conservation			
		Protect stream corridors, wetlands and other water bodies from inappropriate levels of development.			DW: Large wetlands are protected by the state, and smaller wetlands have been identified by the County. We need to make sure buffers around these smaller ones are put in place. Stream corridors need buffer zone regulations, especially with the greater acknowledgement that runoff from the town is contributing to the pollution and algal blooms of Cayuga Lake.	35	Land Conservation			
			The Town of Dryden should adopt the criteria set forth in the Federal Manual for Identifying and Delineating Jurisdictional Wetlands as a means of identifying and protecting wetlands.	Wetlands are already defined and protected. We don't need this.	DW: I disagree with John and Ray with regard to smaller wetlands. NY State protects only wetlands < 12.4 acres. The County has officially adopted a map that shows all of the wetland areas smaller than that, but there is no official protection or buffer areas surrounding them required. Minimally, when a development is proposed that encroaches into one of these areas, we need to require the landowner to hire an expert to delineate the wetland, and then require that a no-build buffer around the delineated area is created.	67	Land Conservation, Energy and Climate			
			The Virgil Creek Aquifer study should be completed and the results incorporated into planning and environmental management efforts.	I don't know what this is. The current potable water study is taking forever and I'm not convinced it will be worth much. We have water quality/quantity problems in areas in the town but I don't know what to do about it.		67	Land Conservation, Energy and Climate			
			Aquifers in the town, including bedrock sources, also need to be inventoried and mapped in order to determine effective protection and management strategies.	The current study was supposed to do this. See above.	DW: Aquifers have been inventoried, but there is no information about how much water each is capable of producing sustainably. The town		Land Conservation, Energy and Climate			
		Protect the functional capabilities of floodplains by channeling development away from such areas.			DW: This action is critically important, and should go hand in hand with the implementation of regulations for buffering streams.	35	Land Conservation, Energy and Climate			
		Establish standards for storm water runoff from new development to decrease pollution from streets and parking lots.			DW: We have tight restrictions that demand storm water protection as far as surface runoff. This is a highlight of recent town actions.	35	Energy and Climate			
			The Town should continue to be an active participant in the Cayuga Lake Watershed Intermunicipal Organization.	There is a 2017 Restoration and Protection Plan. Dryden is a member. All of Dryden's watershed goes to Cayuga Lake.			Energy and Climate			
		Identify and implement measures to protect key view sheds within the town			Have key viewsheds ever been identified throughout the Town? -AWG	35				
Parks and Recreation										
	Develop a system of park and recreational facilities designed to serve the variety of recreational needs of town residents in a cost effective manner, and located as to provide easy access from major town population centers.					35	Walkable Communities			

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		Coordinate the development of town parks with adjacent municipalities, schools, town community associations, and local civic clubs to ensure optimum use of public and private investment in park and recreation facilities close to where residents live.			DW: The town deserves big applause for its strong support of a very long linear park, the rail trail.	35	Walkable Communities			
			Identify and acquire locations close to existing and future residential neighborhoods that are suitable in terms of size and topography for park and recreation facilities.	I don't know if this is part of the Recreation Plan.	The Recreation Plan includes specific recommendations for 4 more neighborhood parks, and one large community park near the center of the Town.(Goals 6,7 and 8 pages 35-38)	35	Walkable Communities			
			Use existing authority under State statutes to acquire wherever appropriate park land through dedication by the developer, or cash payment in lieu of land.	I don't know about cash payment. We just did a big subdivision review and the developer gave land to the Town for recreation and conservation. We will continue.		35	Walkable Communities			
			The Town should require that residential subdivision plats show "a park or parks suitably located for playground or other recreational purposes." If land cannot be dedicated the town should establish a system of accepting cash in lieu of land. The funds collected through this mechanism must be deposited into a trust fund dedicated exclusively for park land acquisition or the development of park, playground or other recreational facilities.	We don't need a requirement .	Why shouldn't Dryden consider this requirement? AWG. DW: I agree with Alice.	68	Walkable Communities			
		Ensure that town parks provide adequate recreational facilities to serve the variety of athletics and other recreational activities town residents engage in.				35	Walkable Communities			
			The town should establish a large community park. A larger facility designed to serve the entire town and feature areas for organized athletics as well as areas to accommodate a wide variety of informal recreational activities.	I don't know if this is part of the Recreation Plan.	The Recreation Master Plan calls for four new neighborhood parks and one large community park (Adopted version, Page 20, Goals 6, 7 and 8) AWG	69	Walkable Communities			
			The recommended location of the future community park is along Virgil Creek and the former Lehigh Valley Railroad grade between Dryden and Freeville.	I don't know if this is part of the Recreation Plan.	Is this the site of current ballfields? AWG	69	Walkable Communities			
			Incorporate natural features such as woodland, meadows and stream corridors into town parks for the purpose of preserving such natural assets and ensuring their continued enjoyment by the public	Makes sense.	DW: Absolutely, the town should do this. As we have seen over the last few months, the number of people seeking recreation on Dryden's hiking trails is huge. The town's participation in getting our trails listed on the website "Ithaca Trails" is terrific.	35	Walkable Communities, Land Conservation			
			Create a system of bicycle/pedestrian paths that will integrate existing and future park and recreation facilities with residential and commercial areas.	The Rail Tail is doing this and we should continue.	DW: I believe it is called the "Rail TRAIL" (he said snarkily). We are doing well on this front, and have tons of bicyclists using Dryden's roads. A few of them need to be made a little safer for bicyclists (wider shoulder).	35	Walkable Communities, Transportation			
			Whenever possible parks should be located along the proposed bicycle and pedestrian path system.	Makes sense.		68	Walkable Communities, Transportation			
			Ensure, to the extent practicable, access to town parks by persons with varying mobility capabilities through compliance with the requirements of the Americans with Disabilities Act of 1990 and its successors.	Does not need to be stated. It is law.		35	Walkable Communities, Transportation			
Public and Semi-Public Facilities										
	Develop and maintain public facilities such as water, sewer and road infrastructure in an efficient and cost effective manner.					35	Energy and Climate			
		Maximize the use of existing public water and sewer infrastructure by channeling future growth and development toward areas of the town where public facilities and services are available or easily accessible.			DW: Currently, our sewer resources are being used to near maximum levels, especially without a major overhaul of our leaky pipe infrastructure. Increasing the utilization of these services will put greater pressure on a aging system, which, either through fixing breaks or overhauling the system will cost a large number of taxpayers sizeable tax increases to pay for the new developments. It is best to grow slowly so that fixes can be made gradually. Even if new developments kick in some funding for some improvements, the costs to the town will far exceed these contributions.	35	Energy and Climate, Walkable Communities			
		Allow the extension of public water and sewer services into areas not designated for more intensive development where required for the protection of public health and safety.				35	Energy and Climate			

2005 Plan Goal, Objective, and Recommendation Review Matrix

Category	Goal (1,2,3, etc.)	Objective (A, B, C, etc.)	Recommendation (a,b,c, etc.)	John K., Ray B. notes	Committee Member comments	Page	New Plan Categories	Now: 1 year Near term: 1-5 years Long term: 5-10 years	Completed, in progress, no progress	Notes
		Evaluate future expansions of public water and sewer infrastructure based on cost and the need to protect environmental resources.				35	Energy and Climate			
			New sewage and water infrastructure in hamlet communities should not be built up until there is density to support it.	Chicken or egg? Affordable housing requires municipal infrastructure. Perhaps some sort of public/private partnership to develop areas on the west side of Town.	DW: Extension of sewer and water brings a level of density that is in conflict with the goal of preserving the rural and small town character and quality of life. There are already abundant opportunities along sewer and water lines for the modest growth in keeping with this goal. Extending sewer and water would do far more to erode this quality of life than allowing more subdivisions of farmland because all it would accomplish would be to wick people away from living downtown instead of diverting them from building on rural roads.	57	Energy and Climate			
		Utilize future expansions of public water and sewer infrastructure to encourage development in areas identified as being best suited for growth.				35	Energy and Climate			
			Invest in physical infrastructure in the Hamlet of Varna	Needs context. Varna sanitary sewer needs more capacity at some point.	DW: Varna sewers need upgrading, not more capacity, to permit the kind of slow growth outlined in the Varna Plan.	57	Energy and Climate			
			Ensure a continuous and systematic program of monitoring, maintenance and upgrading of existing water and sewer facilities to maximize their efficiency and life span.	Of course. Does not need to be stated.	DW: Monitoring of sewage production has not been implemented even though it was supposed to be required by our participation joint plant. We have no idea how much each development is producing.	35	Energy and Climate			
			Continue to work cooperatively with other municipalities to minimize the cost of public water and sewer services and to maximize the efficiency of such systems.	Ditto	DW: Continue this.	36	Energy and Climate			
			The Town of Dryden should work with the Village of Dryden, the Village of Freeville and its partners in the Ithaca Area Wastewater Treatment Plant and Southern Cayuga Lake Intermunicipal Water Commission to develop the wastewater treatment capacities and public water supplies that will be needed to serve future development.	Ditto	DW: Continue this.	74	Energy and Climate			
			The Town should work cooperatively with Freeville to develop a joint sewer system and to fund any required upgrades to the existing wastewater treatment facility.	Ditto. All of these infrastructure items are too general to be meaningful.		75	Energy and Climate			
		Wherever appropriate, promote the efficient use of frontage on existing and future roads in the town in order to minimize the amount of such infrastructure and associated maintenance costs.			DW: Our efforts to promote shared driveways have been the main attempt here, although we did increase the required frontage in some areas of the town.	36	Energy and Climate			
	Improve and enhance the electronic infrastructure within the town.					35				
		Wherever appropriate, promote the efficient use of frontage on existing and future roads in the town in order to minimize the amount of such infrastructure and associated maintenance costs.				36	Economic Development			
			Focus future development in and around villages and hamlets of the town to reduce the amount of infrastructure necessary to serve residents and businesses.	This is well intentioned but poorly worded. Walkable communities, affordable housing.	DW: I agree with adding the words that John or Ray suggested.	75	Economic Development			
		Facilitate the development of state-of-the-art telecommunications systems within the town to ensure capacities and levels of service adequate to meet the needs of residents and businesses			DW: The town is working on this.	36	Economic Development			
Public Safety										
	Ensure the provision of a comprehensive system of fire, police and emergency services and communications to protect life and property throughout the town.					36				
		Channel future growth and development toward areas of the town where fire, police and emergency services are available or easily accessible			DW: This makes sense, but the town needs to acknowledge that promoting density puts greater pressure (and expense) on these services. It is reported that the demand on these services in dense areas outgrows seeming increase in efficiency by having all the emergencies happen in a smaller area.	36				

2005 Plan Goal, Objective, and Recommendation Review Matrix

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			Continue implementing recommendations in the adopted Hazard Mitigation Plan	I don't know what this is.	DW: Currently under review	75				
		Promote the continued recruitment and retention of volunteers by local volunteer fire and emergency services organizations.		Like municipalities nationwide, Dryden is at a near crisis point due to lack of fire and emergency services volunteers. Is the comp plan an appropriate place to consider/plan for coordinating alternatives? AWG	DW: Do we really want to force movement to a model of a professional costly fire service?	36				
			Continue to work cooperatively with Tompkins County and other municipalities to enhance the provision of fire police and emergency services and to minimize the cost of such services to the public.	Of course. Does not need to be stated.		36				
			Implement the recommendations of the Hazard Mitigation Plan adopted in 1999, including proposed infrastructure improvements, awareness education, and training and equipment for local public safety and public works staff.	This must be the County Plan that will be part of Climate Change planning.		36	Energy and Climate			
			Work cooperatively with police and other emergency services organizations to ensure an effective program of public education and awareness of hazards to life and property, and appropriate action in case of public emergency	Of course. Does not need to be stated.	DW: These may not seem to need to be stated, but it is important to remind the town that it needs to put money into continuing this cooperation when it is needed.	36				
Transportation										
	Provide for a safe, efficient and diversified transportation system to serve the needs of all town residents.					36	Transportation			
			Allowing for more dense land use along NYS Rte 13 and NYS Rte 366 could trigger speed reductions with NYSDOT.	Need context.		71	Transportation, Walkable Communities			One off recommendation for an objective of reducing speeds. Objective not explicitly stated anywhere but this recommendation.
		Ensure land use and growth management policies that promote efficient use of existing streets, roads and highways.				36	Transportation, Walkable Communities, Economic Development			
			NYS Rte. 366 in Varna should be reconfigured to function as a village "Main Street" as opposed to the traffic mover it currently is. This would include replacing highway shoulders with curbing, tree lawns, and sidewalks; adding on street parking, and reducing the speed to 30mph	There is a project underway to do some of this.	DW: We should re-emphasize the importance of implementing all these changes except on-street-parking (which would block the safe bike lane). The speed limit has been lowered,	58	Transportation, Walkable Communities, Economic Development			
			The Town of Dryden should establish a Highway Corridor Overlay area in the areas recommended for Rural Residential along Rte. 13 between Irish Settlement Road and Etna Lane.	I don't know if this makes sense.	DW: What would the regulations in the overlay seek to accomplish?	61	Transportation, Economic Development			
		Provide for a network of streets, roads and highways that have adequate capacity to accommodate traffic without congestion.				36	Transportation			
			Wherever feasible channel excessive vehicular traffic around established neighborhoods.	Of course. Does not need to be stated.	DW: Nothing is currently being done to accomplish this.	36	Transportation			
			Work with the State and Tompkins County to initiate steps that will channel truck traffic away from residential areas of the town and off minor highways within the town.	Easy to say. Needs context otherwise is meaningless.		36	Transportation			
		Develop and implement tools to control access to and from major highways within the town to limit congestion along those routes and limit the need to upgrade such facilities in the future.				36	Transportation			
			Along NYS Rte 13, the Town should implement regulations that control the number, size and locations of curb cuts as outlined in the land use section.	NYS has jurisdiction on Rt 13. Not sure if the Town can do this. We'll see what the Rt13 study recommends.	DW: I agree with John/Ray comment.	71	Transportation			
		Wherever feasible provide for a network of bicycle and pedestrian paths that interconnect residential neighborhoods, commercial centers, schools, parks and places of employment.				36	Transportation, Walkable Communities			
			Complete the trail between Dryden Lake and the East Ithaca Recreation Way.	In process.		73	Transportation, Walkable Communities			
			A bicycle and pedestrian network should provide links through Ellis Hollow to connect to the Dryden Lake-Ithaca trail	More importantly, safe bike and ped facilities to work and shopping venues to the west.		73	Transportation, Walkable Communities			
		constructed and maintained in a manner that protects the livability of neighborhoods, and ensures the safety of local residents.				36	Transportation, Walkable Communities			
			Where it is not possible to have speeds reduced, the Town should enact additional setbacks to help buffer new residential development from highway noise.	I don't know if this makes sense.	DW: Would this even be effective? Better to advocate for slower speeds.	71	Transportation, Walkable Communities			
			Set the design speed for all new streets at 25 miles per hour.	I don't know if this makes sense.	DW: I like it, but 30 seems to be as low as the DOT is willing to go for our rural town.	72	Transportation, Walkable Communities			

2005 Plan Goal, Objective, and Recommendation Review Matrix

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			Ensure that street construction specifications are up to date, and that they are stringently applied to developers as the construct new streets.	I don't know if the Town has specs. Probably use DOT specs.		72	Transportation			
			Where appropriate, specifically on very low volume residential streets develop standards that allow for narrower streets to reduce impervious surface areas within new developments	Makes sense but needs context - part of larger plan to control runoff.	DW: Narrowing streets also helps slow traffic, so this is a good idea that has not yet been implemented.	72	Transportation, Energy and Climate			
			Limit the use of cul-de-sacs in new residential development.	I don't know if this makes sense.	DW: As a kid who grew up playing on low car volume streets, I like cul-de-sacs. I don't know that they cause more driving to happen.	72	Transportation, Walkable Communities			
		Identify and provide for a network of existing and future collector roads, and standards for development along such roads to ensure the safety and efficiency of said roads, and the protection of adjacent development from the impacts of				36	Transportation			
			Ensure that the street network of the future allows traffic to flow in all directions into and out of neighborhoods, and provides residents with a number of choices for entering or exiting their neighborhood	Makes sense. Probably does not need to be stated.	DW: All the recently approved developments have only a single entrance. Our desire to reduce curb cuts is more important than the benefits to having traffic flow in multiple directions, and maybe it might make people	72	Transportation, Walkable Communities			
		Wherever feasible encourage the increased use of existing or new public transit services as an alternative to individual automobiles				36	Transportation			
			Work with the Tompkins Consolidated Area Transit to expand public transit routes within the town and to develop a network of bus stops, park and ride facilities and other facilities that will attract increased use of public transit.	We need to continue to do this	DW: I agree to the need to continue this.	36	Transportation			
			The Town should promote the increased use of public transit through more compact development patterns along transit routes, development of park and ride lots and development of a network of bicycle and pedestrian paths connecting homes to bus stops.	We need to continue to do this	DW: I agree to the need to continue this.	74	Transportation, Walkable Communities			
			Work with the Tomkins Consolidated Area Transit to ensure bus shelters are conveniently located and maintained.	Makes sense. Probably does not need to be stated.	DW: 802 Dryden road put in a sitting area instead of a shelter because we didn't require	74	Transportation			
			Work with Tompkins Cortland Community College, Tompkins Consolidated Transit and Cortland County to develop bus service between Dryden, TC3 and Cortland.	More broadly, we need public transport from residential areas in Cortland County to work venues in Ithaca.		74	Transportation			
			Ensure that the street system within new Suburban Residential areas is "transit friendly" with, among other things, adequate turning radii at intersections and elsewhere.	Makes sense. Probably does not need to be stated.		74	Transportation			
			Where population densities warrant, develop a system of sidewalks and off-street walkways to serve existing and future residential neighborhoods.	Makes sense. Probably does not need to be stated.	DW: We must continue to push for sidewalks anywhere they could potentially be used. We have not been as committed to this as we need to be.	37	Transportation, Walkable Communities			

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**2005 RELATED
PLANNING
DOCUMENTS &
STUDIES**

APPENDIX A: RELATED PLANNING DOCUMENTS & STUDIES

The Dryden General Plan, 1968

Sponsor: The Town of Dryden

Adoption Date: Not Adopted

In October 1968 the firm of Egner and Niederkorn completed The Dryden General Plan on behalf of the Town of Dryden and the Villages of Dryden and Freeville. The 230-page document, funded under the Department of Housing and Urban Development Section 701 Program, provided a detailed analysis of the town and villages then, including population, housing and economic data. It then proposed a series of policies to guide the development of the communities through the 1970s, 1980s and into the 1990s.

The General Plan assumed a population in 1990 of about 16,200 persons, of which 2,000 would live in Dryden village, and 700 in Freeville. (Actual population in 2000 was 13,532. See below.) This projection was partly in response to the anticipated construction of a limited-access NYS Rte. 13 between Ithaca and Cortland that was expected to stimulate new industrial development and residential growth. The substantial growth of manufacturing in Cortland at the time and growth in the education sector in Tompkins County were also major factors in this growth projection.

In summary, the 1968 General Plan proposed that:

- + Future major residential development should be channeled into Dryden village and along the NYS Rte. 13 corridor, with lesser levels occurring in the Etna and Freeville areas.
- + The better agricultural lands in the northeast portion of the town should be protected from extensive development.
- + Commercial development should be concentrated in specific areas and scattered; low density strip commercial development should be discouraged. Dryden village should remain the major commercial activity center in the town, with Varna and Freeville serving as secondary centers. The General Plan also considered as appropriate a "large regional shopping center" in the vicinity of Etna Road and Pinckney Road upon completion of the proposed limited access NYS Rte. 13.
- + Light industry should be encouraged in two locations: in the NYS Rte. 13 corridor in the vicinity of the NYS Rte 366 intersection, and on the northern edge of Freeville. The rationale for the Freeville location was proximity to both the anticipated limited access NYS Rte. 13 and (then) rail service.
- + Major development should be channeled away from the more rugged terrain of the Allegheny Plateau portion of the town and land uses in the area should be limited to farming and recreation or conservation-oriented uses.
- + The existing undeveloped lands in the immediate vicinity of Fall Creek and Virgil Creek should be preserved as open space and possible acquisition for public park and recreation purposes. These areas would tie together the villages of Dryden and Freeville and extend southward from Dryden to include Dryden Lake and areas beyond. The Plan also recommends that some 1,600 acres of land along Fall Creek and Beaver Creek upstream of Malloryville and extending to Cortland County be acquired as a nature preservation/wildlife refuge.
- + At least one larger park to serve the entire town and a number of smaller neighborhood-oriented parks should be established.

The 1968 General Plan dedicates an entire section to Fall Creek and issues related to water quality and its future use and use of the land along its banks. The plan envisioned Fall Creek and Virgil Creek as regional natural and open space assets. It goes into considerable detail in proposing a program to protect the two streams from inappropriate development, and to enhance public access to them.

Future Land Use in the Town of Dryden: Alternatives and Recommendations, 1999

Sponsor: Cornell University

Adoption Date: Not Adopted

Completed by the Department of City and Regional Planning at Cornell University in December 1999, this document includes an in-depth inventory and analysis of population and housing, public utilities, economic development, transportation systems, natural resources and recreation, and recommendations for further actions. Although not officially adopted by the Town, the document provided valuable information for local decision-making. Some of the data and concepts contained within ***Future Land Use in the Town of Dryden: Alternatives & Recommendations, 1990*** were incorporated into the 2005 Comprehensive Plan.

The ***Future Land Use in the Town of Dryden: Alternatives & Recommendations, 1990*** presented four possible scenarios illustrating how the Town might develop in the coming decades:

- + *Business as Usual.* This scenario assumes that the town will continue to develop in a dispersed, fragmented and somewhat random pattern. It is based on an analysis of past development patterns in the town and extrapolates them into the future.
- + *Cluster.* This type of development scenario would include provisions such as a Clustering for Open Space Conservation Plan (COSP), zoning, and subdivision design provisions that would channel future development away from key open space and environmental assets. The intent is to "cluster" development in those areas most suitable -- from an open space and environmental protection standpoint -- for development.
- + *Compact Center.* This approach focuses future growth and development in and around the existing population centers of Dryden village, Freeville, Etna and Varna, and Ellis Hollow at village-like densities of around four dwelling units per acre. In addition to its potential for preserving substantial quantities of open space, this scenario has the potential for revitalizing village and hamlet downtown areas and creating more intimate neighborhoods.
- + *Corridor Development.* Under this scenario future development in the town will be directed toward its major transportation corridors where public water and sewer services already exist or can be easily provided, and away from areas without such services or away from key open space and environmental assets. Provisions would be made to reduce the anticipated traffic and safety impacts to targeted highways, such as NYS Rte. 13, such as access controls and road infrastructure improvements. Depending on location within the corridor, small-lot (1/2-acre) residential development, mixed-use development, industrial development and more intensive commercial development would be allowed. Outside the corridors large-lot (5-acre) and rural residential/ agricultural/forest areas would be identified and zoned for lower intensities.

The key goals of each of the above scenarios were to accommodate the level of growth that the Town of Dryden is expected to experience over the next two decades, while at the same time preserve the town's important open space and environmental assets, and the rural character many residents enjoy.

In addition to the scenarios, the 1999 document outlined a Recommended Land Use Framework based on the following principles:

- + New mixed-use, compact development should be promoted in established hamlets and villages
- + Natural resources and groundwater should be conserved and protected
- + Agricultural and forest resources should be protected
- + Existing viewsheds and the sense of place many residents enjoy should be protected

The proposed Recommended Land Use Framework is also grounded in an analysis of the suitability for development of land

and natural resources in the various areas of the town. Attributes such as steep slopes, environmentally sensitive areas such as wetlands, riparian corridors, Cornell University lands, state forest land, Tompkins County Unique Natural Area and poorly drained soils have been identified and mapped. The result is a map showing areas where constraints to environmentally sound development exist and, conversely, areas where opportunities for environmentally sound development exist.

The Recommended Land Use Framework specifically recommends that the town:

- + Create new incentives to focus economic and residential development in or around hamlets and villages and in the industrial/commercial area along the western stretches of NYS Rte. 13.
- + Implement measures to better control development in areas such as northwestern Dryden, Ellis Hollow, the Dryden Lake vicinity and where scenic vistas occur along Rte. 13.
- + Implement measures to reduce development in the agriculturally important northeastern section of the town, and in the Allegheny Plateau hill country.

The ***Future Land Use in the Town of Dryden: Alternatives and Recommendations*** report provided background data and insights into the town that were important in the development of the 2005 Comprehensive Plan. The document also provided a palette of ideas and concepts that had the potential to provide for anticipated future growth in the town, protect the attributes that make it an attractive and unique place to live, and protect the many unique and valued ecological resources within its boundaries.

Open Space Inventory of the Town of Dryden, 2003

Sponsor: The Town of Dryden

Adoption Date: May 15, 2003

The purpose of this Open Space Inventory (OSI) was to identify, catalog, and map a variety of resources within the Town of Dryden. These include both natural and cultural resources as well as natural hazards. This inventory can be used to assist in land-use planning and policy decisions made by elected and appointed officials of the Town of Dryden, as well as its citizens. The document addresses resources on undeveloped land as well as areas with specific characteristics, such as recreational and historic resources, that could be of interest in discussions of the Town's land-use planning issues and policy concerns.

Town of Dryden Comprehensive Plan, 2005

Sponsor: The Town of Dryden

Adoption Date: December 8, 2005

The 2005 Comprehensive Plan provided a new framework by which Town of Dryden leaders and residents could guide the future growth and development of the town. The plan contemplated a 15-year time horizon and attempted to identify both issues that the community may face, and opportunities that it might exploit for the common good. The overall goal of this comprehensive plan is to promote the health, safety and general welfare of the people of the town of Dryden.

Major issues that were identified regarding roads in the town included:

- + Increased traffic through Varna, Freeville and Etna, and established residential areas such as along Ellis Hollow Road
- + Congestion on NYS Rte. 13
- + Traffic exceeding the posted speed limits, especially in the villages and hamlets, and Ellis Hollow

Critical issues in land use planning for the future of the Town of Dryden included:

- + The extent and locations of new residential commercial and industrial development
- + Balancing such development with the expressed desires of residents

- + Providing for appropriate levels of residential, commercial and economic development
- + Intensive development infringing on floodplain areas, wetlands, prime agricultural soils and steeper slopes
- + Development leading to the decline and, ultimately, deterioration and disappearance of historic structures
- + Gaps in the availability of some recreational facilities
- + Extension of municipal water or sewer service to limited areas within the town
- + Accommodation for additional dwellings due to population increase
- + Limited facilities to accommodate and encourage increased walking and bicycling

The following recommendations were made for addressing known issues and concerns in the town:

- + Preserve the rural and small-town character and quality of life in the Town of Dryden
- + Promote the long-term economic viability of the agricultural community in the town by preserving agricultural land resources without unduly infringing on property rights
- + Preserve and enhance the villages and hamlets within the town
- + Provide for a variety of options for town residents to purchase goods and services at locations convenient to home and work
- + Provide for a wide variety of employment options for town residents.
- + Provide for a variety of affordable, high-quality housing options for all town residents.
- + Preserve the natural open space resources, environmentally sensitive areas and unique flora and fauna of the town
- + Develop a system of park and recreational facilities designed to serve the variety of recreational needs of town residents in a cost-effective manner, and located as to provide easy access from major town population centers
- + Develop and maintain public facilities such as water, sewer and road infrastructure within the town
- + Ensure the provision of a comprehensive system of fire, police and emergency services to protect life and property throughout the town
- + Provide for a safe, efficient and diversified transportation system to serve the needs of all town residents.

NYS Route 13/366 Corridor Management Plan, 2008

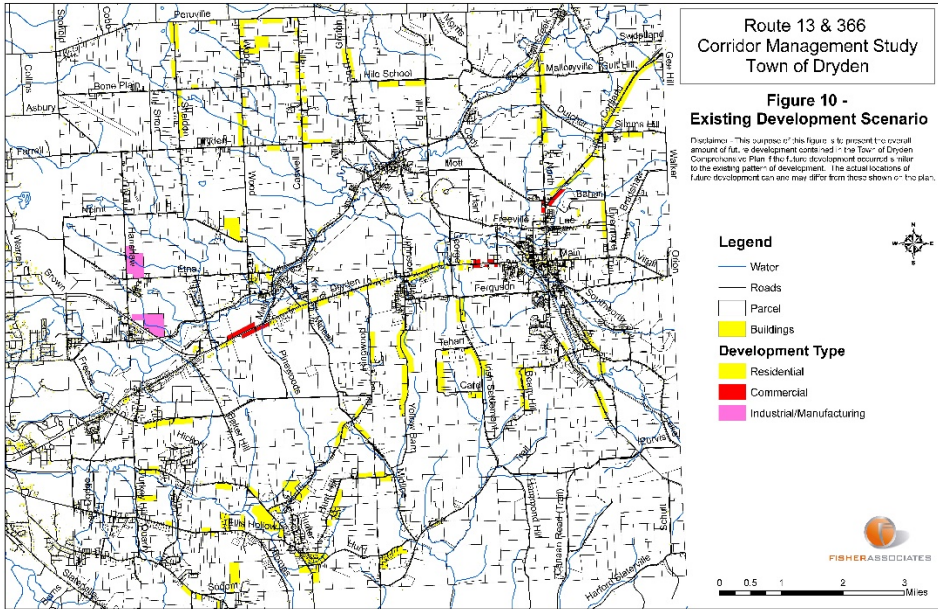
Sponsor: Tompkins County

Adoption Date: June 2008

The Route 13/366 Corridor Management Plan was undertaken to assess the current development scenario along the corridor versus a nodal development scenario. Keys to the success of the CMP were to clearly define nodal development points that could accommodate the increase in development while safely and efficiently moving commuters into and out of Cornell, the City of Ithaca, Village of Dryden, Hamlet of Varna, and Cortland.

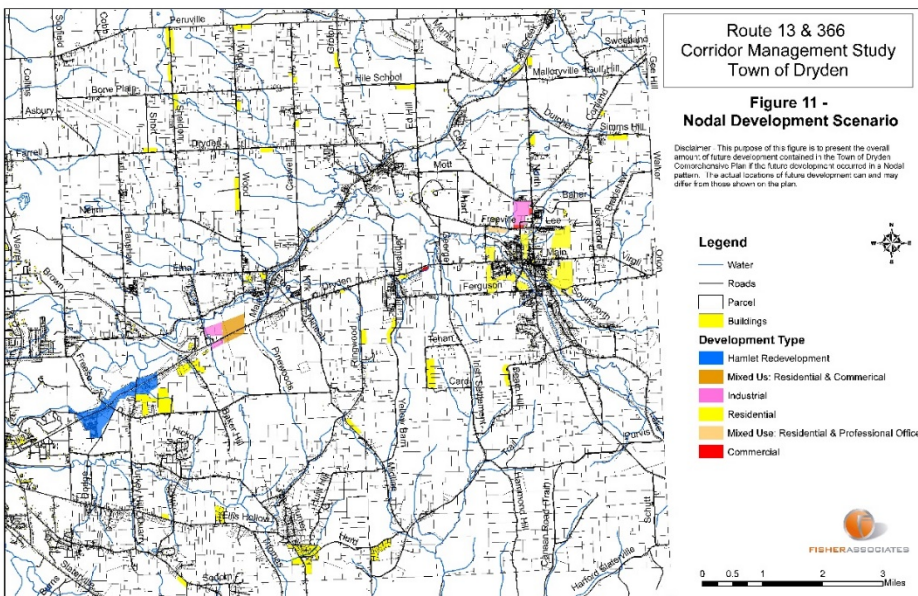
Development Scenarios:

The **Existing Development Scenario** is shown in **Figure 10**. The intent of the Existing Development scenario was not to identify individual parcels for development, but rather to identify the overall impacts to the NYS Route 13/366 corridor if development were to continue following the development trends at that time. The Existing Development Scenario assumes the remainder of the frontage along the corridor is developed as residential or commercial land use. The industrial development is focused near the airport in the western end of the Town, north of NYS Route 13. Consistent with historical patterns, no new development is proposed for the Village of Dryden. Outside of the corridor, scattered residential development fills out the remainder of the new dwelling units. Note that the Existing Development Scenario assumes the new residential development will have one dwelling unit per acre (or 1,800 total acres of residential development).



The **Nodal Development Scenario** is shown in **Figure 11**. This development scenario focuses the next 20 years of development at three distinct node points along the corridor. The graphic presents a drastic difference between the Existing Development Scenario shown in **Figure 10** and the Nodal Development Scenario. Most notably, the remaining agricultural / vacant frontage parcels along the corridor are left undeveloped under the Nodal Development Scenario. In addition, a significant portion of the scattered residential development shown in the Existing Development Scenario has been consolidated into the three node points. Under this development scenario, residential development density has been increased to an average of two dwelling units per acre, consistent with local planning efforts to reduce the overall amount of developed land. The first node point is the Hamlet of Varna. Many of the existing frontage parcels in Varna are either occupied by residential or commercial development or are environmentally sensitive areas owned by Cornell. The Nodal Development Scenario assumes that over time parcels will be developed to accommodate greater density and a mix of uses. The second node point is centered around the westernmost intersection of NYS Route 13/ NYS Route 366. This node point contains the NYSEG property. The area north and south of NYS Route 13, east of the NYSEG property would be developed

as a mix of industrial, commercial and residential uses. The third and largest node point is the Village of Dryden. Under the Nodal Development Scenario, a majority of the Village is developed as residential, commercial, or industrial land use. The commercial use is located along NYS Route 38, immediately adjacent to future industrial property. The Village will also see an area wide growth in residential property to virtually build-out the remaining portions of developable land.



Top issues recorded from Community Preference Survey:

1. High speeds and traffic volume

- through the corridor make accessibility on and off difficult and unsafe
2. Route 13 / 366 intersections are unsafe
 3. Separate through traffic from local traffic (Route 13 by-pass, new Route 13 location, frontage roadways)
 4. Concerns over cut-through traffic avoiding Route 13 congestion
 5. Character of Varna and lack of sidewalks
 6. Maintain open space / agriculture
 7. Utilize alternate modes of travel

The following specific **recommendations** were made in order to lay the groundwork for nodal development and/or address short term concerns consistent with a pattern of nodal development:

- + Work with NYSDOT to remove the existing passing zone through the Hamlet of Varna. This is an important first step in achieving the character desired by residents,
- + Contact NYSEG to explore the viability of removing, minimizing, or screening the power lines and substation in the overlap section of Route 13 and Route 366. This area is important for the nodal development pattern and anything that can be done to improve the viability of the node point should be explored.
- + Coordinate with TCAT on the number of routes and reliability of service in the area. Comments gathered during the study indicated the transit service was not as reliable as desired to use for the daily commute.
- + Work with NYSDOT on a redesign of the western Route 13/366 intersection to improve safety. This should include consideration of the applicability of a roundabout.
- + Work with NYSDOT on a redesign of North Road at Route 13 to make a four way intersection at the traffic signal at Bahar Drive (TCCC entrance road).

Town of Dryden Recreation Master Plan, 2011

Sponsor: The Town of Dryden

Adoption Date: June 2011

The Recreation Master Plan was developed by an appointed Steering Committee, Town government, Thoma Consultants, and the greater Dryden community. Through collaborative input, the purpose of the Plan evolved into the following:

- + To provide guidance and a framework for recreation decision-making based on public needs, priorities, and resource capabilities within the Town;
- + To provide an accurate inventory of the existing recreational facilities and open spaces located within the Town;
- + To identify and assemble the existing reports, studies, and inventories related to open space, recreational activities, facilities, and needs supplemented with information gathered from public participation.

A main issue with recreational facilities and programs that has the biggest impact on the residents of Dryden is ease of access and location. Locations of recreational activities and facilities should be distributed evenly throughout the Town. TCAT routes should be considered to allow for elderly residents to access key recreational locations. A space that can accommodate multiple activities is also needed in the Town of Dryden. One of the primary constraints to participating in department programs is lack of information.

Some recommendations listed in the plan to address these issues include:

- + Provide safe and well-maintained facilities.
- + Develop cost efficient methods for all maintenance practices.
- + Improve use of underutilized facilities.
- + Assist other providers with maintaining their facilities.
- + Develop additional multi-use trail links.

- + Plan and develop new Neighborhood Park facilities.
- + Plan and develop new Community Park facility.
- + Improve access to recreation information.
- + Establish partnerships for improved transportation for recreation.

Varna Community Development Plan, 2012

Sponsor: The Town of Dryden

Adoption Date: December 20, 2012

An amendment to the *Town of Dryden Comprehensive Plan (2005)*, the Varna Community Development Plan purpose was to serve as a guide for future development, provide opportunity for new uses, and improve the overall quality of life while protecting the character of the hamlet of Varna.

As part of the development of the plan, a community survey was distributed to 423 Varna area residents and business owners. Some of the key issues highlighted by the survey results include:

- + Conditions and aesthetics of the built environment.
- + Adequacy of facilities in addition to the levels of traffic.
- + Too much development, too fast.
- + Changing the character of the hamlet from a quaint, rural area to a transient, strip-development corridor with significant traffic.

It is essential to establish development controls in Varna that allow for growth to occur in such a way where building footprints, new uses and amenities fit in to the existing fabric of Varna. Using a form-based approach, the Varna plan helps preserve the quality of life and place of Varna, adding a new layer of character to the community. This plan strategically addresses those concerns by providing specific goals and objectives, a master plan with recommendations and guide for future development:

- + Protect and enhance hamlet character.
- + Develop a transportation system that is balanced, safe, and equitable for pedestrians, cyclists, and motorists.
- + Protect and improve the quality of life in the hamlet.
- + Implement traffic calming strategies.
- + Introduce gateway treatments, mid-block median treatments, and intersection treatments.
- + Create links to nearby nature trails
- + Incorporate bicycle lanes/shared lanes, pedestrian pathways, sidewalks, street trees, medians, and designated crosswalks to form complete streets
- + Further small business ventures
- + Improve deteriorating houses and building front facades
- + Incorporate green space

Tompkins County Hazard Mitigation Plan, 2013

Sponsor: Tompkins County

Adoption Date: March 2013

The Tompkins County Planning Department (TCPD) organized the effort to update the Tompkins County Multi-Jurisdictional All-Hazard Mitigation Plan that was originally adopted in 2006. The efforts made to update the original plan were made possible by a grant from FEMA that was administered by the Tompkins County Planning Department. In addition to the

basic requirements of updating the plan, Tompkins County is seeking the integration of three new features: the involvement of all 17 jurisdictions in Tompkins County (including the Town of Dryden), the impacts and risks associated with anticipated climate change, and the impacts and risks associated with anticipated widespread shale gas drilling.

The prime objective of setting hazard mitigation and adaptation goals is to reduce or eliminate losses and damages from hazard events well in advance of hazard occurrence. It was important to create goals that were tangible. The goals identified below represent what the participants and municipalities were hoping to achieve through the implementation of the hazard mitigation plan.

Goal 1: Protect Life and Property

Goal 2: Increase Public Education, Outreach, and Partnerships

Goal 3: Protect and Restore Natural Ecosystems

Goal 4: Enhance Emergency Services

Vulnerabilities specific to Tompkins County that are identified in the ClimAID report (the Integrated Assessment for Effective Climate Change Adaptation Strategies in New York State) are potential flooding increases, milk production losses in a region dominated by dairy, and location at the front line for the state as invasive insects, weeds and other pests move north. In addition, the report highlights that some areas, including Tompkins County, are vulnerable in other ways: rural areas are more vulnerable to, and have less capacity to cope with, extreme events such as floods, droughts, ice storms, and other climate-related stressors; regions that depend on agriculture and tourism (such as fishing, skiing, and snowmobiling) may be especially in need of adaptation assistance; and low-income urban neighborhoods, especially those within flood zones, are less able to cope with climate impacts such as heat waves and flooding.

The potential for natural gas drilling related to the Marcellus and Utica Shale deposits in Tompkins County and throughout the Southern Tier Region of New York State, created a tremendous amount of concern in some communities regarding the possible environmental effects of the horizontal drilling process. While there were no horizontal natural gas wells within Tompkins County, it was estimated in 2011 that 39-percent of the land within the County was leased for potential future gas drilling operations.

Of the 22 identified hazards, the following 15 were noted as having the potential to be more impacted by climate change: severe storm, flash flood, infestation, ice storm, epidemic, severe winter storm, hurricane, extreme temperatures, ice jam, drought, lake flood, landslide, fire, utility fire, and water supply contamination. Flash flooding was determined to be a priority hazard event within Tompkins County due to its frequency as well as economic impacts related to property and infrastructure damage.

Cleaner Greener Southern Tier: Regional Sustainability Plan, 2013

Sponsor: Tompkins County, Southern Tier Central Regional Planning and Development Board, Southern Tier East Regional Planning and Development Board

Adoption Date: May 2013

The Cleaner Greener Southern Tier Regional Sustainability Plan promotes a future that is economically prosperous, environmentally sound, and socially responsible. The Region faces significant challenges in the areas of economic development, affordable living, land use, natural disasters, and natural resource protection. Since these issues relate to one another in complex ways, a comprehensive approach to sustainability planning is necessary. Understanding this need for a regional, integrated approach, community leaders came together to produce the Cleaner Greener Southern Tier Regional Sustainability Plan to revitalize the Region by creating a vibrant, resilient community that will support us, our children, and their children into the future.

The plans that resulted from the Cleaner, Greener Communities Program established a statewide sustainability planning framework that could aid in statewide infrastructure investment decision making. The regional sustainability plans outline specific and tangible actions to reduce greenhouse gas emissions; inform municipal land use policies; serve as a basis for local government infrastructure decision making; and help guide infrastructure investment of both public and private resources. The Cleaner Greener Southern Tier plan, in accordance with Cleaner, Greener Program guidelines, includes a greenhouse gas emissions baseline inventory, identifies short-term and long-term implementation strategies to meet the emissions goals, and establishes metrics for tracking regional progress.

The regional sustainability goals addressed by actions in the Plan's nine topic areas are outlined below:

- + Energy and Greenhouse Gas Emissions
 - o Reduce building energy use.
 - o Develop, produce, and deploy local renewable energy sources and advanced technologies across the Southern Tier.
- + Transportation
 - o Create a regional multi-modal transportation system that offers real transportation choice, reduced costs and impacts, and improved health.
 - o Reduce fossil fuel consumption and GHG emissions from transportation by reducing vehicle miles traveled, increasing efficiency, improving system operations, and transitioning to less carbon intensive fuels and power sources.
- + Land Use and Livable Communities
 - o Strengthen and revitalize existing cities, villages, and hamlets.
 - o Support development of housing that is energy and location efficient and offers choices to reflect changing demographics.
- + Economic Development
 - o Create and retain more good paying jobs by building on the Southern Tier's regional strengths, including advanced energy and transportation technologies, globally-competitive industry, and workforce development and technology transfer partnerships with educational institutions.
 - o Support tourism industry development with coordinated marketing, preservation, and enhancement of historic, cultural, educational, and natural resources and events.
 - o Support farming and related businesses to reinvigorate the rural economy, enhance residents' incomes and standards of living, and promote local food and agriculture.
- + Working Lands and Open Space
 - o Promote best management of fields, forests, and farmland to keep working lands in production, protect natural resources, and increase carbon sequestration.
 - o Preserve and connect natural resources, open spaces, and access to waterways, to protect regional environment, ecology, habitat and scenic areas, and support outdoor recreation.
- + Climate Adaptation
 - o Identify and plan for the economic, environmental, and social impacts of climate change.
 - o Minimize flood losses by preserving and enhancing floodplains and wetlands, and by limiting development in flood-prone areas.
- + Water Management
 - o Efficiently manage and upgrade existing water, sewer, and other utility infrastructure to support compact development and reduce energy use.
 - o Improve and protect water quality and quantity.
- + Waste Management

- Promote innovative waste reduction and management strategies that reduce the amount of material disposed of at landfills.
- + Governance
 - Increase collaboration among regional agencies, institutions, and local governments.
 - Increase fiscal efficiency and effectiveness in local government through energy and waste reduction, coordinated investments, and integrated planning.

In order to measure progress toward reaching the goals outlined in the Plan, specific targets have been established for indicators that use readily available data and which the Region has the capability to measure and track over time based on current available resources.

Tompkins County Agriculture and Farmland Protection Plan

Sponsor: Tompkins County

Adoption Date: June 2015

The purpose of the Tompkins County Agriculture and Farmland Protection Plan is to prioritize and guide the actions of county and town governments, agricultural agencies, businesses, farmers, and the community at large in responding appropriately to the needs, conditions and opportunities that will maintain a viable agricultural economy in Tompkins County.

The New York State requirements for updated County Agricultural and Farmland Protection Plans include, but are not limited to:

- a) The location of any land or areas proposed to be protected;
- b) An analysis of the following factors concerning any areas and lands proposed to be protected:
 - a. Value to the agricultural economy of the county;
 - b. Open space value;
 - c. Consequences of possible conversion;
 - d. Level of conversion pressure on the lands or areas proposed to be protected;
- c) A description of the activities, programs and strategies intended to be used by the county to promote continued agricultural use.

As a working landscape, agriculture in Tompkins County plays a key role in defining the region’s agrarian culture and wide sweeping scenic vistas. These agricultural resources also contribute to the health of natural resources including forest land, soil and water resources including streams and wetlands. The relationship between working landscapes, natural and water resources may also be strained by a changing climate.

Below is a summary of the six main goals of the Tompkins County Agriculture and Farmland Protection Plan:

- + To encourage business development, expansion, and diversification, promote collaboration and networking, and improve access to support services and markets necessary for viable farm businesses.
- + Pursue a policy which encourages local production, educates farmers and consumers, and promotes consumption at every level (personal, institutional, etc.).
- + Support diverse farming opportunities through land use public policies and actions that protect farmland. Such practices, implemented across jurisdictions, should improve access to farmland and support operations that do not

- have adverse impacts to other farm operations or the environment.
- + Develop programs that improve understanding of farming practices and the contributions farmers make to our community.
- + Model and promote sustainable agricultural practices that encourage the protection and conservation of Tompkins County's agricultural and natural resources.
- + Create an environment that connects young people and others interested in farming with farming experiences and opportunities that result in future farmers and successful farm employees.

Tompkins County Comprehensive Plan, 2015

Sponsor: Tompkins County

Adoption Date: March 3, 2015

The Tompkins County Legislature first adopted a comprehensive plan in 2004. Entitled ***Tompkins County Comprehensive Plan: Planning for our Future***, that Plan contains principles, policies, and actions to guide the County and other community members as they make decisions that influence regional development, involve inter-governmental cooperation, and affect the quality of life in neighborhoods and communities. It provides a framework to address community goals in a proactive and coordinated manner. On December 16, 2008, the Tompkins County Legislature approved an amendment to the Comprehensive Plan to address the issue of energy and greenhouse gas emissions. This first full update of that Comprehensive Plan adds climate adaptation, a completely new element, restructures the strong communities section by also addressing healthy communities, adds the two overarching principles of fiscal responsibility and sustainability, and updates policy statements to make them more direct.

Tompkins County has been working to advance sustainability for many years. Tompkins County has made formal sustainability commitments, adopted policies, undertaken energy improvements to its facilities, installed renewable energy systems on all its buildings, taken actions within and between its various departments, and pursued a number of other efforts related to sustainability. Specific policies adopted by the County Legislature are:

- + Waste Reduction and Resource Management Policy (2007): to recognize the goals set forth by the Tompkins County Solid Waste Management Plan through procedures to reduce the amount of waste produced by County operations and maximize opportunities for reuse and recycling.
- + Facilities Management and Workplace Environment Policy (2009): to establish procedures for managing and operating facilities in a manner that provides clean, well-maintained, and energy-efficient workplace environments for staff and visitors. In 2005, the County entered into an Energy Performance Contract with Johnson Controls intended to realize over \$4 million in energy cost avoidance during the 15-year term of the contract.
- + Green Fleet Policy (2009): to reduce fossil fuel consumption and greenhouse gas emissions from County-owned vehicles and fuel-using mobile equipment.
- + Green Building Policy (2013): to use green building standards for all new construction and major renovations of County-owned buildings.

In order for Tompkins County to address the needs of the current community without sacrificing the quantity and quality of resources for future generations, sustainable actions should be considered:

- + Promote adaptation measures that lessen climate impacts on the local economy.
- + Encourage actions that protect vulnerable populations from the impacts of climate change.
- + Foster the expansion of a countywide trail network to promote alternative transportation.
- + Encourage municipalities to protect rural character and scenic resources by limiting sprawl.
- + Promote development of a strong land-based rural economy.

- + Increase the use of local and regional renewable energy sources and technologies.
- + Promote energy efficient housing.
- + Reduce the use of fossil fuels in transportation.
- + Support a pattern of land use that allows people to move efficiently and affordably.
- + Reduce the adverse impacts to native species and ecosystems caused by invasive organisms and climate change.
- + Protect farmland within the Agricultural Resource Focus Areas for agricultural use.
- + Manage stormwater runoff to protect fresh water sources from contamination.
- + Reduce greenhouse gas emissions to reach a minimum 80 percent reduction from 2008 levels by 2050 and reduce reliance on fossil fuels across all sectors.
- + Improve the energy efficiency of all components of the community energy system.
- + Reduce the amount of material disposed of in landfills.
- + Conserve natural resources that enhance carbon capture.

Tompkins County Housing Strategy, 2017

Sponsor: Tompkins County

Adoption Date: 2017

The 2017 Tompkins County Housing Strategy builds upon the 2015 County Comprehensive Plan to promote affordable, safe, energy efficient, and appealing housing through the year 2025. The plan was endorsed by unanimous vote of the County Legislature in 2017. The strategy identifies the types of housing the County will need, as well as areas deemed to be well-suited focal points of new development due to the existence of public services, transit, and existing development.

Target housing types identified in the plan are:

- + **Supportive Housing/Special Needs Beds** – Combines affordable housing with support services design to help individuals and families with special needs use housing as a platform for improving their overall physical and economic health. Unit needs are to be based the County’s Coordinated Assessment System which creates a single waitlist for available housing resources.
- + **Workforce Units** – Housing that is affordable for those earning 80 percent or less of Area Median Income (AMI). The County has identified a need for:
 - o 200 new rental units/year affordable for those earning up to 100% of AMI, for a total of 2,000 new rental units through 2025.
 - o 380 new ownership units/year for a total of 3,800 new ownership units through 2025
 - 300 single family homes/year: 90 homes/year in the \$150,000-199,999 price range, 210 homes/year at \$200,000+
 - 80 condominiums/year: 35 units/year in the \$150,000-199,999 price range, 45 units/year at \$200,000+
- + **Senior Housing** – Unlike typical workforce housing, Senior housing may have age restrictions or the provision of services. In addition to an increase in market-rate senior housing, the County has identified a need for 1 Medicaid Assisted Living Program facility and 100-200 subsidized senior apartments.
- + **Student Beds** – There is an existing 1,400-1,500 deficit in on- or off-campus, purpose-built student beds. In addition to meeting this deficit, purpose-built student beds will be needed to match any increases in student enrollment in order to prevent displacement of residents in non-student units.

Areas deemed as well-suited focal points for development have been classified in the following categories:

- + **Urban Center** – The Urban Center includes portions of the City of Ithaca, the Towns of Ithaca and Lansing, and the Villages of Cayuga Heights and Lansing. It is the center of historic employment, retail, service, and government center for the surrounding region; has a dense internal transit system; has water and sewer infrastructure; and

supports the greatest diversity of housing, business, and employment. The Urban Center is expected to develop at least 350 units annually (not including student beds) to meet workforce housing goals.

- + **Nodes** – Whether established or emerging, Nodes are areas that are walkable in size and have public water and sewer systems capable of supporting dense and diverse development. Established nodes have a mix of housing types, diverse businesses and services, and employment opportunities whereas emerging nodes lack this mix of land uses. Nodes can accommodate infill development, consuming less land and making more efficient use of existing facilities and services. Nodes are expected to develop 50-100 units annually to meet workforce housing goals.
- + **Rural Centers** – Rural Centers are also walkable in size. They usually have a mix of residential development, employment, businesses, and services. The difference between Nodes and Rural Centers is the lack of water and sewer infrastructure in Rural Centers. Rural Centers are expected to develop 30 units annually to meet workforce housing goals.

The County plan has identified the following Development Focus Areas within the Town of Dryden:

- + **Rural Centers** - Etna and the Village of Freeville
- + **Emerging Nodes** – New York State Electric and Gas Area near the intersection of NY-366 and NY-13
- + **Established Nodes** – the Hamlet of Varna and the Village of Dryden

Town of Dryden Natural Resources Conservation Plan, 2017

Sponsor: The Town of Dryden

Adoption Date: November 2017

This Natural Resources Conservation Plan (NRCP) for the Town of Dryden is intended to inform and guide Town decision-makers, natural resource managers, and interested citizens. It forms the basis for a vibrant and healthy lifestyle for a diverse and growing community. Any loss of a diversity of habitats endangers the ability of our landscape to maintain its rich variety of species, and therefore to maintain the benefits to humans that this biodiversity and functioning ecosystems provide. Climate change is going to put extra stress on many of the species in these systems, as warming winters, longer summers, and possibly deeper droughts in summer are already having important effects on biological communities in our area.

This Plan recommends general measures that can be applied to both Town-wide and site-specific land use decisions. To directly lessen the threats to biological resources, this plan outlines the following general principles of biological conservation that strongly affect the ability of the various species to persist in landscapes dominated by humans, and recommends the following actions:

- + Protect areas representing all significant landforms, including the array of elevations and surficial geology, that are representative of the enduring features of the Town.
- + Protect habitat areas in large, broad configurations, with broad connections to other habitat areas, to allow animals and plants to move freely and safely between habitat areas.
- + Protecting high-quality representatives of all ecologically significant habitats.
- + Protecting habitat complexes critical to known species of conservation concern (see lists at end of this report).
- + Avoiding fragmentation of large forests and large meadows by roads, driveways, clearings, and structures.
- + Direct human uses toward the least sensitive areas, and minimize alteration of natural features, including vegetation, soils, bedrock, and waterways. Maintain broad buffer zones of undisturbed vegetation and soils around ecologically sensitive areas.
- + Encourage sustainable forestry practices in working forests, and sustainable agricultural practices that build living soils and conserve water.
- + Work with landowners to increase access for responsible hunters in order to maintain deer herds compatible with sustainable woodland diversity.

The NRCPC provides a basis for the Town to protect important landscapes, ecosystems, habitats, and species of conservation concern, and improve the resiliency of local ecosystems to existing and new environmental stresses, including those brought on by climate change and increased human population. To accomplish these goals this Plan incorporates basic biodiversity conservation principles, and recommends general measures that can be applied to both Town-wide and site-specific land use decisions. Protecting large, contiguous land areas will help to protect the habitats of area-sensitive wildlife species that require large habitat patches to fulfill their life history needs, and will protect the array of natural communities in each area, including those of which we are yet unaware.

The Town of Dryden also recognizes that local agriculture brings innumerable benefits to the local economy, to local food security, to the scenic character of the landscape, and to the culture of the human community. Maintaining our ability to produce food locally has obvious advantages in the face of unstable and unpredictable energy supplies, and the worldwide imperative to reduce carbon emissions. This Natural Resources Conservation Plan places a high priority on support of active farms and conservation of the best farmland soils to maximize the current and future potential for farming in the Town. The Plan also promotes best farming practices that improve soils, conserve water quality and quantity, enhance wildlife habitats, reduce wildlife mortality, and increase resiliency to the effects of climate change. The Town can promote local food production and markets through strategic conservation of working lands and high-quality farmland soils, partnering with other organizations and government to build new infrastructure and services, and offering events and educational programming to foster production and consumption of local agricultural products. Protecting the best farmland soils, whether or not they are actively farmed at present, will help to ensure the future of viable agriculture in the Town.

Cayuga Lake Watershed Restoration and Protection Plan, 2017

Sponsor: Cayuga Lake Watershed Intermunicipal Organization

Adoption Date: March 2017

Since the first Plan was issued in 2001, new challenges have arisen that negatively affect water quality and quantity and the seemingly modest goal of a sustainable, healthy watershed. These challenges include climate change and extreme weather, resulting in the need for farmers and other producers to adapt; shifting patterns and seasons for wildlife, birds, tree species, other plants and biota; and shifting political and economic priorities that can quickly affect our ability to protect natural resources.

The central goals of the Restoration and Protection Plan (RPP) are to inspire, to prioritize actions and strategies, and to bring about legislative change vital to protecting and preserving Cayuga Lake and its watershed. By supporting this plan, the Intermunicipal Organization (IO), municipalities, farmers, residents, private and public partners, and watershed stakeholder nonprofit organizations can build a productive economy that sustains a healthy watershed. Watershed protection goals and actions include:

- + Minimize nonpoint source pollution of surface and groundwater.
- + Remediate existing water pollution and water quality degradation.
- + Preserve open space, wetlands and riparian areas for effective water quality protection.
- + Support economic activities consistent with watershed protection.
- + Provide programs to educate the public and public officials of issues pertaining to the watershed.
- + Implement comprehensive plans, zoning and natural-resource laws to support watershed protection.
- + Work together with other municipalities to secure funding to implement the RPP.

Town of Dryden Water and Sewer District Consolidation Study, 2017

Sponsor: The Town of Dryden

Adoption Date: March 2017

The objective of this study is to identify the potential for interconnected and interdependent systems of individual districts to be operated, maintained, and administered as a single entity. Completion of this study also provides the Town with useful information when applying for funding that may be available to support consolidated district infrastructure improvements at equalized rates for the benefitted users. Relative to furthering the Town's land use and economic development planning efforts, the data contained in this study can inform where district expansion, in keeping with smart growth concepts, could be appropriate.

The principal goals of initiating a consolidation proceeding for the water and sewer benefit districts are:

- + Achieve a more manageable approach to budgeting and funding for improvements, repairs, and maintenance of the systems.
- + Greater efficiencies in planning for improvements and replacement of aging infrastructure.
- + Increase productivity and transparency in the budgeting process.

It is recommended that the following existing water districts be included in a proposed Town of Dryden Consolidated Water District (CWD): Varna (SW1), Snyder Hill (SW2), Monkey Run (SW3), Hall Road (SW4), Turkey Hill (SW5) and Royal Road (SW6). It will become the function of the CWD to operate, maintain and repair all of the water system infrastructure including, but not necessarily limited to, the following: water pipes of all materials and diameters, fire hydrants, valves, service laterals up to the customer's curb valve; the Monkey Run pump station; the booster station on Snyder Hill Road; and the 0.2 MG and 0.4 MG welded steel water storage tanks known collectively as the NYSEG Tanks.

It is recommended that the following existing sewer districts be included in a proposed Town of Dryden Consolidated Sewer District (CSD): Varna (SS2), Monkey Run (SS4), Turkey Hill (SS5), Peregrine Hollow (SS6) and Royal Road (SS7). It will become the function of the CSD to operate, maintain and repair all of the sanitary sewer infrastructure including, but not necessarily limited to, the following: gravity and force main pipes of all materials and diameters, manholes, service laterals up to the customer's property line; the Varna Sewage Pump Station; and the Lower Creek Road Sewage Pump Station.

The recommendations from the 2017 plan were implemented in 2019.

Town of Dryden Agriculture and Farmland Protection Plan, 2018

Sponsor: Town of Dryden

Adoption Date: March 2018

The Agriculture Plan for the Town of Dryden serves as a **guidance document** for town officials to consider for the protection of valuable agricultural lands, in particular those with high quality soils that occupy the northeastern area of the town, and it serves as a reference for planning and agricultural economic development. The plan provides details on development and other pressures on farming, existing land use policies, farming resources and enterprises, along with recommendations to ensure a viable future for farming in the Town of Dryden. The recommendations in this plan reflect current conditions and therefore, in order to remain relevant, the plan will require that changes in agriculture and the community be monitored over time.

Farming in the Town of Dryden generates a total of \$15 million in agricultural product sales, nearly one quarter of the total

agriculture sales for the entire county. Farmers utilize 14,836 acres of land or about one-quarter of the town's land area. In the past 10 years, there has been an 11% (1,495 acres) increase in land that is owned or rented by farmers. The increase in farmed land demonstrates the demand for farmland and the viability of farming in the area. Farmers must remain vigilant in their farming practices to prevent point source and non-point pollution of nearby waterbodies. This is done by following best management practices and through the installation of infrastructure to minimize and capture potential runoff.

Dryden farmers (full and part-time) and non-farming agricultural landowners indicate a strong desire to keep their land in agriculture and productive farming into the future. Farmers feel the encroachment of development in Dryden's farming areas and it is of concern. There is documented rural housing growth outside of the villages and hamlets which is likely to continue as a trend. Given that the majority of farmland in the northeastern part of the town is located along three major transit routes out of the county, there is also significant pressure to locate businesses along these routes (Routes 13, 366, and 38). Increasing development, including large scale industrial solar development, will also influence what rural landowners who rent to farmers will do in the future.

Location of areas/land recommended for protection for agricultural use:

- + Town of Dryden farmland in NYS Agriculture District #1. Ensure that town staff and officials are knowledgeable about NYS Agricultural District Law, and refer to the Law and related Guidance Documents when drafting new or updated town plans, zoning, and other laws.
- + Town of Dryden farmland in the Northeast Tompkins County Agriculture Resource Focus area.
- + Actively farmed land and land with prime soils and soils of statewide importance.
- + Support farmers and rural landowners interested in applying for state and federal grant funding for purchase of development rights on farmland which is most threatened by development.

Priority Actions/Recommendations:

- + Increase general awareness and support for the Town's agricultural industry
- + Create a supportive environment for farming in the town
- + Protect the best farmland and encourage environmental stewardship
- + Ensure farm-friendly zoning and other legislation
- + Strengthen the farm economy and future viability of farming