



TOWN OF
Dryden
2045 an update to the 2005
comprehensive plan

**ADOPTED
JULY 21, 2022**

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ACKNOWLEDGMENTS

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Dedication

The Dryden2045 Steering Committee dedicates this Update of the 2005 Comprehensive Plan to the memory of Thomas Hatfield. Tom served on the Dryden Town Board and Planning Board for nearly 30 years. He was a tireless public servant and a friend and mentor to many of us over the years. A man of great personal integrity, Tom always worked to seek greater good over narrow interest, compromise over conflict. It is in that spirit that we dedicate this document to Tom.

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MESSAGE FROM THE SUPERVISOR

I want to sincerely thank the Town of Dryden Planning Board for their hard work and dedication in overseeing the development of this Comprehensive Plan Update. I also want to thank the residents of the Dryden community for their participation and input throughout the development of this plan. It is critically important as a community that we periodically come together to review and update our vision for the future. The vision, goals, and actions expressed in this plan will help to guide our decisions regarding the town's growth and development into the future. The goal of this update was to address issues and concerns that were not addressed in the 2005 Comprehensive Plan such as sustainability, climate resilience, and mobility. These are issues and concerns that face Dryden today and will continue to impact the town as it marches toward 2045. Change, which is truly a constant, does not come without its challenges. We need to work together to embrace our future, at the same time cherishing the things that make our town home. Here's to our collective future!

*-Jason Leifer,
Town Supervisor*



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PHOTO:
Ellis Tract
Solar
Stevenson
Road



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PHOTO:
Horses
Grazing in
Dryden



FOREWORD

The project to prepare an update to the Town of Dryden's 2005 Comprehensive Plan began in 2018 when the Town Board asked the Planning Board to make a recommendation on whether an update was warranted and, if so, what topics should be included. Nearly 40 years had elapsed between Dryden's first plan in 1968 and the 2005 plan; there was no precedent for regular updates. The Planning Board's response to the Town Board was a resounding "yes" and included a list of possible topics including walkability and nodal development, open space and agricultural protection, and sustainability and climate concerns. The Planning Board also offered to take on the role of Steering Committee and manager for the work. The Town Board accepted the Planning Board's offer; and so we commenced our role as the Steering Committee.

With the guidance of the Steering Committee, the town released a request for proposal in the spring of 2019 to firms specializing in municipal planning, to assist with the update. Environmental Design and Research (EDR) was selected because they demonstrated significant municipal planning experience based on community input and open communication, and they showed a deep commitment to sustainability in its broadest sense. Our first steps with EDR were to develop and execute a public outreach program to gather views and guidance from Dryden's citizens and also to conduct a review of Dryden's existing planning documents.

We launched the public outreach program in early 2020. EDR began their data collection by conducting stakeholder interviews with individuals identified by the Steering Committee for their broad and diverse views of opportunities and challenges in Dryden. Members of the Steering Committee also met with

local groups including town and village boards, community organizations, and a group of local middle school students. These meetings established broad planning opportunities, challenges, and priorities for the town. We were preparing to conduct a series of open house public workshops when COVID-19 stopped public meetings. We redesigned the outreach program and then continued with a survey, done primarily on-line but also with mail-in forms, and then a series of virtual public workshops. We used every tool at our disposal, including post card mailings, ads in local papers, announcements on social media platforms, and posters in area venues to spread the word and invite participation in our outreach programs. The results, which are contained in Appendix B, contain clear areas of consensus that guided the update to the 2005 Plan.

Dryden2045 is so named because it addresses municipal planning topics over the next 20-25 years. The underlying vision for the 2005 Plan was to "preserve the small town, rural character" of the town. The public outreach we conducted for Dryden2045 echoed that goal, but was much more nuanced. Residents expressed interest in topics missing from the 2005 Plan such as the town's role in responding to climate change, the ever-increasing cost and lack of diversity of housing, and the need to plan for and encourage residential and commercial development. The vision statement, guiding principles, and recommendations articulated in Dryden2045 recognize these as additional priorities to the desire to preserve the rural character of Dryden.

Even recognizing that it has gaps, the 2005 Plan is not obsolete. During our work on Dryden2045 we prepared a list of all the

recommendations in the 2005 Plan (see Appendix A) and noted for each whether they were still relevant and the degree to which they had been implemented. Indeed most of the topics are still relevant. For example, the extensive planning guidelines and recommendations for rural residential development to preserve open/natural space and protect agricultural lands are still relevant and appropriate. The town's Conservation Subdivision Law is an example of the implementation of recommendations in the 2005 Plan. Many of the recommendations from the 2005 Plan are contained in Dryden2045 and are derived from guiding principles explained in the 2005 document.

A significant topic in Dryden2045 that differs from the 2005 Plan is the recommendation to expand the "nodal development" patterns recommended for the town's hamlets and villages.¹ The 2005 Plan recognizes the benefits of encouraging development in existing population centers, referred to as "nodes." Dryden2045 expands the concept of development nodes to "nodal corridors." These corridors extend beyond the areas proximate to the hamlets/villages. The intent is to provide for diverse development opportunities, residential development in particular, in part to attract people who currently live outside the town and commute through the town to work and other venues.

The plan is organized into seven chapters as outlined below:

Chapter 1 provides an overview of the purpose of comprehensive planning and how the resulting goals and recommendations are used to guide development to meet the needs and desires of the community. New York is a "home rule" state and allows municipalities to enact ordinances governing the broad topic of land use. Comprehensive Planning provides an underlying foundation and framework for the exercise of home rule.

Chapter 2 describes the processes we used to gather input from

Dryden community members. The Steering Committee recognized from the start that the 2005 Plan is missing core topics such as climate change. But the community outreach process provided and established the much broader context for the guiding principles, goals, and recommendations in Dryden2045.

Chapter 3 provides planning context by summarizing existing planning documents, land use patterns and the financial profile of municipal income sources and how town government spends taxpayer money. Much of the town's (and the multiple school districts' within the town) income is from residential development. Most work, shopping, and cultural venues are outside of the town. Regional economic development, especially in Ithaca, indicates long term growth. Housing prices force many to live far from destinations, in many cases outside of Tompkins County, and drive commuting patterns in and through Dryden. All these factors combine to create opportunities and challenges for land use planning.

Chapter 4 presents the vision and guiding principles for Dryden2045. As noted above, our citizens overwhelmingly value Dryden's rural environment and recognize that we need to carefully plan for, and even welcome, inevitable growth both within and around Dryden. But they also recognize that planning needs to be based on sustainable environmental practices.

Chapter 5 contains the guide and goals for planning for what we call the six thematic areas of Dryden2045: housing, open space, transportation, sustainable communities, economic health, and climate change. The reader will note that the latter topic, climate change, affects our approach to the first five topics and ties them together. Dryden2045 contains Dryden's first Climate Action Plan (CAP) (Appendix C). The CAP is split into two parts: greenhouse gas reduction and mitigation of climate change effects. The energy use and greenhouse gas reduction part of the

¹ Dryden's two villages (Freeville and Dryden) are incorporated and have their own Comprehensive Plans. We intend Dryden2045 to be consistent with those plans.

CAP was prepared by EDR in cooperation with the Central New York Regional Planning and Development Board (CNY RPDB) and contains a greenhouse gas inventory for Dryden. The inventory identifies sources and approximate amounts of greenhouse gas emissions to guide reduction priorities. Mitigation strategies must occur at all levels of government and the private sector. Dryden's CAP identifies local government's role in the overall process. The other part of the CAP, mitigation of climate change effects, is from a 2021 county-wide study undertaken by the Tompkins County Planning Department. It is focused primarily on responding to extreme weather events that cause flooding, destruction of infrastructure and erosion.

Chapter 6 contains the Future Land Use Plan. It defines existing and desirable future land use categories and shows where they exist now and going forward. As noted above, a key difference between the 2005 Plan and Dryden2045 is the latter's increased focus on expanding nodal development areas and encouraging more diversity of types of development. The land use plan represents a vision for the future and is very much dependent on implementation of the plan recommendations.

Chapter 7 contains the implementation plan for Dryden2045. Readers may wonder how the town will accomplish the broad range of recommended actions. The first step, once Dryden2045 is in place, is for town leadership to establish priorities, take stock of resources, and balance the two to produce an action plan for achieving the goals, outcomes, and actions over the short, medium, and longer terms. County, state and federal programs provide resources for local governments. But local government must have people and processes to tap into these programs. Dryden has a rich heritage of volunteerism from its community members. Dryden2045 presents both a challenge and an opportunity for town leaders and citizens to make time to focus on the future.

Finally, a word is in order on continuity between Dryden2045, the 2005 Plan, and the town's other plans such as the Varna Plan, the Agriculture and Farmland Protection Plan, Conservation Plan,

and others. Comprehensive planning is a layered process. With its adoption, Dryden2045 becomes the top layer and will be the first place to go for guidance on land use decisions. There are many layers/planning documents beneath it that provide additional guidance. Each is by definition a compilation of the individuals who prepared it and the circumstances in Dryden when it was prepared. Consequently, and as expected, when viewed as a whole they sometimes contain conflicting guidance. So it is with the residents of Dryden and their diverse views on how the town should or shouldn't plan for the future. The Town Board, the Planning Board, Planning Department staff, and others using Dryden's planning documents bear the responsibility of striking a balance across the sometimes conflicting guidance as we conduct the business of local government.

Comprehensive Plan Steering Committee February 2022



PHOTO:
Fall View
Stevenson
Road

01 INTRODUCTION

- 02 How to Use The Plan
- 05 What is a Comprehensive Plan?
- 06 Plan Adoption, Review, & Monitoring
- 06 Plan Jurisdiction & Authority
- 08 Why Plan?

HOW TO USE THIS PLAN

Comprehensive plans are intended to remain flexible and representative of changing needs, conditions, and emerging trends. The community and its leaders must understand that the vision, policies, and goals set forth in this document are intended to guide future decision-making.*

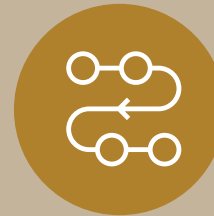
The plan should be utilized to evaluate the merit of capital projects, development proposals, and regulatory changes for example. While some proposed projects and/or initiatives may align with the goals and objectives set forth in the plan, others may not and will require additional scrutiny. The guiding principles, goals, outcomes, and action strategies are tools to assist with the local decision-making process and intended to serve as the foundation – the character, values, and priorities – for the Town of Dryden.

*This plan serves as an update to the 2005 Comprehensive Plan. There are some areas that this update does not address; in these cases the 2005 plan can be utilized for guidance. In instances where there are conflicts between the two plans, this update takes precedence.



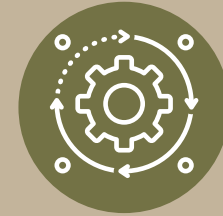
01: Introduction

Comprehensive Plans are important documents for guiding local government decision-making around resource allocation, policy development, and land use decisions. This chapter provides an overview of how comprehensive plans are used, the legal framework for them, the plan adoption process, as well as guidance for how to use the plan.



02: Planning Process

How was Dryden2045 developed? This chapter provides an overview of the project timeline and phases, important actors in the planning process, and the process of community engagement that was utilized to incorporate community input into the development of the plan.



03: Community Context

What are the regional influences and local trends for the town of Dryden? This chapter provides an overview of the regional context for the town, as well as demographic and land use trends that are influencing the town.



04: The Vision

Where does the community of Dryden see itself going? This chapter outlines the community's vision for the future.



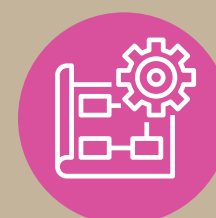
05: The Plan

How does the community realize the Vision? This chapter provides an overview of the overarching principles, goals, outcomes, and actions that will help to guide the town in the months and years ahead. Each of the six subsections of The Plan provides an overview of specific community concerns, planning drivers, as well as opportunities and challenges that the town would like to address.



06: Future Land Use Plan

A Future Land Use Plan serves as the fundamental building block for a community. It is an illustration of the town's collective vision reflective of the diverse and complex needs of its residents. This chapter describes how the Vision is translated onto the ground to guide land-use decisions for the town, including future zoning updates.



07: Implementation Plan

How will the Town of Dryden make progress on the priorities spelled out in the Vision, and who will be involved? Who will be accountable for projects or policy decisions? What resources might be available to help get projects done? When will projects happen? This chapter identifies the specific activities that need to be taken by the town to achieve its vision.



WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a municipal document that identifies the goals, objectives, principles, and guidelines for the growth and development of a local government jurisdiction (i.e., the Town of Dryden). It includes a thorough analysis and inventory of current data showing land development trends and issues, community resources, and public needs for transportation, recreation, and housing.

Comprehensive plans guide future growth for municipalities like the Town of Dryden. They are not instruction books, but rather tools to frame growth, set direction, and give high-level guidance. This plan establishes a framework to guide public and private decisions about future growth, preservation, and change within the town over the next 25 years. Traditionally comprehensive plans have focused primarily on physical development. Through this plan the town sought to address a wide range of contemporary concerns related to economic, environmental, and social relationships that will affect the long-term sustainability of the community.

This plan will be used to inform future local laws, such as zoning revisions and capital expenditures, as well as decision-making by the local boards and commissions of the Town of Dryden (e.g., Town Board, Planning Board, Zoning Board of Appeals, and Conservation Board).



PLAN ADOPTION, REVIEW, & MONITORING

This Comprehensive Plan was adopted by the Dryden Town Board on July 21, 2022. The Plan reflects conditions at the time of adoption, but it is to be considered a living and evolving document, to be updated as conditions change. As a result of a global pandemic, 2020 and 2021 were remarkable years, and conditions and priorities will undoubtedly change in the coming few years. New York State municipal law mandates regular periodic review of adopted Comprehensive Plans. For more detailed information, see the New York State Department of State's technical paper on Zoning and the Comprehensive Plan (NYS DOS, 2015).

The Plan should be reviewed at least every 5 years, with special attention given to emerging trends, challenges, and opportunities in the town, state, and nation.

These will likely result in recommendations to the Town Board for:

- + Modification of the vision statement.
- + Revisions to guiding principles.
- + Modifications to the Goals, Strategies and Actions in Chapter 5. Some of these may need to be revised, added, deleted, or marked as completed.
- + Modifications to the Future Land Use Plan in Chapter 6.
- + The Planning Board is also expected every 3-5 years to monitor progress on the Action items, update the Implementation Table (in Chapter 7), and make a report to the Town Board noting completed items and those which are due to be addressed.

PLAN JURISDICTION & AUTHORITY

According to New York State Town Law section 272-a, the development of a comprehensive plan is optional for local municipalities to undertake. Once a comprehensive plan is developed and adopted by the local governing body, the community's land use regulations must be developed in accordance with the plan (see also Town Law section 263).

ALTHOUGH NOT MANDATED IN NEW YORK STATE, THE BENEFITS OF A COMPREHENSIVE PLAN INCLUDE:

- + A **community-supported vision** to guide future growth and development
- + A **foundation for regulatory updates**, including zoning code updates and development review procedures (e.g., site plan review, special use/conditional use permit, subdivision regulations, and design guidelines)
- + A **policy document** to inform future decision-making, including capital improvement and budgetary planning
- + An **action plan** intended to serve as a "roadmap" for implementation

PHOTO:
View looking
south west
from NYS
Route 392



WHY PLAN?

The process of developing a comprehensive plan is an opportunity for the community to reflect on its aspirations, to understand how current trends may affect the community, and to formulate a big picture perspective for the future.

Through the exploration of a range of thematic topics over a long-time horizon, the community, elected officials, and planning professionals have a chance to develop and formulate goals and policies, to measure them against one another, and to understand and work through points of community concern and potential conflict. This process is what makes the comprehensive plan an important tool for coordinating local decision-making. The comprehensive plan is the legal foundation that legitimizes local development regulations; in New York State zoning and subdivision laws are required to be in conformance with an adopted comprehensive plan.

As over 16 years have passed since the adoption of the town's previous comprehensive plan, the Town Board adopted a resolution in April of 2019 requesting that the Town Planning Board oversee a general update to the 2005 Comprehensive Plan. The Town Board directed the Planning Board to develop the plan utilizing "an open and transparent process that includes town staff, boards and commissions, and the citizens of Dryden." The Town Planning Board, acting as the steering committee for the plan, commenced with the comprehensive plan update in August 2019.

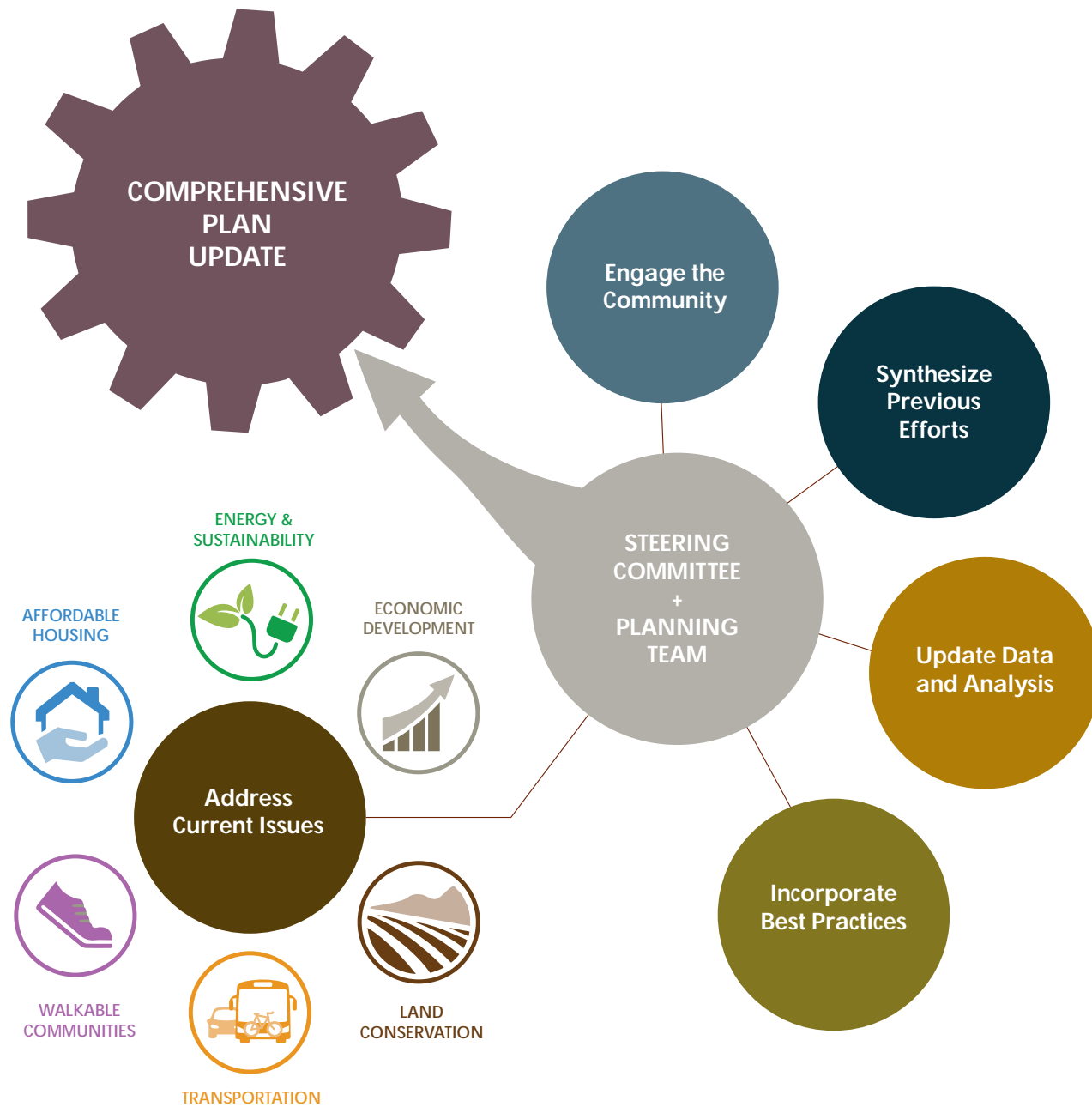
This updated plan is based on a renewed vision and set of goals and objectives for the town's future growth, which was influenced by the community via a robust community engagement process with the Town Planning Board serving as the Steering Committee. The town's demographic data was updated to account for and respond to current conditions and projected trends. The Planning Board also sought to address contemporary planning issues and concerns specific to the town including affordable housing,

development in conservation and agriculture zones, economic development, energy and climate, transportation, and walkable communities.

This plan represents the collective vision for the Town of Dryden for how the community envisions changing over time and provides direction for potential development by indicating what types of projects are encouraged within specific areas of the town, as well as providing property owners with a degree of confidence that they will be protected from incompatible development patterns. The data and analysis that informs Dryden2045 provides a factual basis for land-use decisions.

Dryden2045 is a primary guide for local decision-making including the Town of Dryden's development regulations, capital improvement planning, and other policy making. By providing a coordinated vision, community principles, goals, and actions, the plan can provide a measure of certainty to landowners and potential developers by establishing a predictable foundation for local decisions.

One of the defining challenges for our collective human communities is planning for sustainability in the 21st century. This will require overcoming deeply ingrained economic and cultural patterns that result in resource depletion, climate instability, and economic and social stress through holistic problem solving that blends the best scientific understanding of existing conditions and available technologies with the public resolve to act. Through the process of creating Dryden2045, the Town Board and Steering Committee sought to understand and address how the town's policies and actions can serve to establish more sustainable and resilient development patterns that can serve as a model for other communities and that can combine to protect the future health and viability of the town.








PHOTO:
View from
Bradshaw
Road looking
Southwest

02

PLAN PROCESS

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- 13 Project Phases
- 14 Community Engagement

PLANNING DURING UNCERTAIN TIMES

The town embarked on the comprehensive plan update in August 2019. In February 2020, the world grappled with the onset of COVID-19, a novel coronavirus, that resulted in a new heightened awareness for personal safety. For over a year, New York State established mandates for “social distancing” which suspended group gatherings, challenging the entire comprehensive planning process which has traditionally been framed around in-person, collaborative interaction.

The planning process carries equal, if not more, weight than the actual document itself. This process, however, was met with challenging and unprecedented circumstances that required significant innovation, creativity, and patience by all of those involved in the creation of the plan.

The Steering Committee took a proactive response to ensure the planning project remained inclusive and accessible to all residents. When in-person group charrettes became impossible due to COVID-19 mandates, the team transitioned to online engagement, video conferencing, live-stream events, and virtual forums which allowed for participation while maintaining a safe distance. Planning in 2020 presented challenges, but the Town Board, Steering Committee, and Project Team were able to leverage unique and collaborative tools to make the process as informative, educational, and engaging as possible.

Cortland Standard

HOME NEWS SPORTS DEATHS AND BIRTHS CONTACT CLASSIFIEDS REAL ESTATE SECTIONS LEGAL NOTICES

Coronavirus briefs 3/17

March 16, 2020 Coronavirus, Local, News



Metro Creative Graphics

Second case in Tompkins

ITHACA —

UPDATE: A third positive case was reported Tuesday evening.

The Tompkins County Health Department was notified Monday of a second positive case of COVID-19.

The person has been in isolation since the samples were collected for testing. County Health Department public health nurses have begun a contact investigation to determine if there were any additional exposures.

Multiple agencies and organizations are working together to provide a unified, coordinated response. In an abundance of caution, many organizations will be changing their practices to best protect and serve the needs of our community.

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PROJECT PHASES

2019

PROJECT INITIATION

Project Milestones:

April 2019 - Town Board adopts resolution instructing the Town Planning Board to manage a general update to the comprehensive plan.

May 2019 - The Town Planning Board issues a formal request for proposal (RFP) for consultant services to assist with the comprehensive plan update.

August 2019 - The Town Board upon the recommendation of the Town Planning Board voted to select Environmental Design and Research, Landscape Architecture, Engineering & Environmental Services, D.P.C (EDR) to perform the work of developing proposed updates to the Town Comprehensive Plan.

September 2019 - Steering Committee Kickoff Meeting

2020

COMMUNITY ENGAGEMENT AND PLAN DEVELOPMENT

During 2020 the Steering Committee and project consultants established a project website, hosted a series of stakeholder focus groups, developed and circulated a community survey, and hosted a public speaker series to gauge input on the comprehensive plan update.

The consultant team developed an outline for the plan, reviewed previous planning efforts, and conducted an inventory and analysis of existing conditions and trends affecting the town.

During 2021 the consultant team worked with the Steering Committee to host public workshops regarding draft goals and strategies, develop the Climate Action Plan, and a full draft plan for review by the Steering Committee and other town committees and boards.

Project Milestones:

January 2020 - Dryden2045 project website launched

February 2020 - Stakeholder Focus Groups held

February 2020 - December 2020 - Public Speaker Series

August 2020 - The Town of Dryden mailed out postcards (see pages 16 and 17) utilizing the United States Postal Service Every Door Direct Mail (EDDM) program toward the end of July 2020 encouraging participation in an online survey. The survey was open through August 31, 2020. Paper copies of the survey were made available through the Town Planning Department as well as placed for pick up at: Dryden Town Hall, Dryden Village Hall, Freeville Village Hall, Varna Community Center, and Ellis Hollow Community Center.

Fall 2020 - Development of Draft Goals and Strategies

January - February 2021 - On January 20th, 26th, 27th, and February 10th the Steering Committee hosted a series of Virtual Sessions to solicit feedback on the draft goals and strategies. The Virtual Community Workshops provided community members with the opportunity to review draft goals and strategies and provide their thoughts, reactions, and ideas on how to refine those goals and strategies for the future of the Town of Dryden.

March - May 2021 - Review and finalize Climate Action Plan and strategies.

May - November 2021 - Review and develop preliminary draft plan

2021

2022

PLAN ADOPTION

During 2022 the Steering Committee updated the draft plan based on feedback from other boards and committees of the town, released a draft for public review, held a public hearing, and transmitted the draft plan to the Town Board for consideration of plan adoption. The Town Board held a public hearing in June and adopted the plan at the July 21st Town Board meeting.

Project Milestones:

January - February 2022 - Steering Committee review of board and committee comments, develop an updated draft.

February 24, 2022 - Steering Committee releases Public Review Draft for public review and comment

March 24, 2022 - Public Hearing held by the town planning board.

March 31, 2022 - Public comment period for the Public Review Draft ends.

April 2022 - Steering Committee review of public comments, revise Public Review Draft.

April 28, 2022 - Planning Board Public Hearing

June 2022 - Town Board Public Hearing

July 21 - Town Board Adoption

COMMUNITY ENGAGEMENT

Dryden2045 was driven by an open and transparent public engagement process. Early and continued involvement of stakeholders and community members was vital for the plan to accurately reflect the community's vision for future growth, development, preservation, and overall quality of life.

At the onset of the planning process, the project team developed a Public Outreach Plan to identify targeted activities designed to encourage meaningful dialogue and broad community participation. When COVID-19 made that plan unworkable, the project team modified it to provide innovative and engaging opportunities for Dryden's citizens to participate in and inform the planning process. A brief description of the engagement process is outlined in the following pages; for a full summary of the Community Engagement Process and results see Appendix B.

PROJECT BRANDING

Dryden
2045

A branding strategy was developed to provide a unique identity to promote greater awareness of the plan and foster continued public engagement and buy-in for the planning process.

A project website (www.dryden2045.org) was created to provide project updates and ensure that residents and stakeholders could easily find information about the plan and the planning process. Additionally, the website served as a central location for residents and stakeholders to engage with the planning process by providing comments and feedback to the planning team.

Dryden
2045

ABOUT ▾ NEWS & PROJECT UPDATES ▾ THE PLAN ▾ VIRTUAL PUBLIC WORKSHOPS ▾ GET INVOLVED ▾



PROJECT WEBSITE
www.dryden2045.org

STEERING COMMITTEE

The project team was led by a 10-member Steering Committee comprised of the Town Director of Planning, Town of Dryden Planning Board, and a representative from the Town Board. Steering Committee members brought local knowledge to the process and were instrumental in communicating the planning process with the greater community. The Committee regularly convened over the duration of the process and provided oversight for the public outreach process, reviewed draft documents, and provided input on strategic recommendations. Copies of the minutes from the Steering Committee meetings are available through the Town of Dryden website.

STAKEHOLDER GROUP MEETINGS

Three stakeholder group meetings were conducted throughout February of 2020 to engage with local community leaders, business owners, and experts on specific topics important to the future of Dryden [See Appendix B for summaries from the stakeholder group meetings]. These discussions were instrumental for identifying community needs, goals, and strategy recommendations for Dryden2045. Topics discussed during each stakeholder meeting were:

- + Agriculture, Open Space, Environmental Protection, and Parks;
- + Commercial, Economic, Housing, and Residential Development; and
- + Public Facilities, Public Safety, Transportation, Community Services, Schools

PUBLIC SPEAKER SERIES

The public speaker series enabled Steering Committee members to give public presentations about Dryden2045 to other town meetings, organizations, and club events. Members of the Steering Committee conducted outreach to identify opportunities to present, and a presentation request form was available on the Dryden2045 website. Seven presentations were given throughout the 2020 calendar year and all meeting notes were posted to the Dryden2045 website for public review. Feedback and comments from the public speaker series were informative in identifying community needs, goals, and draft strategy recommendations [See Appendix B for summaries from the Public Speaker Series].



Get involved



Visit the
project
website



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Attend
public
workshops



Submit a
Comment

15

www.dryden2045.org

PUBLIC SPEAKER SERIES
Presentation slide: Get Involved

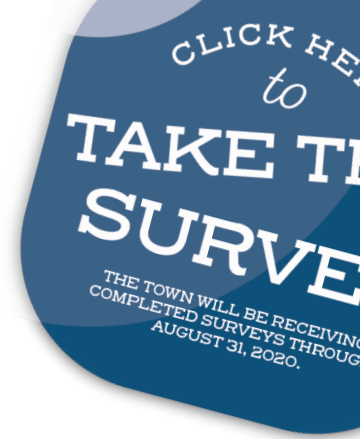
PUBLIC SURVEY

A community survey was conducted between July and August of 2020. The Town of Dryden mailed out postcards utilizing the United States Postal Service Every Door Direct Mail (EDDM) program encouraging participation in an online survey. Paper copies of the survey were also made available through the Town Planning Department and were also made available for pick up at the following locations: Dryden Town Hall, Dryden Village Hall, Freeville Village Hall, Varna Community Center, and Ellis Hollow Community Center. The survey received 740 total responses which were shared via the Dryden2045 website. The survey responses helped to inform the plan's draft needs, goals, and strategy recommendations.

The survey was divided into eight sections to provide insight on specific topics related to the needs identified in previous community engagement efforts. The sections of the survey were as follows:

- Community Vision
- Growth, Development, and Affordability
- Land Conservation
- Recreation
- Public Water and Sewer Utilities
- Transportation and Walkability
- Energy and Sustainability
- Demographics and Other Questions

The majority (78.3%) of survey respondents were over the age of 45; no respondents were under the age of 18. Nearly all (95.1%) of the respondents were homeowners and most respondents (88.7%) resided in single-family homes. Over a third of respondents (34.8%) have lived in the town for more than 30 years. Retired residents also made up a significant portion (36.4%) of respondents [See Appendix B for the complete results from the Community Survey].



SURVEY PARTICIPATION:

740 Responses

- 78% Over the age of 45
- 95% Homeowners
- 89% Dwell in Single-Family Homes
- 35% Lived in the town for 30+ years
- 36% Retirees

*Have
we
heard
from
you?*

TOWN OF
Dryden
2045 comprehensive plan
update

We want to
hear from you!

TAKE THE
SURVEY !

VISIT:
WWW.DRYDEN2045.ORG/SURVEY

PUBLIC WORKSHOPS

Following the Steering Committee meetings, stakeholder group meetings, public speaker series, and public survey, the Steering Committee and consultant team developed preliminary goals and strategies to address community needs that were identified through public input. A series of public workshops were held between January and February of 2021 to solicit feedback from the community on the preliminary goals and strategies. These workshops were held virtually due to the COVID-19 pandemic and were paired with additional opportunities for community feedback via the Dryden2045 website. Additionally, video recordings and chat records from the virtual workshops were posted to the website to provide further content for community feedback. Community Workshop 3 was disrupted by outside intruders on January 27, 2021. The Steering Committee rescheduled that workshop for February 10th and it was successfully completed without disruption. Topics discussed during the virtual public workshops were [See Appendix B for summaries from the Virtual Public Workshops]:

- + Workshop 1, January 20, 2021: Affordable Housing and Land Conservation
- + Workshop 2, January 26, 2021: Transportation and Walkable Communities
- + Workshop 3, January 27 and February 10, 2021: Economic Development and Energy & Sustainability

Be Part of the Collective Voice of the Town of Dryden: **Virtual Workshops** www.dryden2045.org

On January 20th, 26th, and 27th at 6pm the Project Steering Committee will host a series of Virtual Workshops to solicit feedback on draft goals and strategies for the comprehensive plan update. Each workshop will focus on thematic areas to be addressed in the plan:

Workshop 1, January 20th: Affordable Housing and Land Conservation
Workshop 2, January 26th: Transportation and Walkable Communities
Workshop 3, January 27th: Economic Development and Energy & Sustainability

Information on how to attend the workshops, as well as draft goals and strategies will be available through the www.dryden2045.org website by following the "Virtual Community Workshop" link beginning January 4th.



Virtual Public Workshop: Virtual Engagement Example

DRAFT GOAL:

DIVERSIFY
HOUSING
CHOICES

REMOVE BARRIERS
TO AFFORDABILITY IN
EXISTING ZONING

PROMOTE
INVESTMENT IN
EXISTING HOUSING
STOCK

INCREASE FLEXIBILITY
IN ZONING TO
SUPPORT
DEVELOPMENT

REDUCE PROPERTY
TAX BURDEN (DRYDEN
SCHOOL DISTRICT)
25% higher than Ithaca

ideas

zoning needs to
catch up to
modern
development
types (e.g., co-
housing)

DRAFT STRATEGIES:

Provide housing
options for
seniors

Increase housing
supply

Increase
density in
nodal areas

Set minimum
requirements
for affordability
for new
construction

Focus on
increasing
single-family
housing
options

create
additional
nodes near
water and
sewer

Reduce
special use
permit
requirements

Allow areas
with diverse
housing
options

Ellis Hollow
eliminated
ability to build
two-family
dwellings

explore
community
sewer
systems

how do we
address
connections
with the
Villages?





SPEED
LIMIT
25




PHOTO:
Farview Drive facing
West toward Tompkins
Cortland Community
College Student
Housing

03

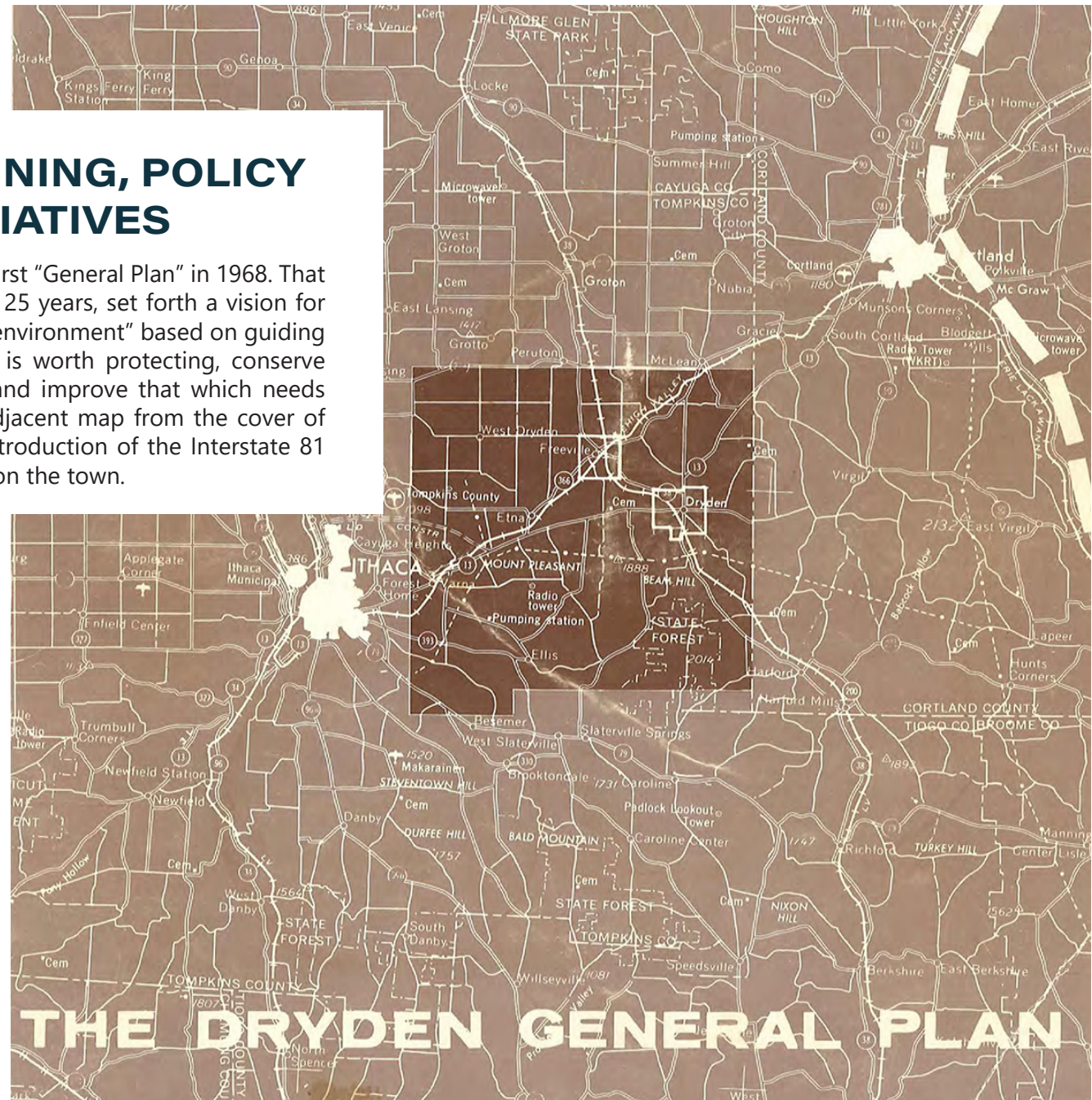
COMMUNITY CONTEXT

22 Previous Planning, Policy Actions, & Initiatives

26 Dryden Then and Now

PREVIOUS PLANNING, POLICY ACTIONS, & INITIATIVES

The Town of Dryden prepared its first “General Plan” in 1968. That plan, which projected growth out 25 years, set forth a vision for a “pleasant and efficient physical environment” based on guiding principles to “protect that which is worth protecting, conserve that which is worth conserving, and improve that which needs improving.” As depicted in the adjacent map from the cover of the 1968 plan, the then-recent introduction of the Interstate 81 corridor has had a lasting impact on the town.



COVER FROM THE
TOWN OF DRYDEN GENERAL PLAN (1968)
Courtesy of the Town of Dryden

2005 COMPREHENSIVE PLAN

Due to changing conditions, growth, and development patterns since the 2005 plan's adoption, it was determined that the town's vision and goals for the future should be revisited. The Planning Board worked with the project consultants to review and evaluate the goals, objectives, and recommendations of the 2005 plan to better understand what may have changed, what may have been accomplished, and what may still be relevant for the comprehensive plan update.

The 2005 Comprehensive Plan provided a framework for town leaders and residents to guide future growth and development. The plan contemplated a 15-year time horizon and attempted to identify issues that the community may face, and opportunities that it might exploit for the common good. The overall goal of the 2005 comprehensive plan was 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 Route 13
- + Traffic exceeding the posted speed limits, especially in the villages, 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 new 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

This plan provided a strong foundation for the town's approach to guiding land use decisions. Guided by the goals and recommendations of the 2005 plan, the town took steps toward the protection of its agricultural lands through the establishment of an agricultural advisory committee and the development and adoption of an agriculture and farmland protection plan. The town has worked with Tompkins Consolidated Area Transit (TCAT) to expand transit service and availability to residents including last mile service options. Dryden completed an update to its zoning ordinance in 2015 based on guidance from the 2005 plan. The town has also worked to consolidate its water and sewer districts to be better positioned for possible future expansion to help facilitate identified areas for growth. It has worked toward the protection of its natural areas with the creation of a natural resource protection plan. All of these actions have contributed toward the promotion of the health, safety, and welfare of the town.

In addition, there are ongoing projects and initiatives that were not contemplated within the 2005 plan like the Dryden Rail Trail project which has become an important mobility corridor that can help to link Dryden to adjacent employment opportunities, provide active recreation opportunities for town residents, and provide an avenue for tourists to be able to access the bountiful natural resources that the town has to offer. Though the town had taken steps to update its zoning ordinance in 2015, there is a general feeling that growth has continued to take place throughout the town in ways that are contrary to the goals established in the 2005 plan.

The Dryden2045 Steering Committee reviewed the goals, objectives and recommendations of the 2005 plan to determine what had been accomplished, what was still relevant and should be carried forward into the update, and what was no longer relevant. The committee's review of the 2005 plan is presented in Appendix A. This matrix was utilized to determine elements, goals, strategies, and recommendations that should be carried forward into Dryden2045.

SPOTLIGHT

Previous Plans

Since the adoption of the 2005 plan, a multitude of other projects and initiatives have taken place at the local, county, and regional levels. These previous efforts were taken into consideration and informed the development of this comprehensive plan update; detailed summaries can be found in Appendix A.

1968

First General Plan Adopted

Vision:

A “pleasant and efficient physical environment” based on guiding principles to “protect that which is worth protecting, conserve that which is worth conserving, and improve that which needs improving”

2005

Most recent Comprehensive Plan Adopted

Vision:

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.

2003

Open Space Inventory

2008

NYS ROUTE 13/366 Corridor Management Plan

2011

Town Recreation Master Plan

2012

Varna Community Development Plan

2015

Tompkins County Comprehensive Plan

2017

Town Natural Resources Conservation Plan

Town Water and Sewer District Consolidation Study

2018

Town Agriculture and Farmland Protection Plan

DRYDEN THEN & NOW

EARLY HISTORY

The first European settler established residence in what is now known as the Town of Dryden in 1797, but the town was not officially designated until 1803 after being a primary hunting ground of the Cayuga Native Americans. There is no record of permanent native settlements in the town (Goodrich, 2018). The town was established as one of 28 townships created and set aside by the New York State Legislature to be divided into lots and conveyed to Revolutionary War veterans as payment for their services. It was named after the English poet John Dryden. The town was originally square in shape with each side being ten miles long and consisting of 100 lots, each approximately one square mile in size. In 1887, seven military lots were annexed to the Town of Caroline, to form the current shape of the town (Goodrich, 2018).

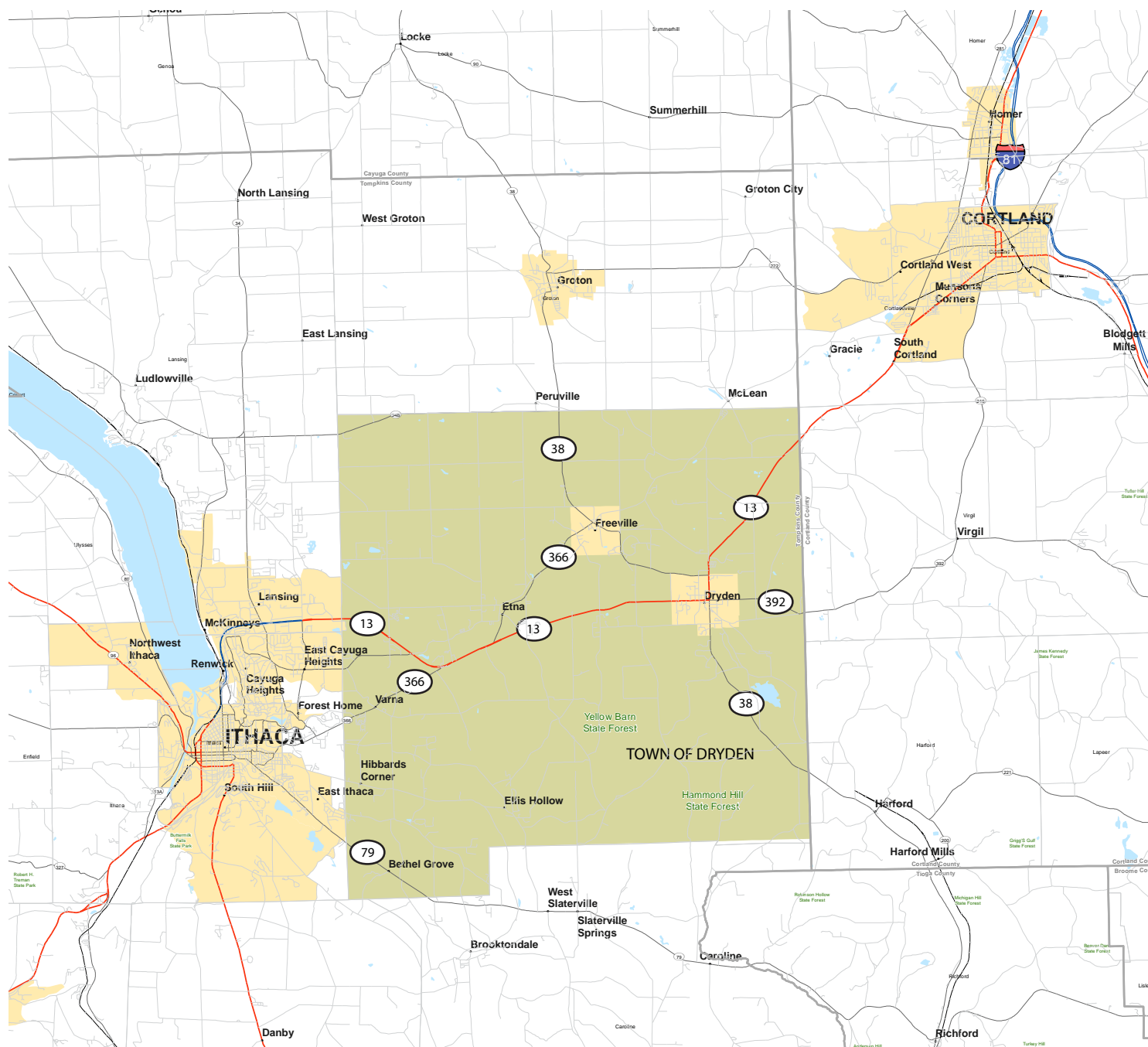
Settlement by European Americans began in 1797 and the town's population grew to 1,893 persons, according to the 1810 Census and to nearly 5,000 persons by 1835 (Comprehensive Plan, 2005). Those early settlers would have encountered large expanses of white pine and hardwood forests. As a result, lumbering was an early economic driver. Agriculture gradually replaced lumbering as the town's primary economic driver due to clear-cutting of the forests. Despite the transition from forest production to an agricultural economy, both forest lands and working farms are a critical component of Dryden's identity and fundamental to the future of the community.

DRYDEN TODAY

Today, the Town of Dryden encompasses 94.9 square miles and is located at the northeastern edge of Tompkins County, directly south of the Town of Groton, and adjacent to the western border of Cortland County. The town is situated between the City of Cortland (population 18,698) to the northeast and the City of Ithaca (population 31,006) to the west.

The town's location between the small cities of Cortland and Ithaca has a significant influence on development and transportation patterns within the town. These influences are most apparent in the traffic volumes that the town experiences along the NYS Route 13 and NYS 366 corridors which connect Cortland and Ithaca through the town, as well as development pressures that the town has experienced due to the growth of the education sector in Ithaca (associated with Cornell University and Ithaca College). The town continues to experience development pressure in areas that are adjacent to the City of Ithaca where there is existing water and sewer infrastructure, as well as in more rural areas of the town that afford easy access to employment and services in adjacent communities.

MAP 1: REGIONAL CONTEXT



SOURCE:
NYS GIS
Clearinghouse
2020

DEMOGRAPHIC TRENDS

According to the U.S. Census, the population of the Town of Dryden was 13,905 persons in 2020 (See Figure 1). This number includes residents of the villages of Dryden and Freeville. Since 1990, the town’s population increased by 654 residents, or 5%. The largest increase in population occurred between 2000 and 2010, when 903 new residents were added. While growth has slowed from previous decades, the town’s population remains relatively stable (exhibiting a 3% decline since 2010). Assuming a similar growth rate over the next 25 years, the Town of Dryden’s population is anticipated to grow by another 1,400 to 1,700 residents (U.S. Census Bureau, 2020).

Compared to other communities in the area, the Town of Dryden has grown at a significantly slower rate than the City of Ithaca (80% growth 1990-2020), but was on par with the Town of Groton (5% growth 1990-2020). The Town of Lansing was second to Ithaca in growth between 1990 and 2020 with a population increase of 24%. Of the two villages located within the town, the Village of Freeville experienced the population growth (14%) from 1990-2020, while the Village of Dryden experienced slight population decline of 1% during the same time-period.

While the town has experienced growth and fluctuations in population over the past several decades, Dryden can be characterized as a rural municipality that benefits from proximity to urban amenities. Dryden residents enjoy quaint residential neighborhoods and hamlets, access to exceptional recreation and open space resources, quality schools, working farms and productive agricultural lands, and a strong sense of community. The town has been a model community for environmental stewardship and resource protection that will allow all residents to enjoy the community’s most valuable assets for generations to come. Recent successes, such as the volunteer-driven Dryden Rail Trail project and agricultural protection efforts balance the community’s interest in managing growth while protecting the very assets that make Dryden a unique community to live, work, and play.

Figure 1: Population Trends

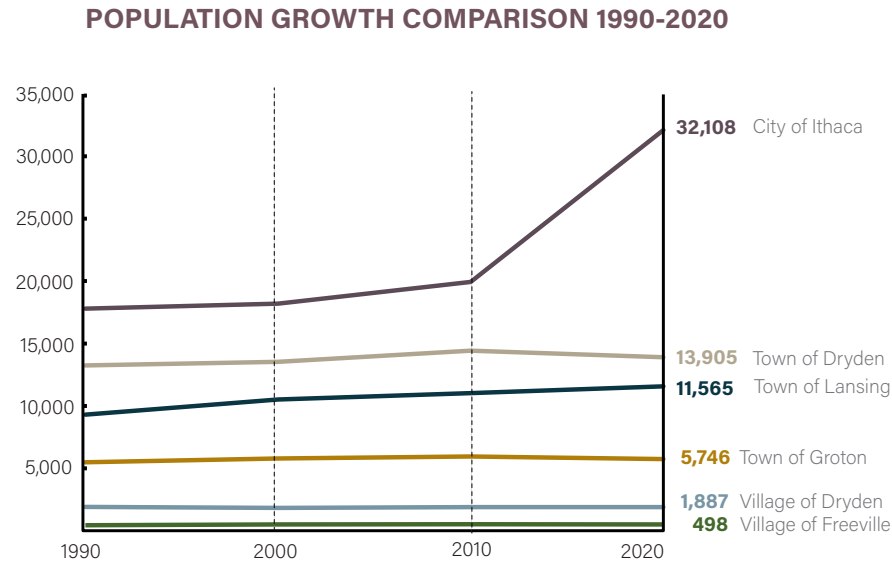
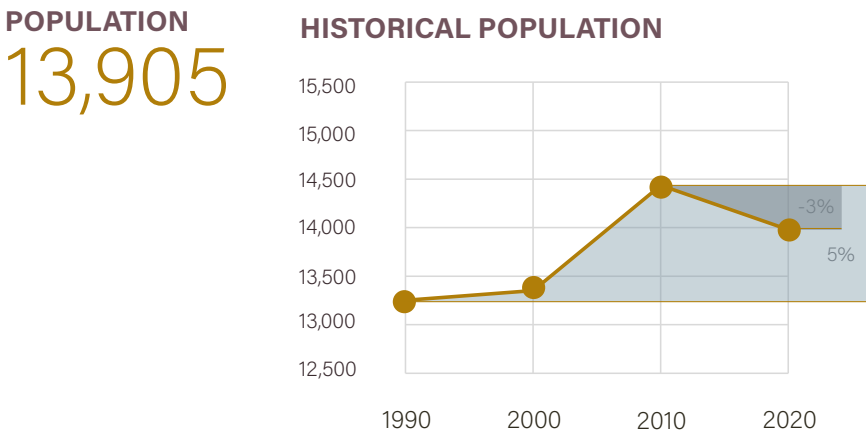




PHOTO:
Housing in the
hamlet of Varna
along NYS
Route 366

EXISTING LAND USE

Figure 2 provides an overview of the percentage of total acres by land use within the Town of Dryden. Land Use classifications are based on 2020 tax parcel data which are classified using New York State Office of Property Services Assessor's Manual Classification and Ownership Codes. The predominantly rural nature of the town is noticeable as 56.4% of all land use within the Town of Dryden is associated with open space (e.g., agriculture 22.5%, vacant land 21.2%, state forests 7.8%, private forests 3.9%, parkland 0.5%, and recreational land 0.5%). If rural residential is included, which typically consist of single-family residences on large lots, the total percentage of land uses associated with open space jumps to 75.9%.

Following open space, the second most common land use is housing including residential (12.2%), rural residential (19.5%), manufactured housing (2.8%), and apartments (0.3%). These land uses combine to cover 34.8% of all land in the town; although if rural residential is removed (as discussed above) the total percentage drops to 15.3%.

Commercial, industrial, and community-oriented uses comprise 8.8% of the town. The uses in this category include community services (7.2%), commercial (1.2%), industrial (0.2%), and public services (0.2%).

As depicted in Map 2, residential land uses are distributed throughout the town. There are clusters of residential located along the eastern edge of the Village of Dryden and extending south toward the Dryden Lake area; around the hamlets of Varna and Etna, and the Ellis Hollow area; south of the intersection of Yellow Barn Road and NYS Route 13; and also distributed along the lengths of rural roadways.

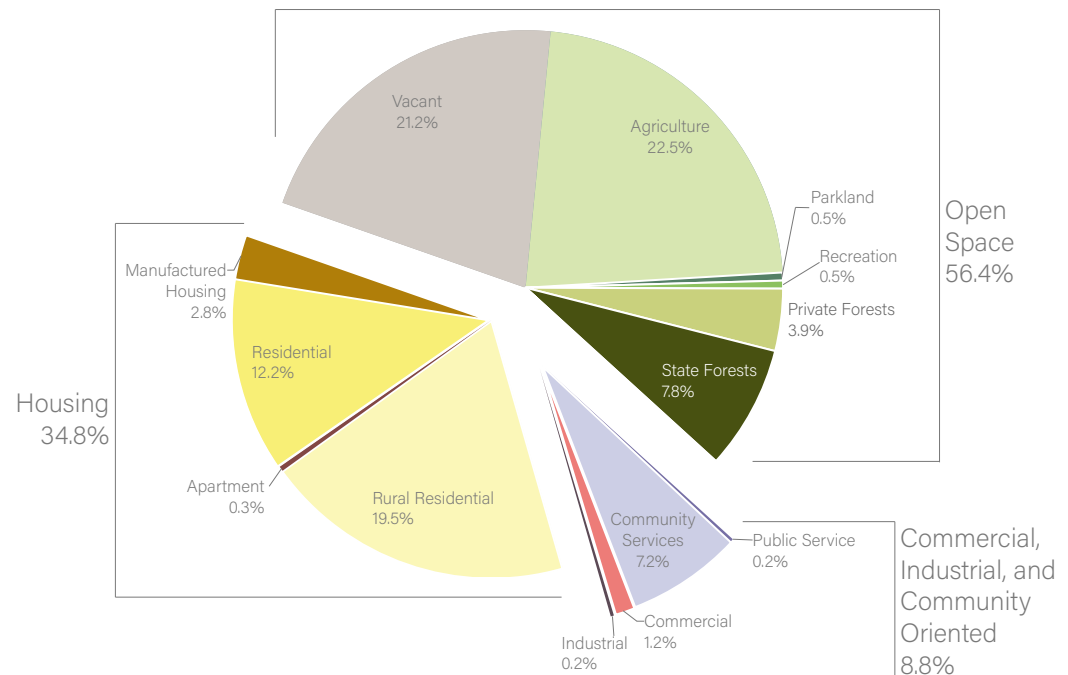
Community services make up 7.2% of all land use in the town and consist of educational facilities, religious facilities, and government facilities. There is a large cluster of community service land use near the eastern border of the town where Cornell University has

several facilities. Tompkins Cortland Community College (TC3), Dryden Central School, and George Junior make up another large cluster of community service land uses on the northern border of the Village of Dryden.

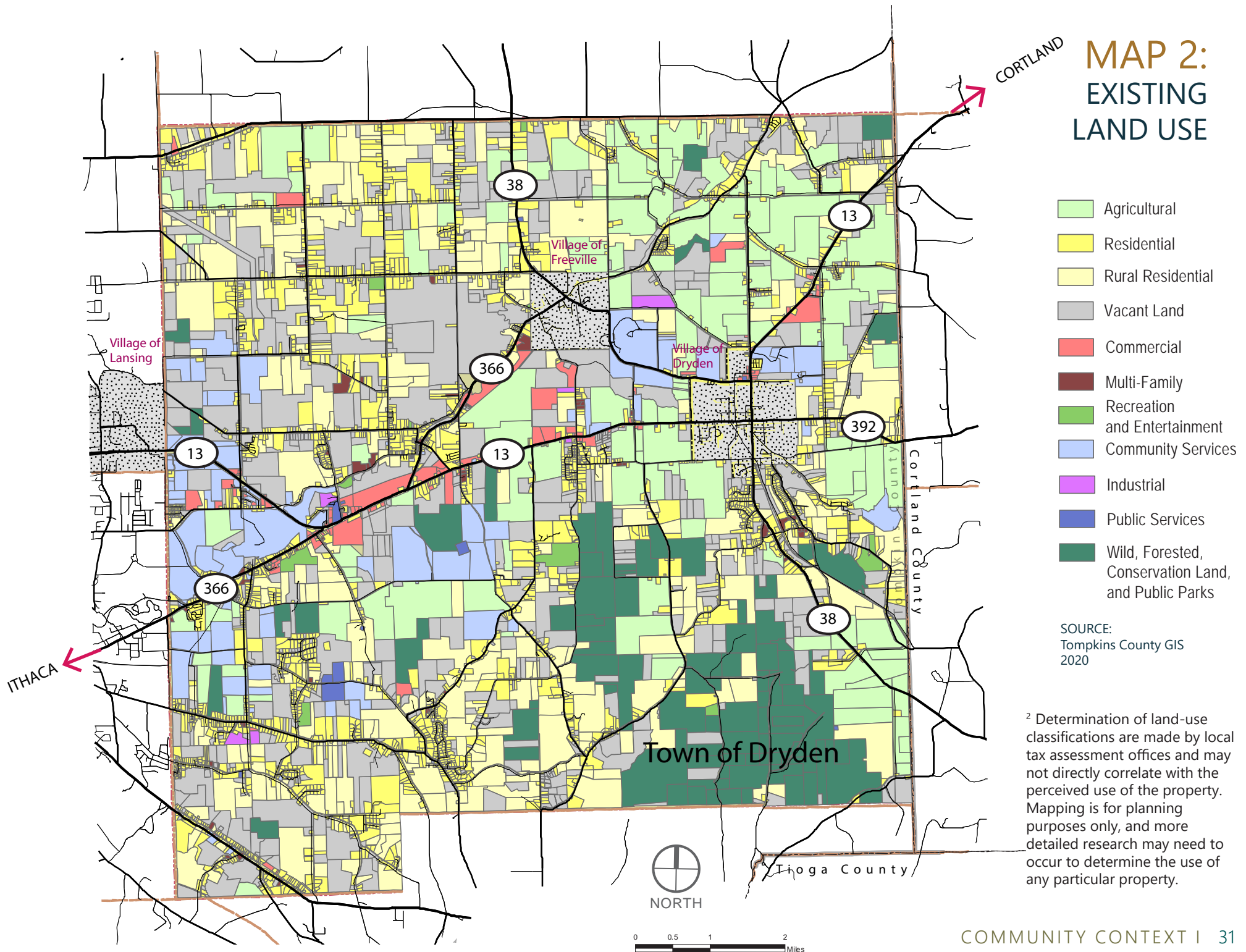
Commercial land uses make up 1.2% of the land within the town. Commercial development is largely concentrated along Route 13 and Route 366 outside of the villages of Freeville and Dryden.

Tax exempt property in the Town of Dryden equals 10,230.3 acres, 16.5% of the total acreage within the town. The assessed value of that land, including structures, totals \$135,626,900 or 14.8% of the town's total assessed value.

Figure 2: Percentage of Total Acres by Land Use Type



MAP 2: EXISTING LAND USE



DRYDEN FISCAL PROFILE

One of the major responsibilities of the Town Board is preparing the annual town budget, which goes into effect on January 1, the start of the fiscal year. The process includes preparation of a draft budget, followed by a public hearing that may result in some adjustments, and finally a vote to adopt by the Town Board. The total General Fund budget (town wide and outside) for 2021 was \$2,995,852. There is a separate highway fund budget (town wide and outside) totaling \$3,794,096 and 10 special district budgets (fire, lighting, water, sewer, and ambulance districts) which total \$3,017,952 (Figure 4). All together the town budget appropriation for 2021 was \$9,807,900.

The main sources of income are real property taxes (86.9% of the 2021 General and Highway funds). Other less significant sources of funding for the General and Highway funds include state aid (7.3%), departmental income (1.7%), and licenses and permits (1.2%). Special districts are funded primarily by real property taxes, rents or penalties, and accrued interest.

Appropriations are diverse and cover all General Fund and Highway Fund items outside of the special district funds. The largest appropriation overall in the approved 2021 budget was for transportation (50.4%), which consists of highway administration, engineering, garage, street lighting, bridges, machinery, snow removal, street maintenance, road improvement, staffing, and other related costs. These appropriations were followed by employee benefits, general government support (contractual expenses and public works), culture and recreation, public safety, home and community services, and economic assistance and opportunity. In addition to anticipated expenditures associated with operational and administrative responsibilities in the current budget year, the Town Board also plans for future expenses. Reserve accounts are utilized to establish savings for general equipment and other reasonably anticipated expenses. Reserve accounts provide a safety net without unnecessarily taxing residents.

The town has been especially cognizant of the need to manage the rising cost of expenditures and has been able to keep the total budget at close to actual expenditures over the past five years (2016-2020) (Figure 5).

The tax rate is calculated each year by looking at the total amount of taxation, called the tax levy, needed to balance the budget. This amount is divided by the total taxable assessment of the town, producing the tax rate, which is then applied to each individual property's assessment. This calculates everyone's "share" of the budget. Put simply, individual taxes depend on the tax levy and the total assessment. Assessments are reviewed annually, revised as needed, and show a gradual rise over the years, as does the tax levy and therefore individual property taxes (Figure 3).

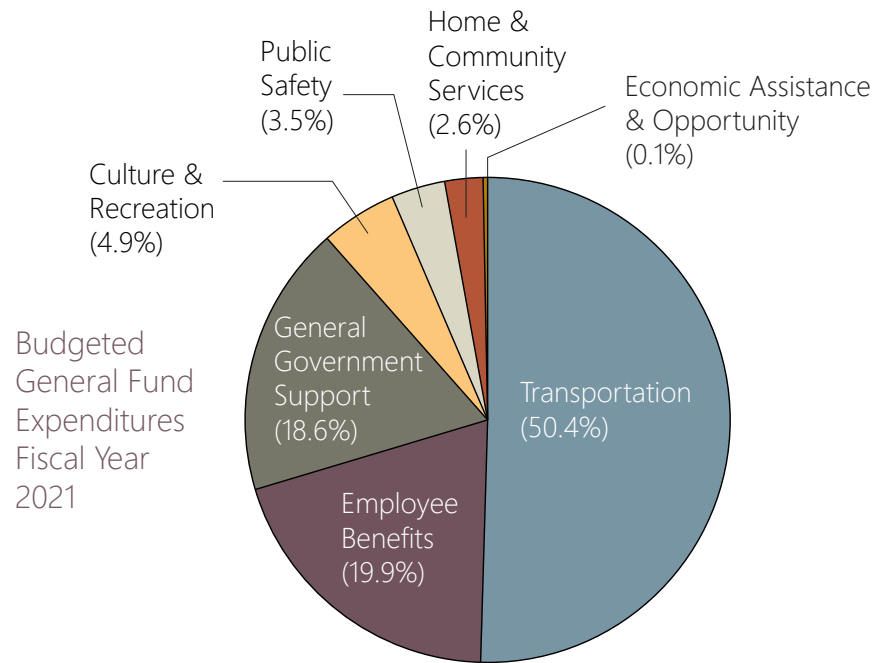
Figure 3: Town Tax Rates, Total Assessments, and Levy 2016-2021

Tax Year	Levy	Total Assessment (in thousands)	Tax Rate
2016	\$1,679,694	\$1,764,129.29	\$1.76
2017	\$1,957,710	\$1,833,518.13	\$1.98
2018	\$1,943,647	\$1,851,072.48	\$1.94
2019*	\$4,854,081	\$2,048,068.94	\$4.74
2020*	\$5,420,621	\$2,168,123.84	\$5.00
2021*	\$5,684,666	\$2,234,407.22	\$5.10

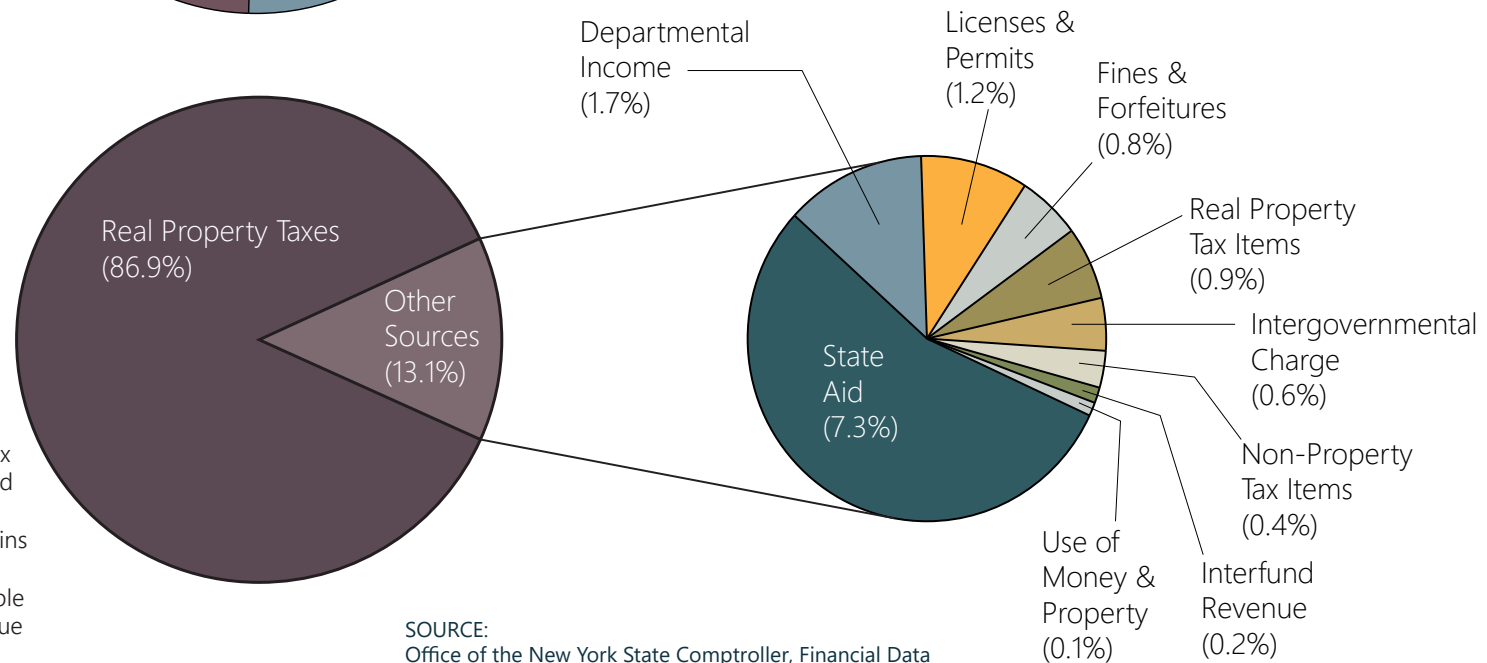
Source: Town of Dryden Clerks Office, July 2021.

*Note: In 2019, the town began participating in a sales tax offset program with Tompkins County. In lieu of the town receiving direct sales tax payments from the county (which were approximately \$3 million in 2021), the county agreed to lower county property taxes respectively within the Town of Dryden. While the tax rate for the town increased beginning in the 2019 fiscal year, county tax rates decreased in a corresponding fashion. The change benefitted town taxpayers because it allowed the town to collect additional revenues from state forest lands as well as Payment in Lieu of Taxes (PILOT) agreements for large scale projects, such as solar photovoltaic arrays, which lowered the overall tax burden on individual property owners within the town.

Figure 4: Town Revenues and Expenditures 2021



Budgeted Revenue Sources Fiscal Year 2021*



*Note: While nearly 87% of town revenue is from property taxes, the sales tax offset program had reduced the overall tax burden for property owners as Tompkins County property taxes are reduced and the town is able to receive additional revenue from other sources (i.e., state forest lands and PILOT agreements)

SOURCE:
Office of the New York State Comptroller, Financial Data for Local Governments and Town Treasurer 2021

Figure 5: Total Revenues and Expenditures for All Town Funds

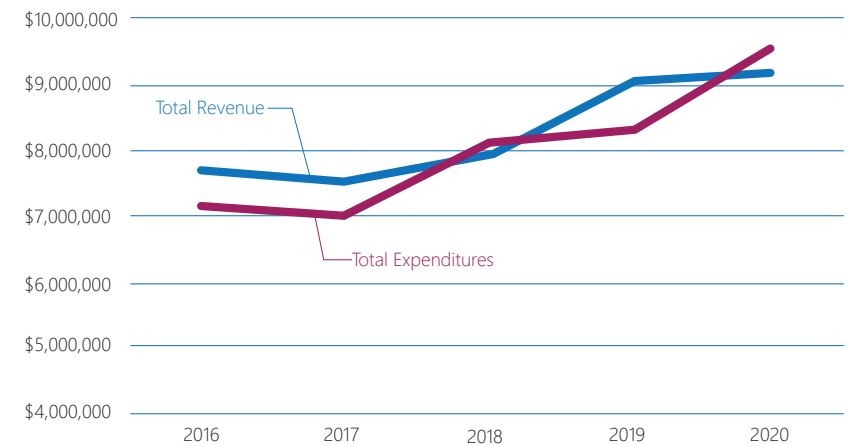




PHOTO:
Horses
Grazing in
Dryden



04

THE VISION

OUR VISION:

The Town of Dryden is committed to sustainable and inclusive development that preserves open space, protects its rural character, and supports its agricultural heritage, while improving the quality of life for current and future residents.

The community vision that guides the Dryden2045 plan was developed by reflecting on the vision statement that was presented in the 2005 Comprehensive Plan. Through the community-wide survey, participants were asked to review aspects of the 2005 vision statement and supporting principles to determine if they were applicable to the current community outlook. Survey respondents were asked to review and rate each statement using a Likert scale to indicate whether it accurately represented their future vision for the town. The results indicated that the 2005 vision statement needed to be updated to adequately represent residents' vision for the future. The vision statement to the left is the result of this process.

Achieving this vision requires the development of overall planning goals and strategies that in turn can be transformed into tangible tasks to be undertaken by our public officials and by the community at large. Achieving the vision will require partnerships between the public and private sector and between the town and other municipalities at the state, county, and local levels of government. Moving from a general vision statement to increasingly detailed goals, strategies, and actions is a traditional community planning approach. Therefore, it is important to keep the vision statement in mind as the starting point from which following chapters of this plan are based.

GUIDING PRINCIPLES

Protect and enhance the livability of residential areas by ensuring diverse and affordable housing options for all residents and promoting investment in existing housing.

Ensure to the extent possible the long-term viability of the town's agricultural community, and its important natural open space, sensitive environmental areas, and scenic resources.

Ensure a safe and diversified transportation system to serve the needs of all town residents.

Promote development in a manner that enhances the existing character and livability of the Town of Dryden and its neighborhoods by channeling new development into nodal areas around existing villages, hamlets, and available infrastructure.

Support future growth and development through adequate and efficient public infrastructure, facilities, and services.

Promote sustainability and ensure the Town of Dryden is resilient against the threats of climate change to ensure a vibrant and thriving community for future generations.






PHOTO:
View from
Dryden
Cemetery
Facing North

05

THE PLAN

40 How to Use This Chapter

42 Section 1 | Rural Roots: Housing & Affordability

50 Section 2 | Preserving Open Space: Working Lands

64 Section 3 | How We Move: Transportation & Mobility

72 Section 4 | Fostering Connectivity: Neighborhoods, Connectivity, & Nodal Development

84 Section 5 | Our Economic Landscape: Community Infrastructure, Workforce, & Future
Development

94 Section 6 | Looking Forward: Energy & Sustainability

HOW TO USE THIS CHAPTER:

This chapter is organized by the six guiding principles that accompany the Dryden2045 Vision. Each section of the chapter is organized to present:

- + A brief **introduction** to the topic area that also provides a snapshot of community concerns that were expressed through the engagement process.
- + An overview of the important **planning drivers** or concerns that are affecting the town.
- + **Opportunities and challenges** that were identified through the inventory and analysis of existing plans, trends, and public input from the community engagement process.
- + An outline of specific **goals, outcomes, and actions** that were developed to help the town to achieve its vision for the future.*

What is the meaning of the asterisk*?

At the end of each section some of the goals, outcomes, and actions are marked with an asterisk (*). The asterisk signifies that the particular goal, outcome, or action relates directly to the Town of Dryden Climate Action Plan (CAP) (Appendix C). The CAP was developed in concert with Dryden2045.



SECTION 1: Rural Roots: Housing & Affordability

GUIDING PRINCIPLE

Protect and enhance the livability of residential areas by ensuring diverse and affordable housing options for all residents and promoting investment in existing housing.



SECTION 2: Preserving Open Space: Working Lands, Natural Systems, & Trails

GUIDING PRINCIPLE

Ensure to the extent possible the long-term viability of the Town's agricultural community, and its important natural open space, sensitive environmental areas, and scenic recreational resources.



SECTION 3:
How We Move:
Transportation &
Mobility

GUIDING
PRINCIPLE

Support a safe and diversified transportation system to serve the needs of all town residents.



SECTION 4:
Fostering
Connectivity:
Neighborhoods,
Connectivity, &
Nodal
Development

GUIDING
PRINCIPLE

Promote development in a manner that enhances the existing character and livability of the town of Dryden and its neighborhoods by enabling new development in nodal areas around existing villages, hamlets, and available infrastructure.



SECTION 5:
Our Economic
Landscape:
Community
Infrastructure,
Workforce, &
Future
Development

GUIDING
PRINCIPLE

A community that supports future growth and development through adequate and efficient public infrastructure, facilities, and services.



SECTION 6:
Looking Forward:
Energy
& Sustainability

GUIDING
PRINCIPLE

Promote sustainability and ensure the town of Dryden is resilient against the threats of climate change to ensure a vibrant and thriving community for future generations.



SECTION 1:

RURAL ROOTS: HOUSING & AFFORDABILITY

GUIDING PRINCIPLE

PROTECT AND ENHANCE THE LIVABILITY OF RESIDENTIAL AREAS BY ENSURING DIVERSE AND AFFORDABLE HOUSING OPTIONS FOR ALL RESIDENTS AND PROMOTING INVESTMENT IN EXISTING HOUSING.

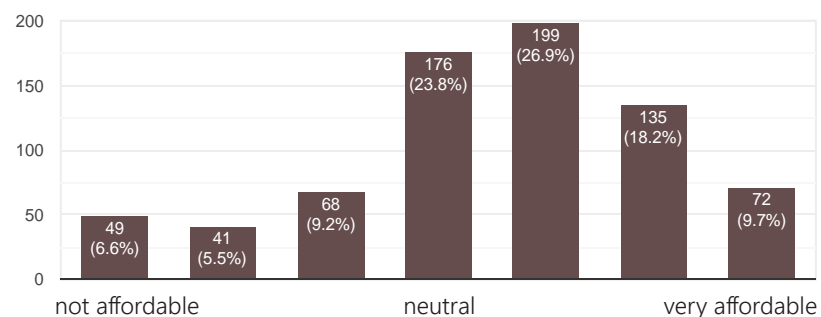
The Guiding Principle for this Section is focused on housing affordability through the maintenance of existing housing and the development of a diversified housing stock to support all residents now and in the future. To create a community of equity and inclusivity, the Town of Dryden should prioritize the availability of housing for all ages, abilities, lifestyle choices, and income levels by providing home-ownership, rental, and equity sharing opportunities. The majority of the town's existing housing stock is comprised of single-family homes. Multi-unit and multi-family options are significantly underrepresented within the town. Neighboring communities are expanding their housing offerings, including innovative equity sharing approaches and incorporating mixed-use and mixed-income options that cater to more diverse constituencies.

COMMUNITY CONCERNS :

- + Lack of Housing Choice
- + High Cost of Housing
- + Limited Housing Supply
- + Deteriorating Housing Stock

SURVEY QUESTION: [Do you] feel like the Town of Dryden is an affordable place to live?

740 Responses



DRIVERS FOR PLANNING

The town's existing neighborhoods provide the opportunity to integrate a variety of new housing types into the community to accommodate changing demands. The town should focus on developing a broader array of housing options that address affordability and accessibility, and that include amenities that improve mobility options and connectivity to other town amenities. Housing options for seniors and older adults who wish to age in place will be important to accommodate the town's relatively high proportion of older adults. At the same time, the town will need to accommodate for changing demographics that include smaller households, fewer households with children, and preferences for alternative housing options that offer amenities that provide alternative mobility options. Equity-sharing units have been made popular by non-profit organizations in Tompkins County and offer particular benefit to younger households with more limited means.

Identifying and supporting the maintenance and renovation of existing housing stock will further improve the functionality of existing housing units while accommodating in-demand housing types. Efficiency improvements that reduce heating and cooling requirements, and the incorporation of carbon-neutral technologies will help to prepare the housing stock for increasing energy prices and fossil-fuel scarcity. Flexibility in housing choice and improved functionality of the existing housing stock will help ensure that the town remains a welcoming community regardless of one's background or other socioeconomic factors.

Some members of the community expressed concern that the existing regulations are a barrier for development in the town of Dryden, hindering the ability to develop diversity in the housing types and increasing the overall cost of development. In addition to expanding housing choices, strategies should be taken to ensure that policies are streamlined, simplified, and implemented in a way that allows for flexibility where needed. Community members also identified the lack of existing water and sewer infrastructure in many areas of the town and that such infrastructure is a critical

need to implement the nodal development model that will encourage a range of housing types and supporting amenities, such as transit access.



OPPORTUNITIES & CHALLENGES

HOUSING, POVERTY, AND AFFORDABILITY

The median household income in the Town of Dryden is \$62,852, the highest of all comparative communities except the Village of Dryden which is located within the town. Figure 6 depicts the Town of Dryden well above nearby cities of Ithaca (\$31,967) and Cortland (\$42,976). Over 60% of the households in the Town of Dryden earn more than \$50,000/year. Regionally, The Town of Dryden has the highest percentage of households earning more than \$100,000 at 27.3%. This indicates that the Town of Dryden has a strong foundation of middle-class households.

At the same time, there are challenges with poverty and affordability that suggest an urgent need for proactive housing policies. While Dryden's housing is relatively affordable in the context of Tompkins County, nearly 30% of households are housing burdened (i.e., have challenges with affordability and spend 30% or more of their income on housing costs) (U.S. Census Bureau, 2020) (Figure 6). While the town has a lower percentage of its total population in poverty (14.6%) than surrounding communities (except the Village of Freeville, which is located within the town), the rate of minors living in poverty in the Town of Dryden (24.7%) is the highest among surrounding communities except for the City of Ithaca (24.8%). Understanding the causes of childhood poverty within the town and working to address the needs of the town's youth will be important steps in providing for the town's future prosperity.

The rural nature of the town is evident in the makeup of its residential land-uses. A significant portion of the residential acreage of the town (56%) is comprised of rural residences (i.e., single family homes with more than 10 acres), though these same parcels (i.e. properties) represent just 11% of the residential parcels within the town (Figures 7 and 8). This is significant because these properties

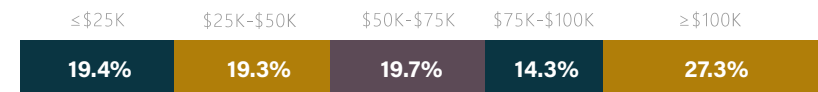
Figure 6: Household Income, Poverty, and Affordability

MEDIAN HOUSEHOLD INCOME

TOWN OF DRYDEN	CITY OF CORTLAND
\$62,852	\$42,976
	CITY OF ITHACA
	\$31,967
	TOMPKINS COUNTY
	\$56,200

HOUSEHOLD INCOME DISTRIBUTION

TOWN OF DRYDEN



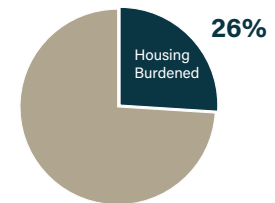
POPULATION IN POVERTY

14.6%

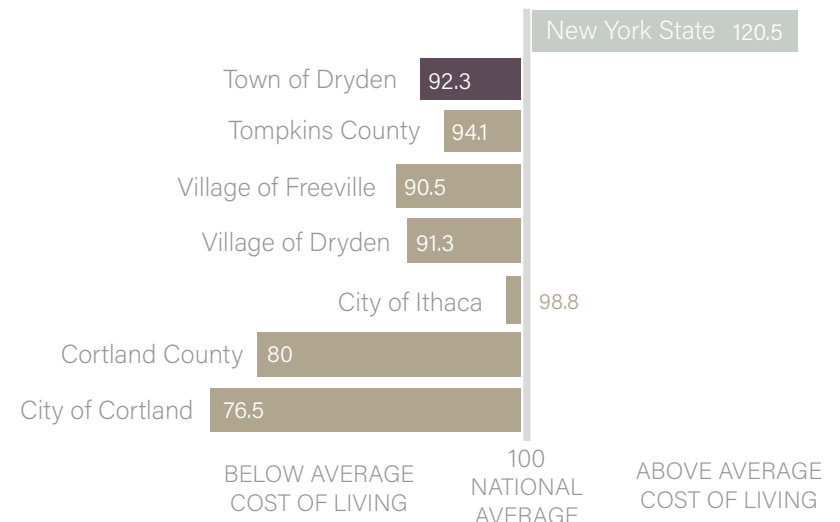
MINORS LIVING IN POVERTY

24.7%

HOUSING AFFORDABILITY



COST OF LIVING COMPARISON INDEX



are likely to be less affordable. In order to address affordability the town will need to provide opportunities for the diversification of its housing options to include a higher percentage of smaller footprint, multi-unit residential living options. These options may include two and three-family structures, multi-family apartments, mixed-use buildings, and the inclusion of alternative ownership models, such as equity sharing which can also address housing affordability.

In addition, manufactured housing is a significant portion of the Town of Dryden's current housing stock (Figures 7 and 8). A 2005 study of HUD/manufactured housing estimated that the town had 1,150 HUD/manufactured housing units which would make HUD/manufactured housing the second most common form of housing in the town after single family homes (Town of Dryden, 2005). Many of these homes are located within existing manufactured home parks and traditional methods of collecting data on residential properties in the town do not capture individual HUD/ manufactured homes, making their impact on the town's housing market more difficult to assess and analyze. Due to their significance the town should take steps to conduct an inventory of the conditions of structures within these parks to identify potential needs and work to develop programs and resources to address and ensure housing quality in these parks. The current section of the Town of Dryden local law that governs manufactured homes and manufactured home parks §183 was adopted in 1971 and last amended in 1987 and should be reviewed and updated to address quality of life, newer technologies, and standards that have changed in the ensuing years.

Figure 7: Percentage of Parcels by Residential Property Type

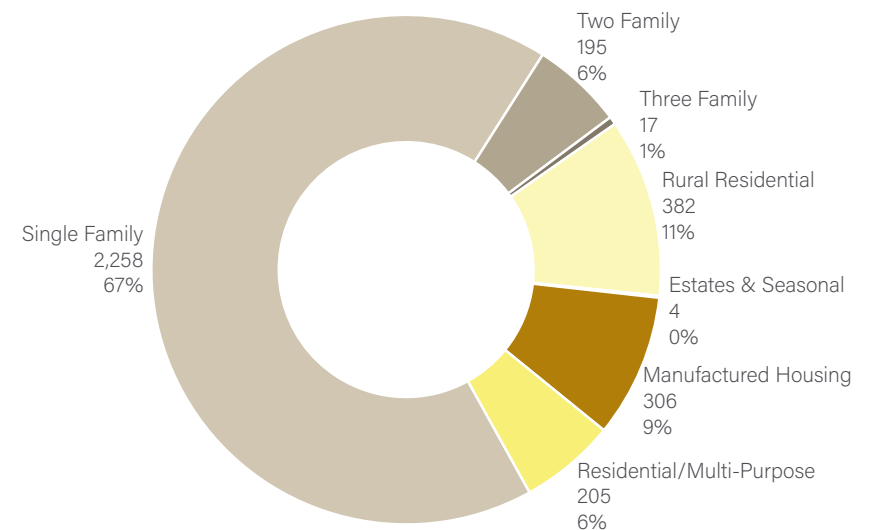
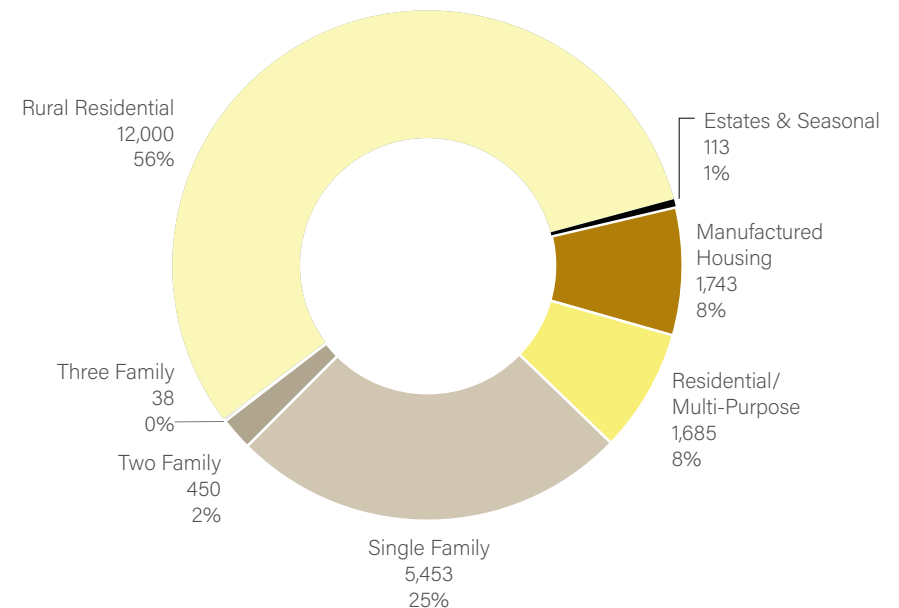


Figure 8: Percentage of Total Acres by Residential Property Type



SPOTLIGHT

Land-Use Tools for Housing Affordability

There are a variety of land-use tools available for the Town of Dryden to address affordability concerns. Communities across the United States have begun to update their local land-use regulations to address affordability through the establishment of minimum percentage requirements for affordable units in new construction, shrinking minimum lot-size and minimum building-sizes, increasing minimum densities, and streamlining the development review process to reduce the up-front costs associated with development approvals for projects that meet established standards for affordability. Local communities (and some states) have updated their codes to allow for accessory dwelling units on property that had traditionally been zoned as single family (see image to the right). In other instances communities have incorporated density bonuses into their zoning, where developers are allowed to build more units in exchange for incorporating an established percentage of affordable units.

In Tompkins County organizations like Ithaca Neighborhood Housing Services (INHS) have utilized shared equity programs like the Community Housing Trust (CHT). This program allows a homebuyer to purchase only the home and not the land. This allows for a significantly lower upfront purchase price of the home and also ensuring affordability for future buyers (www.ithacanhs.org/communityhousingtrust)

The Tompkins County Comprehensive Plan (2014) identified specific strategies for addressing housing affordability including:

- + Use inclusionary and incentive zoning to achieve affordable housing goals.
- + Establish a community housing trust with support from major employers, financial institutions, education institutions, and private donors to acquire and own land on which housing can be built.

Accessory Dwelling Units

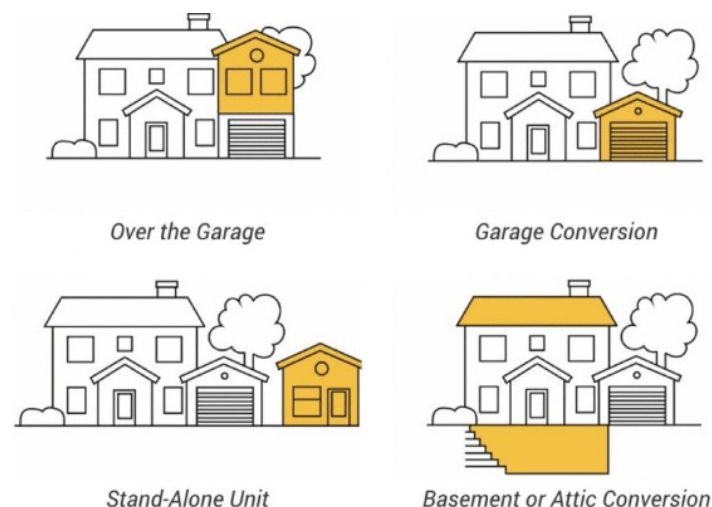


image source: www.roseman.law

- + Encourage major employers to provide assistance to employees who purchase homes in targeted areas.
- + Establish a community housing affordability fund to fill funding gaps needed to keep units affordable and assist not-for-profit housing developers with pre-development expenses.

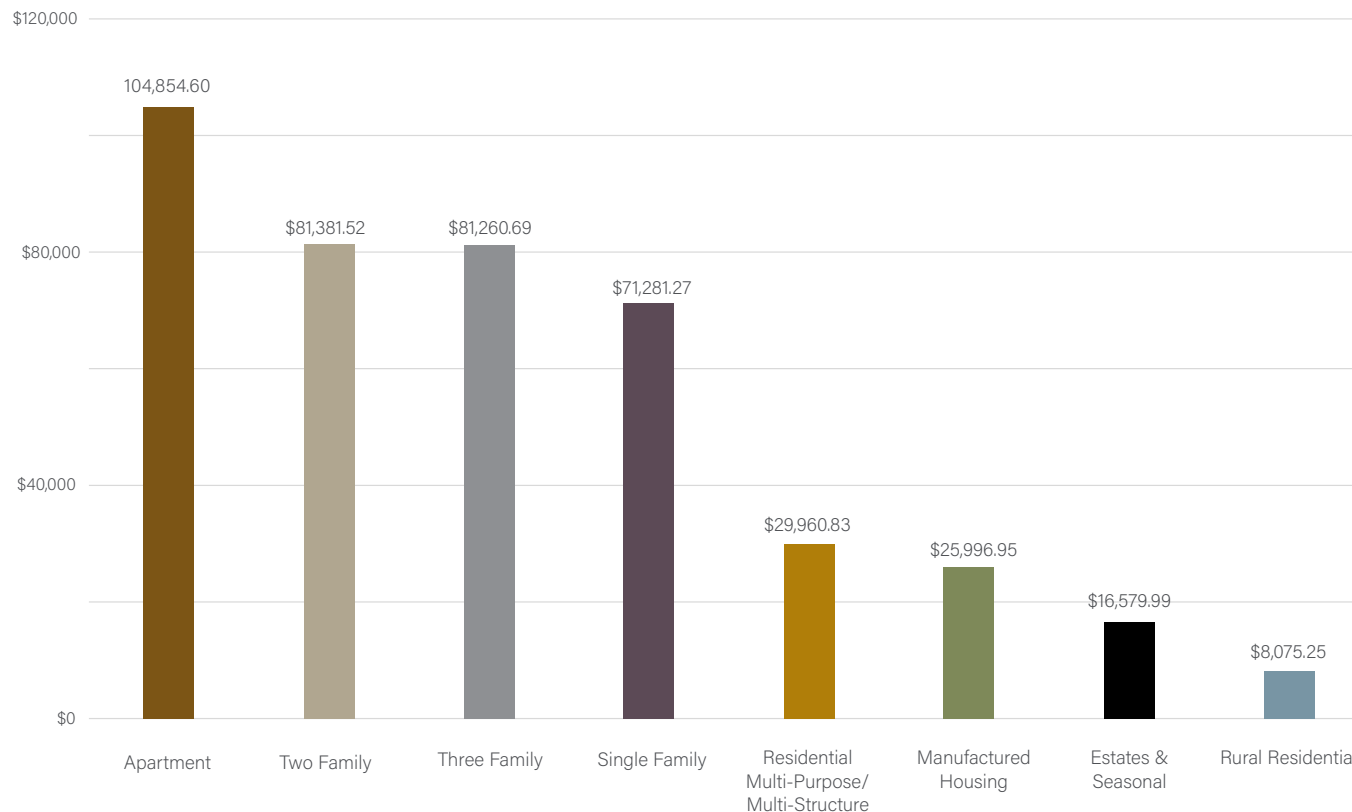
The Town of Dryden can partner with Tompkins County and neighboring municipalities to assist and support the development and implementation of some of these countywide strategies as one way to address the affordability of housing within the town.

TAX BASE

Residential land uses, as defined by Tompkins County Real Property, make up less than 35% of the total acreage in the town, yet comprise just over 85% of the town's total taxable value. Of the residential uses, single-family residences comprise 61% of the taxable value, indicating the town's property tax base is heavily dependent on single-family property owners. Broader diversification of the town's tax base would help to offset this dependence.

On a taxable value per acre basis, the most productive land use in the town is apartments, generating \$104,854.60 per acre. By comparison, non-apartment residential land uses generate \$56,091.75 per acre and rural residential uses generate \$8,075.25 per acre (Town of Dryden, 2021). With a limited amount of land zoned for commercial use and higher-density residential development like apartments, the need for diversification of housing types within the town is reinforced by the current tax environment. The town's existing large lot residential development patterns place a significant tax burden on single-family property owners that could be alleviated with the development of more tax-efficient land uses.

Figure 9: Taxable Value Per Acre by Residential Property Type





RURAL ROOTS: HOUSING & AFFORDABILITY

GOALS, OUTCOMES, & ACTIONS

PHOTO:
Habitat for Humanity
Affordable Housing
New Construction



GOAL RR 1 – ENCOURAGE AVAILABILITY OF AFFORDABLE HOUSING CHOICES

While the Town of Dryden has a lower cost of living compared to the adjacent areas to the west including the City of Ithaca and Town of Lansing, property and school taxes are perceived to be high especially as much of the town lacks sewer and water service (see Map 13 on page 89). The town is experiencing a demographic shift as its population ages and there are not adequate options for senior housing. At the same time the town has a limited housing supply which leads to higher costs and broad spectrum affordability challenges. The town should continue exploring ways to encourage a diversity of housing choices while preserving the rural setting within the town and reducing the tax burden of single-family residential development.

Outcome RR 1.1: Continued development of underrepresented housing types and models

ACTION RR 1.1.1

Support the development of housing options for older adults that incorporate universal design principles.

ACTION RR 1.1.2

Encourage compact, energy saving development in nodal areas that increases the availability of affordable single and multi-family housing options.*

ACTION RR 1.1.3

Establish minimum affordability requirements or mandatory set-asides for incorporating affordable units into new developments.

ACTION RR 1.1.4

Proactively solicit proposals for shared equity housing in the villages, hamlets, manufactured home parks, and rural areas of Dryden.

ACTION RR 1.1.5

Review zoning districts to encourage commercial growth within the Dryden School District to balance the tax assessment between commercial and residential properties.

GOAL RR 2 – SUPPORT INVESTMENT IN EXISTING HOUSING STOCK

There is a range of housing conditions within the town; there is a general concern that housing conditions are deteriorating. The town should continue to investigate programs available to homeowners interested in making improvements to their homes. Refurbishing existing housing stock and the establishment of dedicated education and outreach programs for homeowners would help to maintain affordability within the town.

Outcome RR 2.1: Maintained use and desirability of existing housing and neighborhoods

ACTION RR 2.1.1

Develop partnerships and a centralized resource to assist property owners, inclusive of manufactured homes, with home improvements including energy efficiency and low/no carbon energy improvements.*

ACTION RR 2.1.2

Conduct periodic (5-year) housing market studies to better understand affordable and market-rate housing needs within the town.

ACTION RR 2.1.3

Support financial assistance for property maintenance and improvements using external grant funding.*

GOAL RR 3 – CREATE A REGULATORY ENVIRONMENT THAT SUPPORTS AFFORDABLE HOUSING

The current zoning within the town affects housing affordability. The town should explore zoning alternatives that would allow increased housing density within designated areas, which may include allowing for “tiny homes,” accessory dwelling units, or more areas where multi-family housing development is permitted.

Outcome RR 3.1: Increase in mix of housing types

ACTION RR 3.1.1

Encourage expansion of sewer and/or water for more dense residential development in designated nodal areas.*

ACTION RR 3.1.2

Streamline the review and approval process for residential land uses within the town zoning law.

ACTION RR 3.1.3

Expand areas designated for nodal development.*

ACTION RR 3.1.4

Review and update existing zoning laws that support mixed-use development to remove barriers and facilitate adoption.

ACTION RR 3.1.5

Review the town zoning law to align nodal development areas with services such as transit, water, and sewer.*

ACTION RR 3.1.6

Review and update the town mobile home law to improve oversight for housing quality in manufactured homes.



SECTION 2:

PRESERVING OPEN SPACE: WORKING LANDS, NATURAL SYSTEMS, & TRAILS

GUIDING PRINCIPLE

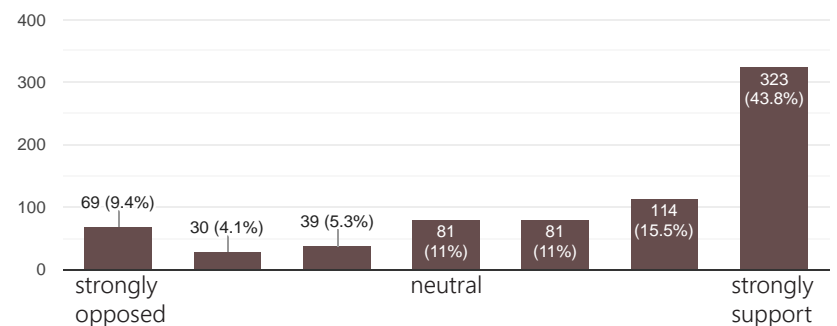
ENSURE TO THE EXTENT POSSIBLE THE LONG-TERM VIABILITY OF THE TOWN'S AGRICULTURAL COMMUNITY, AND ITS IMPORTANT NATURAL OPEN SPACE, SENSITIVE ENVIRONMENTAL AREAS, AND SCENIC RECREATIONAL RESOURCES.

The Guiding Principle for this Section focuses on the Town of Dryden's rural landscape, which is defined by its working lands (e.g. agriculture and forestry), undeveloped open space, and protected natural areas. The town's unique network of creeks and streams, lake and pond areas, and forests are strongly valued by Dryden residents and warrant protection for future generations to enjoy. Through regional partnerships with land trusts or voluntary landowner programs, community members agree that the protection of open space and the conservation of its most critical resources remains a priority.

COMMUNITY CONCERNS :

- + Preserve the rural character of the town against development pressure
- + Protect prime farmland
- + Protect wildlife and natural areas
- + Encourage outdoor recreation and tourism

SURVEY QUESTION: [Should] more land be permanently preserved as open space in the Town of Dryden? **737 Responses**



DRIVERS FOR PLANNING

The town's open space resources are closely intertwined with the town's working lands that are in agricultural production or utilized for forestry. Agriculture, and to a lesser extent silviculture (i.e. forestry), remains a critical driver of the local economy and is dependent on a healthy ecosystem for crop production and livestock. The ecosystems within the town are increasingly threatened by extreme fluctuations in temperature and precipitation as a result of climate change. In addition, changing land uses coupled with fluctuating market demands challenge traditional farming practices. The increased demand for large-scale energy facilities (solar photovoltaics), succession planning (i.e., transferring or selling ownership to a vested family member), and residential development pressures require a proactive approach to farmland protection and ensuring the future viability of these working lands. Strategies related to farmer outreach and collaboration are imperative to support agriculture in Dryden, and therefore help farmers keep their land in production.

The town's environmental resources also provide the foundation for Dryden's recreation-based economy inclusive of its many local and state forests, trails, and natural areas. These resources are also threatened by extreme fluctuations in temperature and precipitation as a result of climate change. Throughout the planning process, residents indicated that they would like to see additional trails (paved and unpaved), as well as town-owned parks and community centers particularly in Etna, the Villages of Dryden and Freeville, and the Dryden Lake area. While town residents champion outdoor recreation, they recognize that new facilities have the potential to impact the tax rate, and do not favor additional burden, especially for homeowners. However, the community supports voluntary efforts through individual landowners, volunteer groups, and/or non-profit organizations to enhance recreation opportunities. The community is further interested in leveraging the trail system to support local, recreation-based businesses that can generate local revenue.



OPPORTUNITIES & CHALLENGES

NATURAL AND OPEN SPACE SYSTEMS

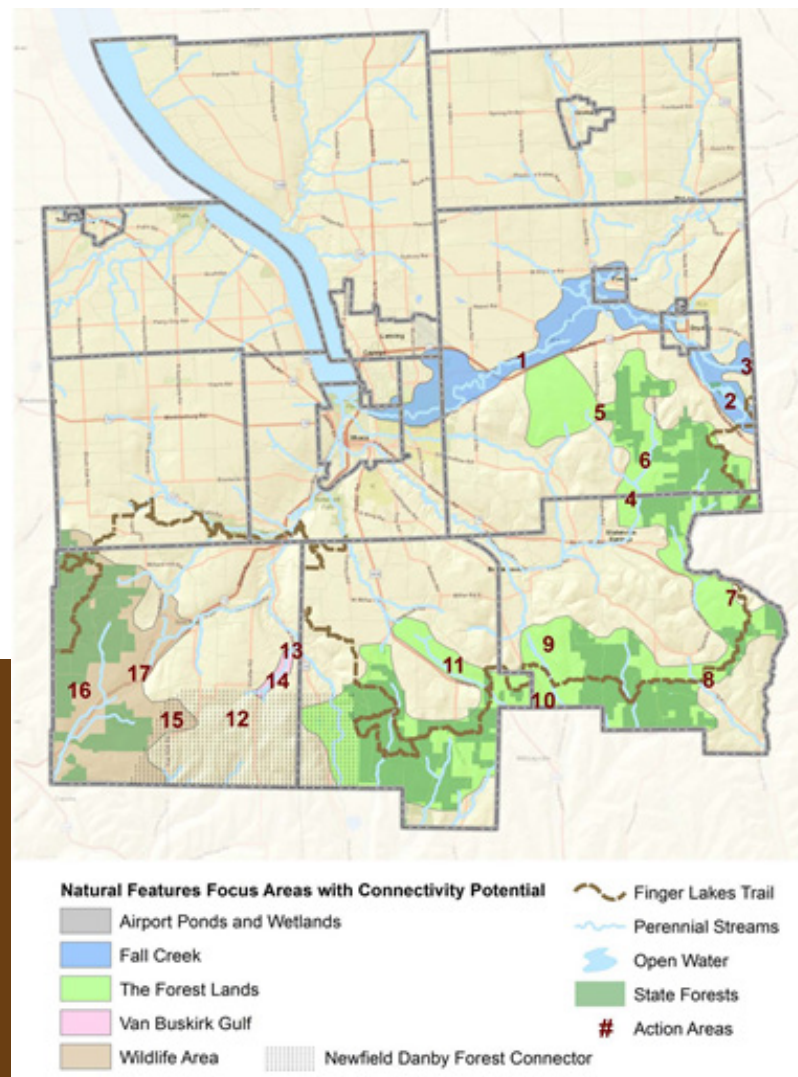
The rural nature of the Town of Dryden contributes greatly to the town's sense of place. Without some protections, the town's open spaces and rural character could be lost due to development pressures associated with the neighboring cities of Cortland and Ithaca. Since the 2005 Comprehensive Plan was adopted, the town, in partnership with non-profit and volunteer groups, has made strides in establishing open space protections.

These lands include areas with agricultural or conservation easements; private and publicly owned forests, preserves, and recreational areas; and other lands with development restrictions for the purpose of preserving the natural environment (See Maps 3 and 4). These areas combine for 11,050 acres, or 17.8% of the town's total land area (Town of Dryden, 2021). Continued effort in this area will help to preserve the rural character of the town, as well as provide recreational, tourism, and nearby learning opportunities for the town's residents and visitors.

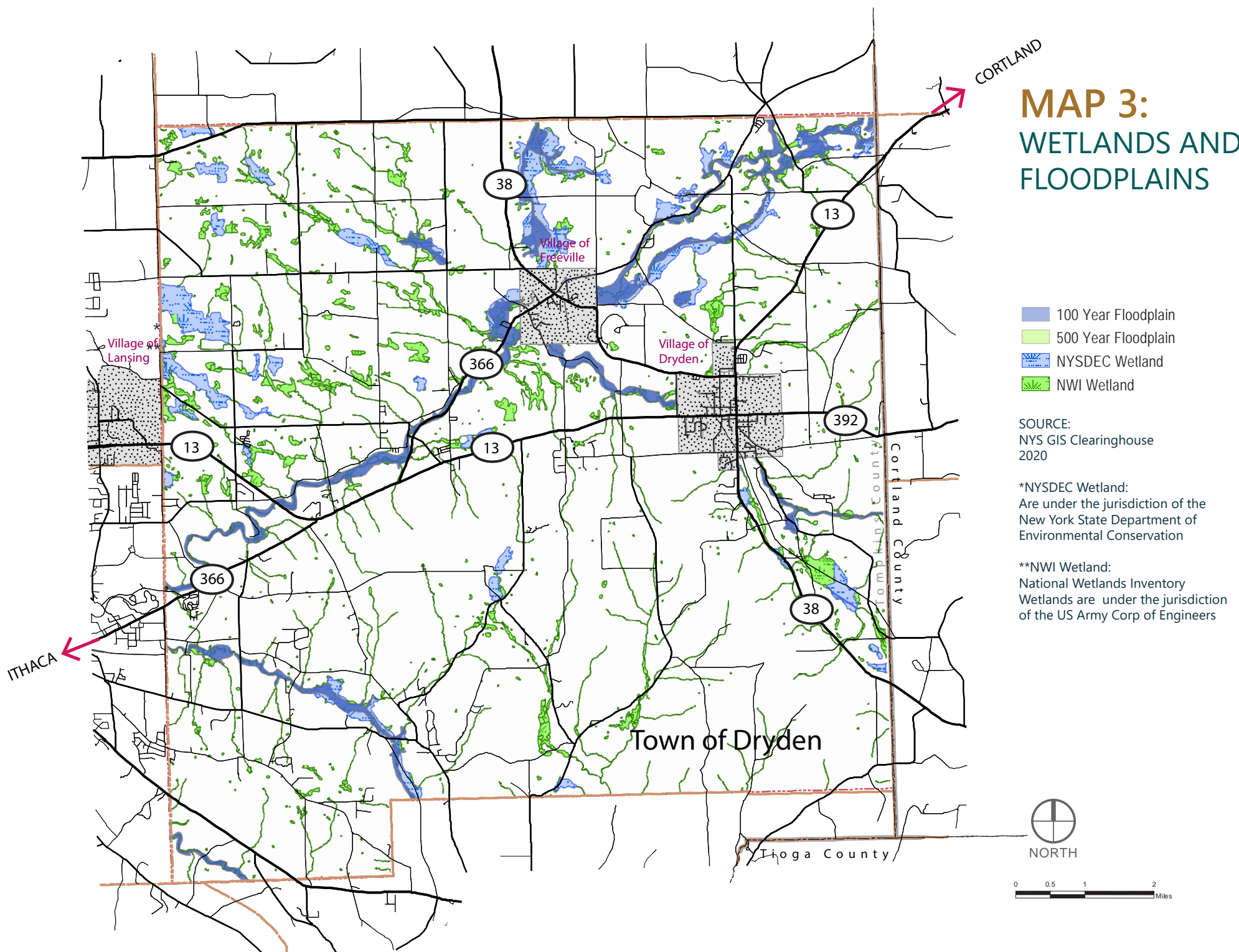
In 2018 Tompkins County developed a Habitat Connectivity Strategy to help combat habitat fragmentation, preserve habitat diversity, and promote ecosystem resilience. The framework provided in the plan identifies (1) specific habitat corridors for native flora and fauna to have the ability to freely move in response to climate change; (2) key undeveloped areas that should be protected from fragmentation to retain habitat; and (3) broad strategies and policies that can be implemented to improve habitat connectivity.

The map to the right identifies areas 1-6 within the Town of Dryden as important areas for supporting habitat protections. These areas overlay with significant state forest lands within the town, as well as areas where the town is investing in the Dryden Rail Trail project.

SPOTLIGHT Tompkins County Habitat Connectivity Strategy (2018)



MAP 3: WETLANDS AND FLOODPLAINS



ENVIRONMENTAL RESOURCES

Extensive water resources exist within the Town of Dryden, in the form of surface water (streams, lakes, ponds) and groundwater resources (Map 3 on page 53). Maintaining the quantity and quality of water resources within the town is critical to protecting the natural environment as well as the general health and welfare of residents, and the local economy. Water resources are an important recreational asset.

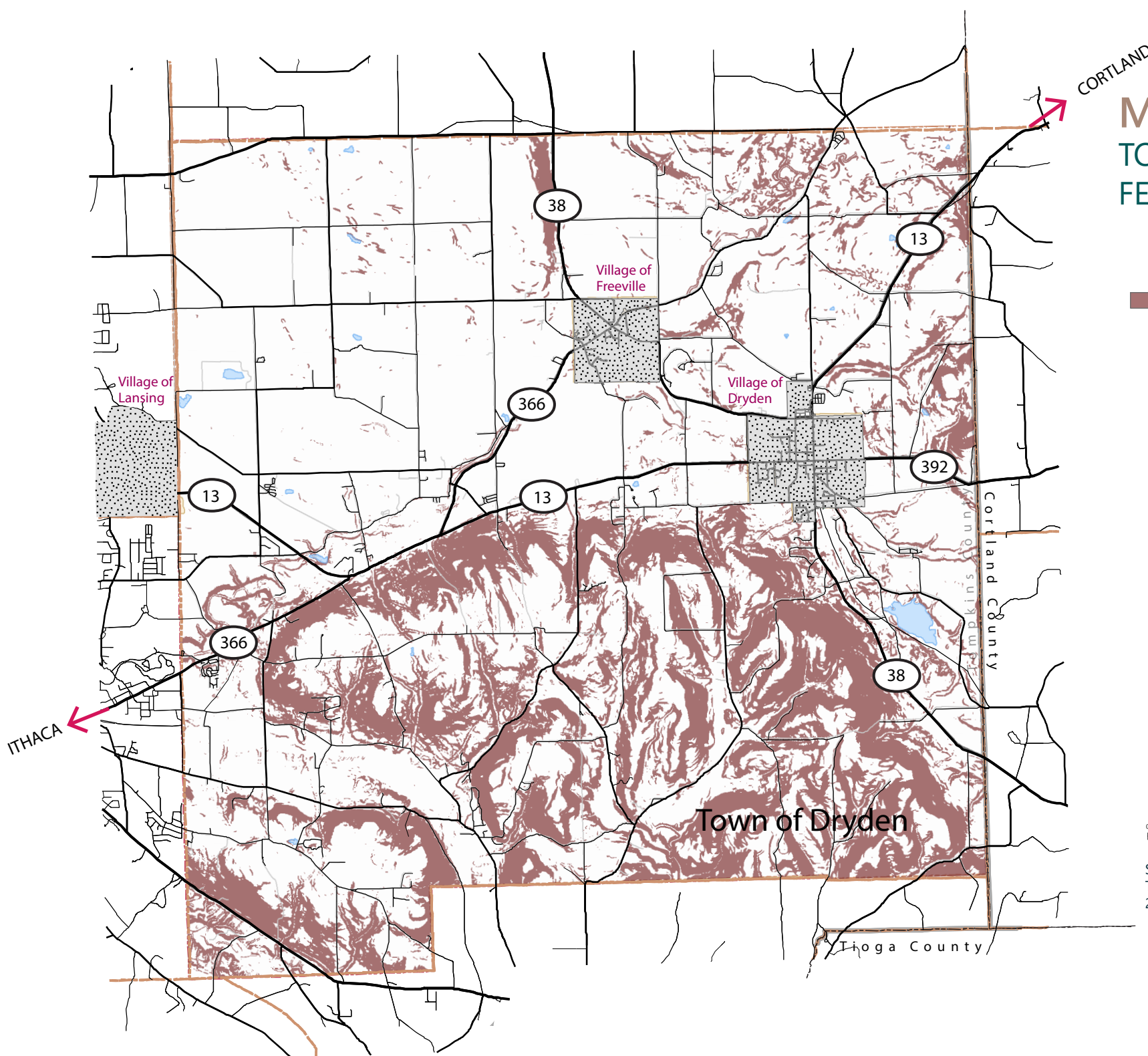
Major surface water resources within the town include Fall Creek, Cascadilla Creek, Six-Mile Creek, and their tributaries, as well as Dryden Lake. There are also approximately 260 ponds located within the town, the majority of which are artificially constructed. Significant areas of wetlands are found in the northwest corner of the town. Most of the town drains into Fall Creek and Virgil Creek. The valley of Fall Creek is the most dominant feature of the northern half of the town. This major tributary of Cayuga Lake begins north of McLean and flows in a southwesterly direction through a relatively broad, shallow valley. Virgil Creek, which begins in Cortland County southeast of Dryden Village and Mill Creek, which has its headwaters just northwest of the town, are the two largest tributaries of Fall Creek, and join it just south of Freeville. These stream corridors and their associated floodplains are an important ecological feature of the town, and it is important to protect their riparian areas. In addition, the forces associated with climate change are increasing the boundaries of natural floodplains. The Federal Emergency Management Agency (FEMA) has unveiled revised draft 100-year floodplain maps which will likely have a significant impact on lands surrounding these stream corridors.

A large wetland area north of Freeville is the source of Owasco Inlet, which flows northward into the Town of Groton and ultimately into Owasco Lake. Owego Creek begins on the southwestern flanks of Star Stanton Hill and flows southward to the Susquehanna River at Owego. It drains about three square miles in the southeastern corner of the town. Six-Mile Creek

drains approximately 15 square miles in the southern and southwest portions of the town. The stream rises in the uplands near Irish Settlement and Yellow Barn Roads and flows south into the Town of Caroline, then turns northwest and cuts across the southwest corner of Dryden. Cascadilla Creek rises in the Town of Caroline and flows northward and then westward through Ellis Hollow into the Town of Ithaca. The creek drains approximately 11 square miles of the town, including most of the Ellis Hollow area. Activity along and within streams, ponds, Dryden Lake, and wetlands is regulated by state and federal agencies, including the U.S. Army Corps of Engineers under the Clean Waters Act and the Rivers and Harbors Act of 1899. The Department of Environmental Conservation (DEC) also has regulatory responsibilities under the Environmental Conservation Law.

The Town of Dryden is influenced by its location along the boundary between the upper reaches of the Lake Ontario Plain to the north and the Allegheny Plateau to the south (Map 4 on page 55). This boundary stretches east to west from Beam Hill southwest of the Village of Dryden to Turkey Hill overlooking Varna on the west. Simms Hill and Bradshaw Hills along the eastern border of the Town are also part of the Allegheny Plateau. The portion of the Allegheny Plateau within the town is heavily eroded and cut by numerous ravines as well as deep glacially carved valleys such as the Virgil Creek valley south of Dryden, Ellis Hollow and Six Mile Creek valley in the southwestern corner of the town.

The topography south of NYS Route 13 consists of steep slopes (See Map 4). Wetlands and floodplains north of NYS Route 13 create additional challenges for development (Map 3 on page 53). These natural barriers for development create a greater need to focus development within concentrated nodes and areas of existing development. Areas suitable for development will become scarcer as the town continues to grow, making local controls that encourage nodal development a critical component of protecting the town's rural character. Lands covered by steep slopes generally are not extensively developed due to constraints such as drainage, septic, and grading challenges. They are also generally too steep for agriculture. Ideal uses for such areas are recreation, open space, forestland, or as habitat for game.



MAP 4: TOPOGRAPHIC FEATURES

Steep Slope (>15%)



0 0.5 1 2 Miles

SOURCE:
Tompkins County GIS
2020

RECREATION RESOURCES

The town's abundance of nature preserves, and passive recreation facilities contribute significantly to its rural character (See Map 5 on page 57). Passive recreational facilities create opportunities to support other activities in the town that will further promote the town's rural character. For example, regional tourism to Dryden's parks and trails can also support local agriculture with the development of local agricultural markets and farm stands.

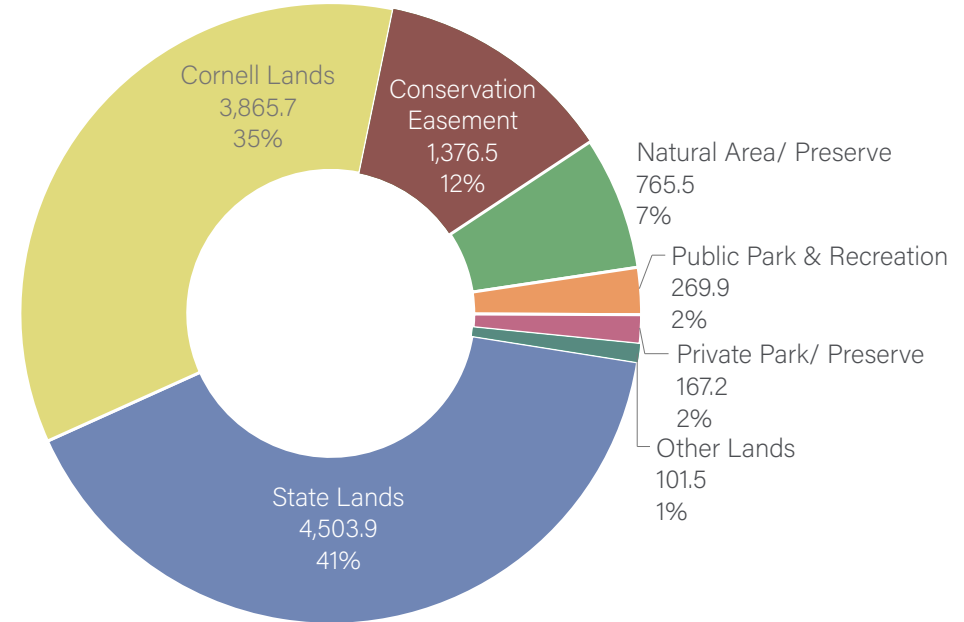
While the town has many passive recreation opportunities, there are few active recreation facilities for the town's residents. Outside of the Villages of Dryden and Freeville, there is a shortage

of neighborhood parks for town residents. Active recreation facilities outside of the villages, like the Etna Community Park, lack bicycle and pedestrian infrastructure that would make them more accessible to neighborhood residents and children who are unable to drive to the parks. Despite some of these challenges, the Town of Dryden Recreation Department is very active using the existing facilities, offering over 40 programs and events annually and maintaining the department website to manage program registrations and schedules (The Town of Dryden Recreation Department). Recreation is an essential community component that contributes to the health, welfare, and quality of life for town residents.

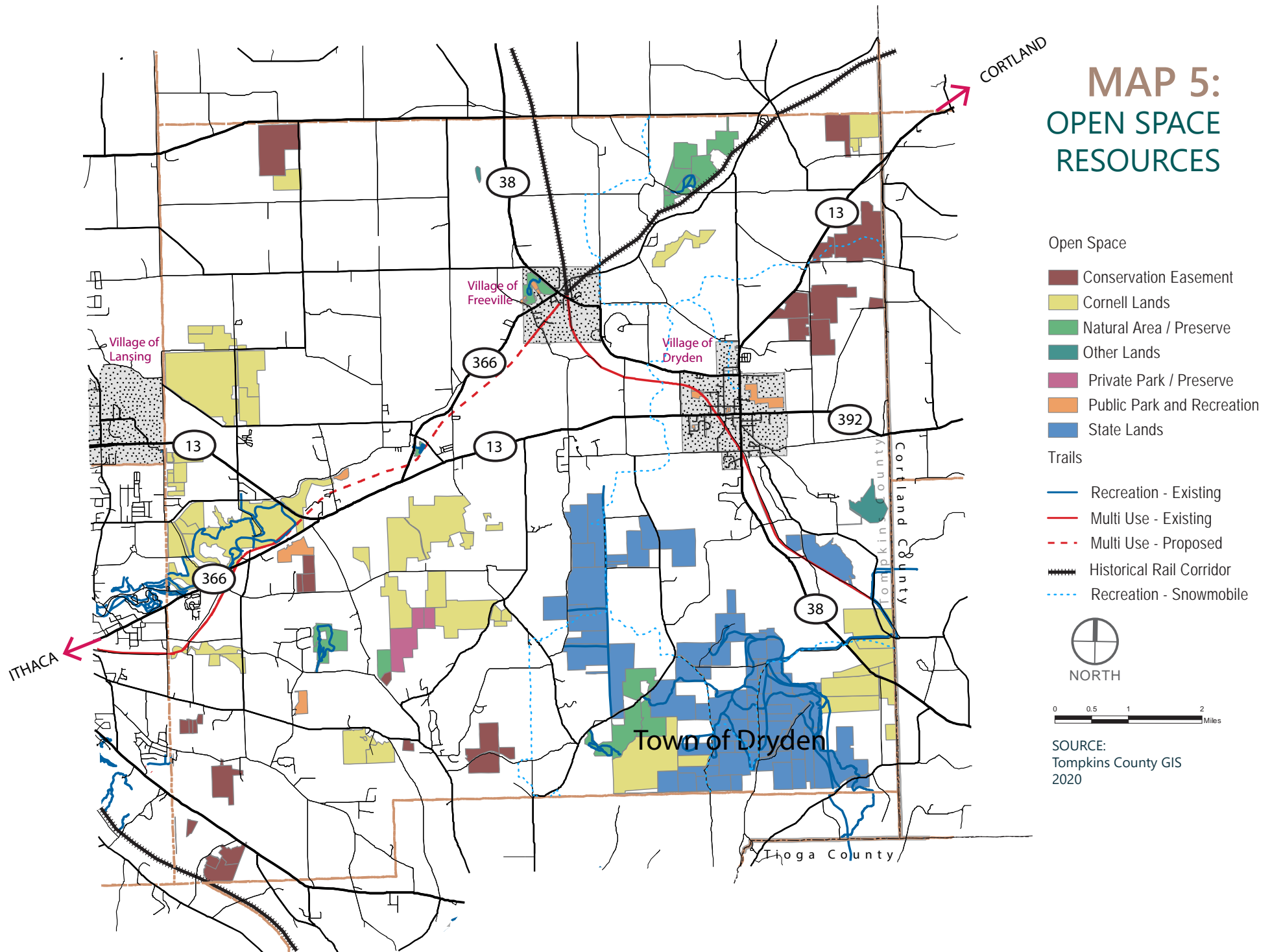


PHOTO:
Dryden
Rail Trail
at George
Road

Figure 10: Total Open Space Acres by Category



MAP 5: OPEN SPACE RESOURCES



FARMLAND PROTECTION AND AGRICULTURE

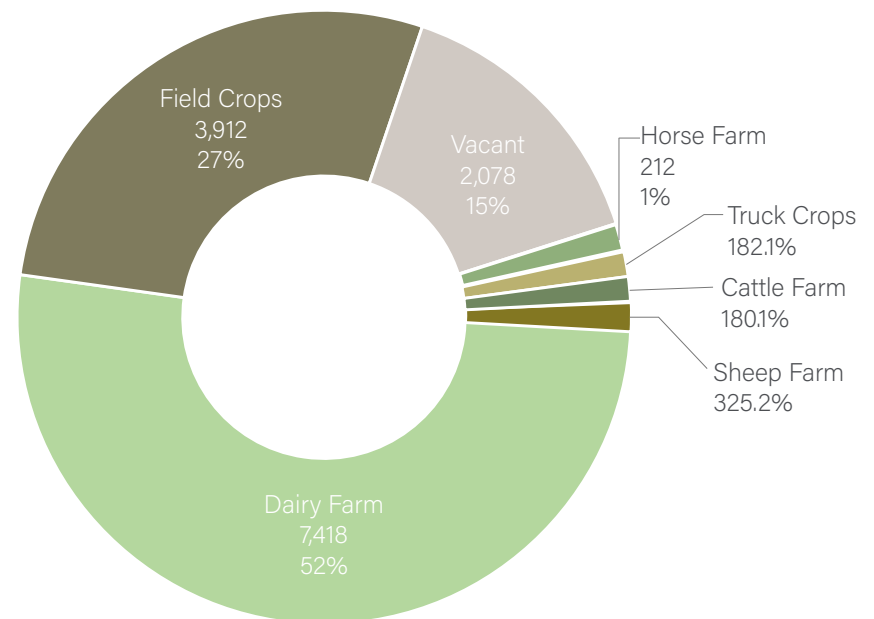
The Town of Dryden has enjoyed a long history of continuous farming, as well as protections for farming (see page 60). For the most part the remaining agricultural operations within the town are concentrated on the better soils located north and east of the villages of Dryden and Freeville. There is limited area for farm expansion, and farming activities are increasingly impacted by non-farm development (i.e., mostly rural residential housing along rural road corridors). The leasing of land for solar projects has also added pressure for farmland as landowners renting to farmers have chosen to sign a solar lease instead of renting (Town of Dryden Agriculture and Farmland Protection Plan, 2018). In response, the town has proactively worked with solar developments to integrate farming practices such as animal grazing. In addition, farmers have taken proactive steps to restore riparian environments near streams on active farmlands to protect water quality. Without protection, the town's agricultural heritage could be lost due to development pressures associated with the cities of Cortland and Ithaca. In order to continue to protect its agricultural heritage and continued agricultural activities and operations, the town should continue to involve the farming community in local decision-making through the Agricultural Advisory Committee and other means to identify ways to support agriculture in Dryden so that working lands remain viable and productive now and in the future.

In 2018, the town adopted the Town of Dryden Agriculture and Farmland Protection Plan which recommended creating protections for agricultural uses. The plan identified the Tompkins County Northeast Agricultural Resource Focus Area as a priority area for agricultural protections due to its significance as an agricultural cluster in the region (Town of Dryden Agriculture and Farmland Protection Plan, 2018). This focus area corresponds with the location of existing prime farmlands and farmlands of statewide importance, which make up approximately 5,000 and 34,000 acres respectively in the town (See Map 6 on page 61). The town's high concentration of these lands makes Dryden's agriculture a vital component of the regional food system; nearly one quarter of total agriculture sales in Tompkins County are

generated in the Town of Dryden. These soils cannot be replaced once lost to development. Therefore, a loss of Dryden's agricultural lands would be a significant loss to the future of farming and food production regionally (Town of Dryden Agriculture and Farmland Protection Plan, 2018). There are emerging trends in regenerative agriculture, a practice which aims to improve topsoil and water quality, enhance biodiversity, and enhance resiliency to climate change. This practice can be increasingly utilized in the town to protect soils.

Agricultural activities are a vital component of the Town of Dryden's rural character. Agricultural lands total 13,982.6 acres, or 22.5% of all acres in the town. Of those agricultural acres, dairy farms have the most significant geographic footprint at 7,417.9 total acres, or 53% of all agricultural lands. Field crop farms are

Figure 11: Agricultural Acres by Farm Type



Dairy farms have a significantly higher assessed taxable value than other farming operations in the town with a median assessed value of \$507,000 per parcel compared to a median assessed value of \$225,000 per parcel for all agricultural operations. Field crops have the lowest median assessed value of active farming operations at \$110,000 per parcel (Figure 12) (Town of Dryden, 2021).

Figure 12: Median Assessed Value by Farm Type

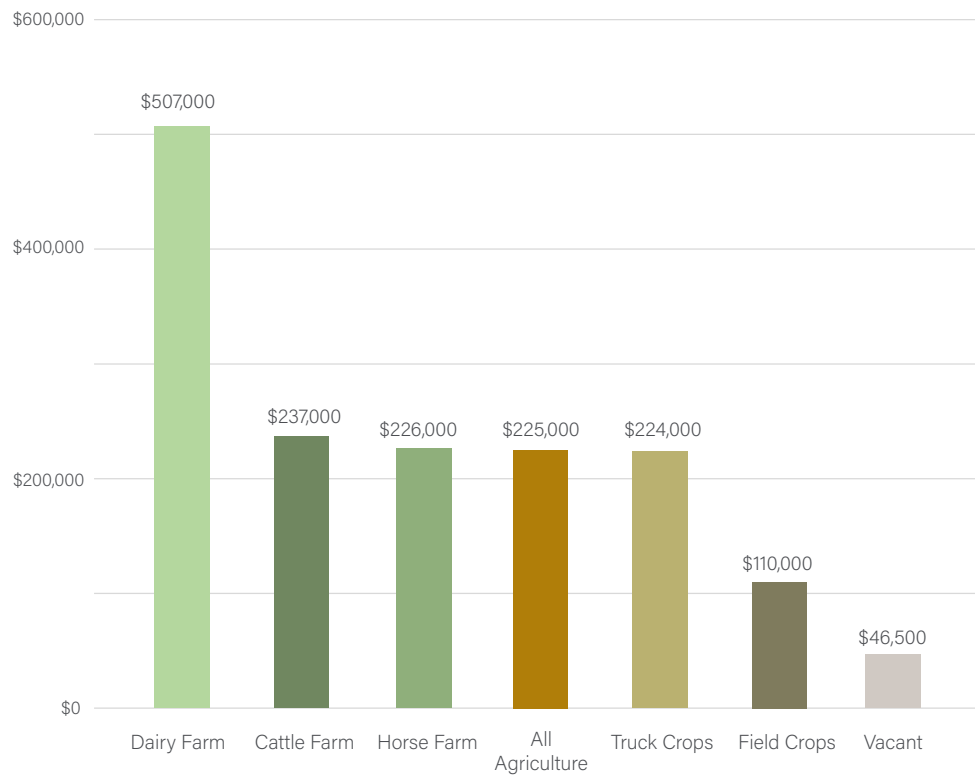


PHOTO:
Solar Array
along
Turkey Hill
Road

Recent trends in agriculture include small niche farm operations, such as community supported agriculture, hemp farms, hops farms and other boutique farm enterprises like farm-to-table operations.



SPOTLIGHT

Town of Dryden

Agriculture and Farmland Protection

In 1992 the Town of Dryden adopted the Right to Farm Local Law #1 recognizing that farming is a critical component of the town's quality of life, open space system, and economy. The law sought to preserve the tradition of farming, permit normal farming operations, and support the viability and growth of farms and agriculture related businesses. This law supports the right to farm provisions in the NYS Agriculture and Markets Law 25 AA (Law 25 AA).

Law 25 AA authorizes the creation of local agricultural districts which encourage the continued use of farmland for agricultural production and provides for landowner incentives and protections to prevent the conversion of farmland to non-agricultural uses. A significant portion of the Town of Dryden is located within Tompkins County Agricultural District #1 (Map 6). Dryden's portion of District #1 represents approximately one quarter of the district.

25 AA also provides for additional benefits that include preferential real property tax treatment (agricultural assessment and relief from special benefit assessment), protection against overly restrictive local laws, government funded acquisition or construction projects, and private nuisance suits involving agricultural practices.

The Town of Dryden Agriculture and Farmland Protection Plan adopted in 2018 identified that farming in the Town of Dryden generates a total of \$15 million in agricultural product sales, nearly one quarter of total agriculture sales for Tompkins County. The plan documented rural housing growth outside of the villages and hamlets, development pressure along the major transportation routes, and pressure to develop large scale industrial solar farms in the region as threats to the long-term stability of farming in the town.

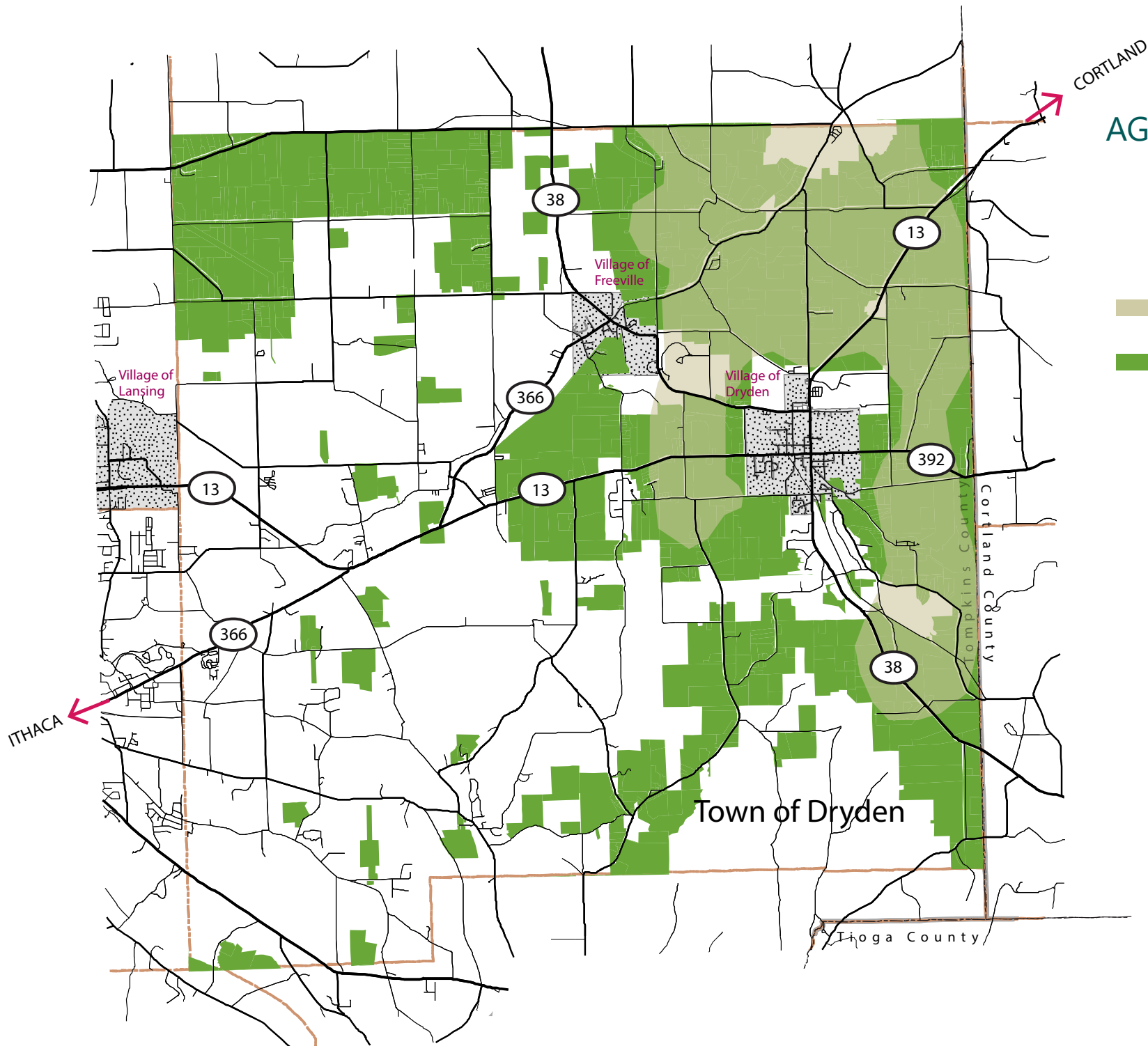
To protect farming in the Town of Dryden from these development pressures, the 2018 plan recommended creating protections for agricultural use. The plan identifies the Tompkins County Northeast Agricultural Resource Focus Area as a priority area for agricultural protections due to its significance as an agricultural cluster in the region. The Northeast Agricultural Resource Focus Area contains 11,140 acres in the Town of Dryden and is depicted in Map 6 to the right.

The 2018 Plan also identified the following priority actions and recommendations:

- + Increase general awareness and support for the Town's agriculture 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

It is critically important for the town to continue to address the actions and recommendations outlined in the 2018 Plan.

MAP 6: AGRICULTURAL DISTRICTS



- Northeast Agricultural Resource Focus Area
- Agricultural District



0 0.5 1 2 Miles

SOURCE:
Tompkins County GIS
2020

PHOTO:
View from
George Road



Town of Dryden Agricultural Soil Types

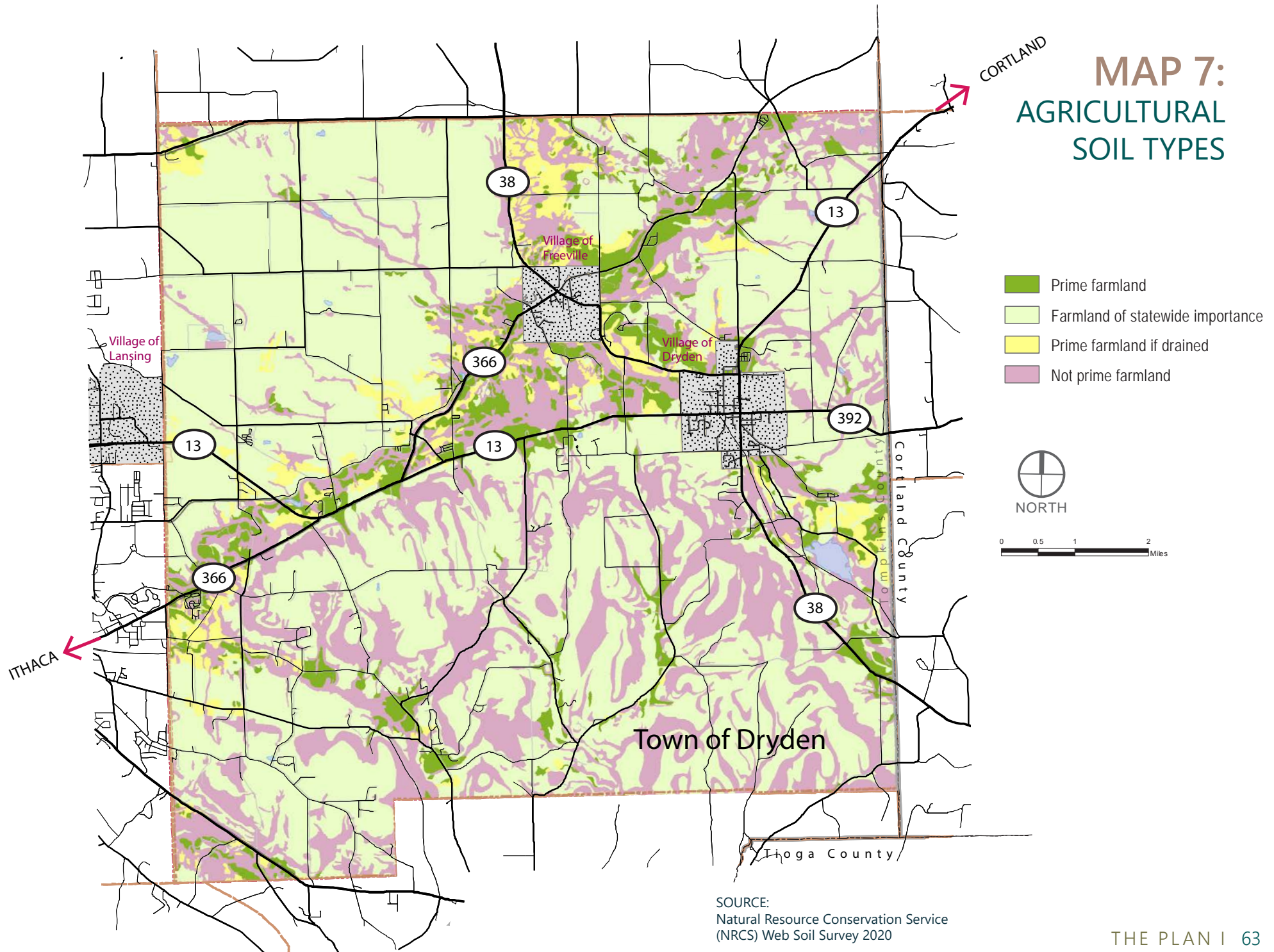
The town has many soil types considered to be agriculturally important which have been classified by the USDA Soil Conservation Service as Important Farmland Soil. Three farmland categories are included in this classification. They are: Prime Farmland, Farmland of Statewide Importance, and Prime Farmland if Drained (Map 7).

Prime Farmland: exhibits the best combinations of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops. It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops. In general, the characteristics of prime farmland soils include adequate moisture and drainage, adequate soil depth and texture, are not susceptible to erosion or flooding, and sustain high yield production with minimal fertilizer and energy requirements.

Farmland of Statewide Importance: produces fair to good yields of crops when treated and managed according to sound agricultural practices. These farmlands are important to the state to produce food, feed, fiber, forage and oilseed crops. Under favorable conditions, these lands can produce yields as high as those of prime farmland.

Prime Farmland if Drained: These soils have the same characteristics as prime farmland, apart from the depth to water table. This can result in limitations to their use, unless properly drained. This designation serves to identify additional areas for soil protection.

MAP 7: AGRICULTURAL SOIL TYPES



PRESERVING OPEN SPACE: WORKING LANDS, NATURAL SYSTEMS, & TRAILS



GOALS, OUTCOMES, & ACTIONS

GOAL OS 1 – DEVELOP A HIGH-QUALITY TRAIL NETWORK

Natural resources are vital to the town as they can be used to capitalize on visitors through existing trail systems like the Hammond Hill Trail, and through investments in new trail systems like the Dryden Rail Trail. High quality trail networks are a driver of recreational tourism. Trails improve the quality of life for town residents, while leveraging Dryden's natural assets to benefit the local economy.

Outcome OS 1.1: Improved access and marketability of natural and open space areas

ACTION OS 1.1.1

Partner with other municipalities, New York State, and community organizations to complete the Dryden Rail Trail, support trail development, improve trail access, and maintain existing trail systems.

ACTION OS 1.1.2

Develop new amenities (e.g., kiosks, maps, picnic tables, benches, parking, etc.) and promote rental services (e.g., bike rentals) to support existing trails and open space areas.

ACTION OS 1.1.3

Encourage strategic development and promote small business along the trail system.

ACTION OS 1.1.4

Strengthen connections to the Finger Lakes Trail and other local trail networks.

ACTION OS 1.1.5

Continue to identify opportunities for new trails that connect to local and regional networks and destinations.

ACTION OS 1.1.6

Revisit and update the town's Recreation Master Plan (2011) to ensure that the town is providing an adequate range of recreational opportunities based on best practices.

GOAL OS 2 – PROTECT THE TOWN'S OPEN SPACE RESOURCES

The Town of Dryden benefits from a significant amount of protected open space through state forest land, Cornell owned lands, and other nature preserves. The town should work toward the protection of wildlife corridors and the preservation of ecological systems to prevent species fragmentation. Conservation practices need to align with new development to lessen tension between open space preservation and the need for new economic development.

Outcome OS 2.1: Preserved rural character, pastoral landscapes, and natural assets for future generations.

ACTION OS 2.1.1

Collaborate with the Finger Lakes Land Trust and other organizations to support long-term flexible conservation programs.

ACTION OS 2.1.2

Identify and protect wildlife corridors to prevent habitat fragmentation.

ACTION OS 2.1.3

Review local protections for steep slopes (greater than 15%) and identify opportunities for minimizing the potential impacts of development in these areas.

Outcome OS 2.2: Strengthened resiliency of open space systems to withstand the impacts from a changing climate

ACTION OS 2.2.1

Implement recommendations from the Tompkins County Resiliency and Recovery Plan.

ACTION OS 2.2.2

Develop and implement a town-operations resiliency plan.

ACTION OS 2.2.3

Implement protections for riparian areas by providing for buffers that take into account the effects of climate change.

GOAL OS 3 – PRESERVE, PROMOTE, AND SUPPORT THE TOWN'S AGRICULTURAL LANDS

Agriculture is a significant part of the economy, history, heritage, and culture of the Town of Dryden. Development pressures have led to a decline in farming within the town. The town needs to develop partnerships with the farming community and regional stakeholders such as Cornell University and Tompkins Cortland Community College to improve the viability of local farms.

Outcome OS 3.1: Continued support of Dryden's agricultural community, culture, economy, and lands.

ACTION OS 3.1.1

Coordinate with countywide protection efforts (i.e., purchase of development rights).

ACTION OS 3.1.2

Review existing zoning and revise as necessary to maximize protections for high quality farmland.

ACTION OS 3.1.3

Review the town's solar law to ensure that high quality farmland soils are protected and to encourage compatible farming activity with solar developments.

ACTION OS 3.1.4

Conduct continued outreach to farmers and producers to identify and address specific concerns related to farmland and farming in Dryden.

ACTION OS 3.1.5

Foster increased collaboration between Cornell, TC3, local farms, and the Town of Dryden to encourage and support agricultural production.

ACTION OS 3.1.6

Support and promote CSA's, pop-up marketplaces, and farmers markets throughout the year.

ACTION OS 3.1.7

Identify resources and funding to support farmers in using sustainable farming practices (e.g., regenerative agriculture, methane digestion, etc.).*





SECTION 3:

HOW WE MOVE: TRANSPORTATION & MOBILITY

GUIDING PRINCIPLE

SUPPORT A SAFE AND DIVERSIFIED TRANSPORTATION SYSTEM TO SERVE THE NEEDS OF ALL TOWN RESIDENTS.

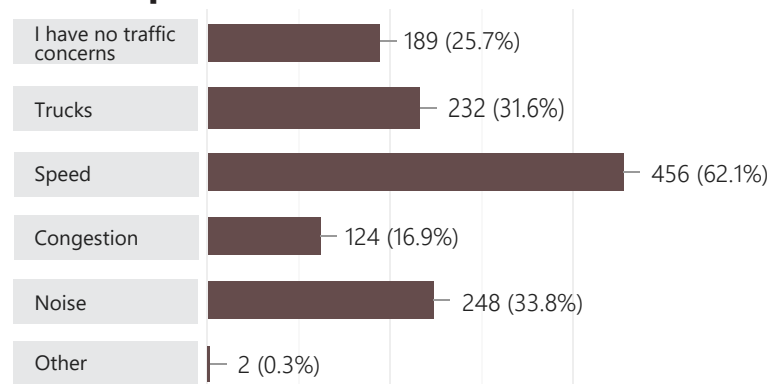
Transportation is a fundamental component of our everyday life, granting us more than just movement from one place to another. A connected and integrated transportation system directly contributes to the long-term success and livability of the community. The intent of this section is to identify opportunities to sustain a safe and diversified transportation system to serve the needs of all town residents as outlined by the Guiding Principle.

COMMUNITY CONCERNS :

- + Control commuter and commercial traffic
- + Reduce congestion and improve traffic congestion
- + Strengthen transit connections and service
- + Expand rail trail connections and on-road bicycling facilities

SURVEY QUESTION: What concerns do you have about traffic in your neighborhood?

734 Responses



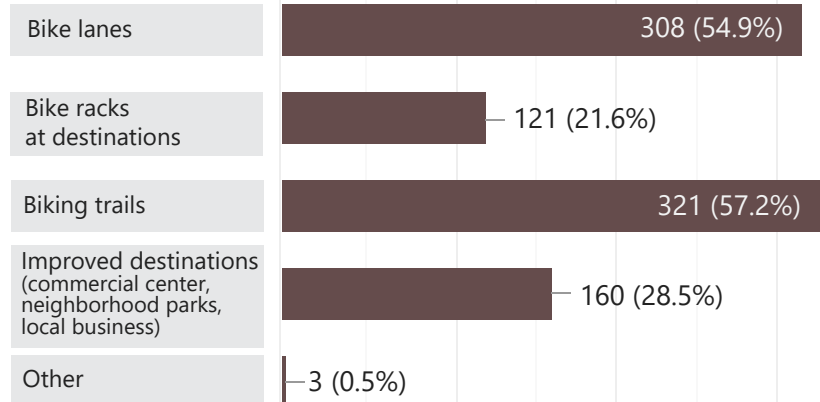
DRIVERS FOR PLANNING

The town's transportation network consists of roadways, sidewalks, and trails that support multiple modes of transportation including pedestrians, bikes, and vehicles. The Town of Dryden is situated between the cities of Ithaca and Cortland, which serve as regional employment and activity centers. As a central location, Dryden offers residents the opportunity to live in a rural location with convenient access to urban amenities. The primary connector corridor is NYS Route 13, which experiences heavy commuter traffic at peak hours. As a result, traffic safety along NYS Route 13 and within adjacent neighborhoods remains a top priority for residents. While large freight vehicles traveling this corridor are necessary to the local economy, some residents expressed concerns that these vehicles occasionally cut through residential neighborhoods causing unnecessary congestion, and noise and air pollution. Freight should be concentrated along routes that avoid residential areas whenever possible, so it does not become a nuisance in all areas of the town.

NYS Route 13 further serves as a primary transportation corridor for the Tompkins Consolidated Area Transit system (TCAT), a public transportation provider whose service area reaches over 100,000 people (About TCAT, 2021). While TCAT reaches the Town of Dryden, improved service and complete routes are necessary to make transit not only a viable transportation option, but a critical component of the town's strategy to grow around nodal development. There are a variety of paths the town can take to support this, including incentivizing density and affordable housing near existing transit stops, improving bicycling and pedestrian access along transit corridors, and strengthening connections between transit destinations such as TC3 and nodal areas within the town. Future strategies to promote transit will require improved collaboration and communication with TCAT to create a successful transit system.

Through the planning process, many community members indicated they felt the town has adequate walking and biking options but are also interested in improving facilities such as sidewalks, bike lanes, and trails to further encourage walking and biking. The town's trails, bike, and pedestrian infrastructure are important for improving quality of life, attracting new residents, and enhancing the local business environment. Improving and expanding these systems will be beneficial but should be done in a cost-effective way that respects nearby landowners. Trails may be completed with a mix of off-road and on-road facilities and clear signage to mark routes. These networks should be supplemented with appropriate access to bicycle parking at local destinations to support bicycle commuting and patronage of bicyclists at local businesses. Nodal areas should contain sidewalks and footpaths to improve connectivity and access, which promotes walkability and provides alternatives to short automobile trips between nearby destinations.

SURVEY QUESTION: What types of facilities would improve your biking experience? **561 Responses**



OPPORTUNITIES & CHALLENGES

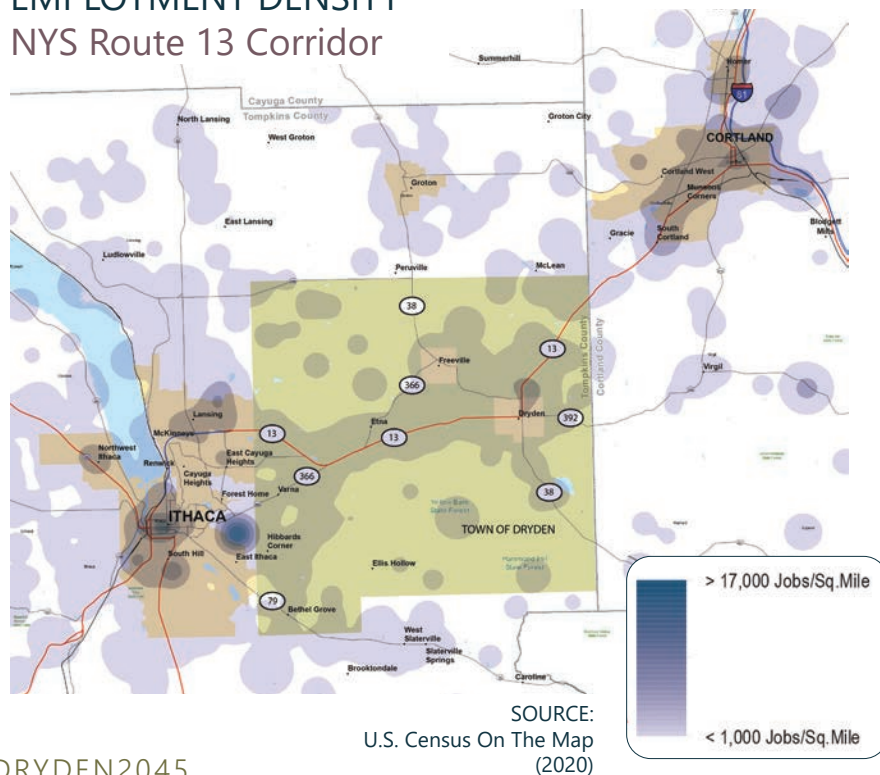
TRAFFIC VOLUMES AND PEAK CONGESTION

The roadway network is heavily impacted by the town's location and the commuting patterns between the cities of Ithaca and Cortland. Notably, the NYS Route 13 and 366 corridors experience heightened congestion.

The town's location between the small cities of Cortland and Ithaca is an advantage from an employment perspective. Families and professionals with choices can choose to locate within the Town of Dryden due to its proximity, affordability, school systems, and rural character. The town's location also presents challenges.

EMPLOYMENT DENSITY

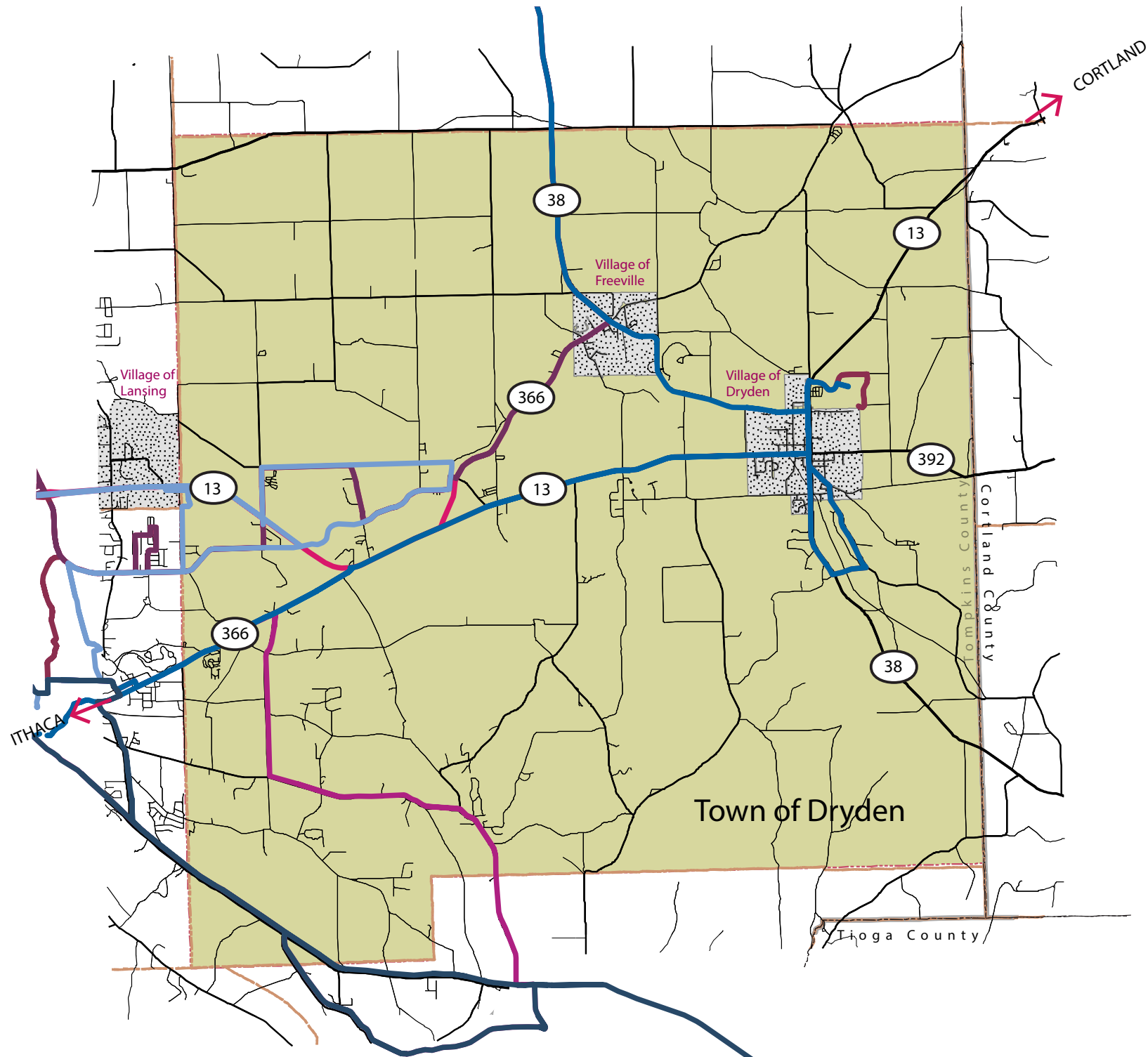
NYS Route 13 Corridor



The NYS Route 13 and 366 corridors bisect the town and experience traffic congestion due to those commuting between the two employment centers of Ithaca and Cortland. Analysis of commuting patterns shows that of the total number of workers (i.e., employed residents) in the Town of Dryden (3,977), 19% (754) work within the town and another 13% are employed in communities located to the west including the Town of Lansing (212), the Town of Ithaca (142), and the City of Ithaca (144), while 21% (838) are employed in Cortland County to the east. Of the total number of people employed within the Town of Dryden (i.e., people with jobs in the town), 88% live outside the town. Of the people living in Dryden who are employed, 89% (3,539) work outside the town. Approximately 3% (553) of the total workforce in Cortland County commutes into Dryden or the City of Ithaca for work, and approximately 2% (1,079) of the total workforce in Tompkins County commutes into the City of Cortland for work (U.S. Census Bureau, 2018). Daily commuter activity along the 13 and 366 corridors has presented challenges to residents of the town, who have experienced increased traffic congestion.

The NYS Department of Transportation (NYS DOT), Tompkins County, and the Ithaca-Tompkins Transportation Council (ITCTC) completed a safety study for a portion of the NYS Route 13 corridor within the Town of Dryden in 2020 that identified strategies for corridor improvements focused on two character areas: the western section between Warren Road and NYS Route 366 (Main Street), and the eastern section between NYS Route 366 (Main Street) and Spring House Road. Improvements are focused on specific strategies for intersections to facilitate safe turning movements and improve bicycle and pedestrian safety. Strategies include the addition of dedicated bicycle infrastructure (i.e., cycle-track), pedestrian infrastructure (i.e., sidewalks and crosswalks), and the reconfiguration and/or realignment of intersections including the addition of a roundabout to the NYS Route 13 and 366 intersections. The town should continue to work with NYS DOT, Tompkins County, and ITCTC to implement strategies from this corridor study.

MAP 8: TCAT BUS ROUTES



SOURCE:
TCAT 2020



0 0.5 1 2
Miles

PUBLIC TRANSIT

The NYS Route 13 and 366 corridors are serviced by TCAT, although service does not currently extend to the City of Cortland. Service to Cortland is provided by Cortland Transit, and service is not coordinated with TCAT (See Map 8 on page 69). To influence the nature and character of the NYS Route 13 corridor the Town of Dryden will need to work in close partnership with Tompkins and Cortland Counties, TCAT, Cortland Transit, Tompkins Cortland Community College (TC3), and the NYS Department of Transportation to explore potential alternatives for reducing congestion along the corridor, as well as managing traffic.

The town has worked with TCAT to improve transit service and facilities. Initiatives like the “T-Connect” first-mile, last-mile have sought to improve transit access for those living beyond

reasonable walking distance from transit routes. The town has also worked to improve transit facilities (i.e., bus shelters) to encourage and support ridership. In addition, TCAT has provided services that connect cyclists and other trail users with trail access points. These types of programs can help to increase transit ridership as well as access to Dryden’s abundant natural resources.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

The rural nature of the town results in many roadways with low traffic volumes, which make these areas conducive to bicycle mobility. The development of the Dryden Rail Trail network has the potential to significantly enhance connectivity with Ithaca and Cortland and could allow for robust bicycle, inclusive of e-bikes, commuting and regional bike tourism connections (See Map 9).

While there are sidewalks in the Villages of Dryden and Freeville that facilitate pedestrian mobility, outside of these village areas sidewalks are not available (or are spotty). Places like the hamlet of Varna could benefit from improved pedestrian access, including the development of a stronger connection with the Town of Ithaca and the City of Ithaca along Dryden Rd. Similarly, the Etna area has higher Walk Score and Bike Score ratings than surrounding areas due to the density of residential development and proximity to parks and trails (Figure 13) (Walk Score, 2021). Additional bicycle and pedestrian infrastructure in Etna, particularly connections to the TCAT bus stop and Etna Community Park, would build upon the existing land uses that support walking and biking mobility options.

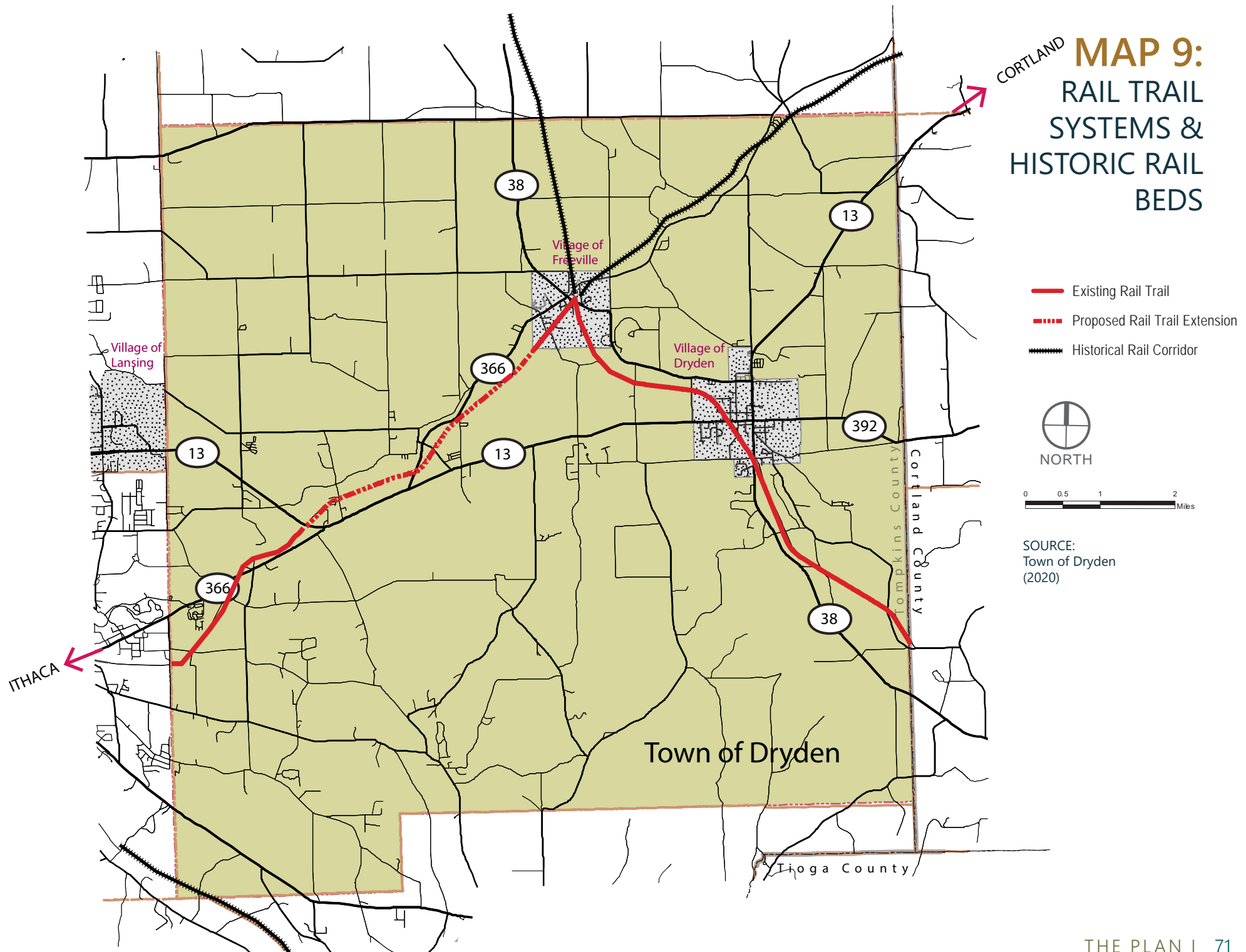
There are recommendations contained within the NYS Route 13 Corridor Study that would help to strengthen bicycle and pedestrian connectivity within the town.

Figure 13: Neighborhood Area Walkscore

Neighborhood Area	Walk Score	Walk Score Description	Bike Score	Bike Score Description
West Dryden	0	Car-Dependent	30	Somewhat Bikeable
Hanshaw Area	2	Car-Dependent	33	Somewhat Bikeable
Varna Area	1	Car-Dependent	8	Somewhat Bikeable
Ellis Hollow	1	Car-Dependent	36	Somewhat Bikeable
Snyder Hill	0	Car-Dependent	16	Somewhat Bikeable
Bethel Grove	1	Car-Dependent	28	Somewhat Bikeable
Etna Area	9	Car-Dependent	29	Somewhat Bikeable
Mt. Pleasant Area	0	Car-Dependent	10	Somewhat Bikeable
Ringwood Rd. Area	0	Car-Dependent	16	Somewhat Bikeable
Groton Rd. Area	0	Car-Dependent	18	Somewhat Bikeable
Village of Freeville	18	Car-Dependent	44	Somewhat Bikeable
Willow Glen Area	1	Car-Dependent	37	Somewhat Bikeable
Yellow Barn Rd	0	Car-Dependent	21	Somewhat Bikeable
Malloryville Area	0	Car-Dependent	15	Somewhat Bikeable
Freeville Rd. Area	1	Car-Dependent	16	Somewhat Bikeable
Village of Dryden	54	Somewhat Walkable	62	Bikeable
Beam Hill Area	0	Car-Dependent	6	Somewhat Bikeable
Hammond Hill Area	0	Car-Dependent	11	Somewhat Bikeable
Virgil Rd. Area	1	Car-Dependent	5	Somewhat Bikeable
Dryden Lake Area	0	Car-Dependent	19	Somewhat Bikeable
Town of Dryden Average Score	4.45	Car-Dependent	23	Somewhat Bikeable
Town of Dryden Median Score	0.5	Car-Dependent	18.5	Somewhat Bikeable

SOURCE:
www.walkscore.com
(2020)

MAP 9: RAIL TRAIL SYSTEMS & HISTORIC RAIL BEDS





HOW WE MOVE: TRANSPORTATION & MOBILITY

GOALS, OUTCOMES, & ACTIONS

GOAL TM 1 – IMPROVE REGIONAL CONNECTIONS

New York State Route 13 is congested due to the concentration of commuting traffic between the cities of Ithaca and Cortland. The town should continue working with New York State Department of Transportation, TCAT, and Cortland County Transit to implement effective strategies for reducing congestion along the corridor including providing for increased transit ridership. Additionally, the strategies implemented should allow the town to leverage its position between two regional destinations.

Outcome TM 1.1: Improved circulation and safety

ACTION TM 1.1.1

Work with NYS DOT, Tompkins County, and ITCTC to implement recommendations from the NYS Route 13 Corridor Study to improve corridor safety and incorporate bicycle and pedestrian infrastructure and to develop similar approaches for other state and county roadways within the town.

ACTION TM 1.1.2

Limit or slow traffic in residential areas by reducing speeds and implementing traffic calming techniques to deter through traffic (i.e., commercial truck traffic, commuting traffic).

ACTION TM 1.1.3

Explore opportunities for access and frontage roads to reduce conflicts between through traffic and business patrons.

Outcome TM 1.2: Improved connectivity and increased accessibility to bus and transit services

ACTION TM 1.2.1

Connect nodal development to existing bus stops and support establishments of new stops near existing nodes.

ACTION TM 1.2.2

Promote improved connections with TC3.

ACTION TM 1.2.3

Work with TCAT and Cortland Transit to strengthen connections between Ithaca and Cortland.*

ACTION TM 1.2.4

Investigate the feasibility of a transit hub and park and ride in conjunction with public transit.

ACTION TM 1.2.5

Work with TCAT and Cortland Transit to increase the frequency of service.*

GOAL TM 2 – SUPPORT VIABLE, MULTI-MODAL TRANSPORTATION OPTIONS

It is difficult to get around the town without a personal automobile. The town should continue developing sidewalks and footpaths in support of nodal development and residential neighborhoods. In addition, the town is interested in completing the rail trail system, without compromising agricultural practices, to connect nodal areas and provide for important linkages to Ithaca and Cortland which can help to establish recreational tourism opportunities as well as alternative commuting corridors.

Outcome TM 2.1: Expanded trail and multi-modal infrastructure options

ACTION TM 2.1.1

Develop a bicycle (including e-bikes) and pedestrian master plan.

ACTION TM 2.1.2

Enhance the rail trail with connections to additional nodes and neighborhoods.

ACTION TM 2.1.3

Increase access points and connectivity of existing trails and transit routes.*

ACTION TM 2.1.4

Improve signage, wayfinding, and trail maintenance to encourage use of existing trails.

ACTION TM 2.1.5

Establish a bicycle, e-bike, and pedestrian advisory committee and pursue certification as a Bicycle Friendly Community through the League of American Bicyclists.*

Outcome TM 2.2: Environments and destinations that encourage walking and biking where appropriate.

ACTION TM 2.2.1

Implement design standards or revise guidelines for nodal areas to strengthen recommendations for pedestrian and bicycle infrastructure.

ACTION TM 2.2.2

Implement traffic calming, bicycle and pedestrian infrastructure, and safety improvements in residential areas.*

ACTION TM 2.2.3

Develop attractive pedestrian areas, main streets, and public squares within nodal areas.

GOAL TM 3 – INTEGRATE TRANSPORTATION AND LAND USE PLANNING

Many local institutions and residential neighborhoods are isolated from local destinations. Development should occur in a manner that minimizes congestion, improves access to local destinations, and enhances the attraction of local destinations.

Outcome TM 3.1: Increased connectivity throughout town

ACTION TM 3.1.1

Consider land use implications on traffic congestion and safety in new development.*

ACTION TM 3.1.2

Encourage infill development in designated nodes where gaps in development or sidewalks exist.

ACTION TM 3.1.3

Promote connectivity between new development and existing developments with pedestrian paths and sidewalks.*

ACTION TM 3.1.4

Consider connections with local transit systems when reviewing new development.*



SECTION 4:

FOSTERING COMMUNITY: NEIGHBORHOODS, CONNECTIVITY, & NODAL DEVELOPMENT

GUIDING PRINCIPLE

PROMOTE DEVELOPMENT IN A MANNER THAT ENHANCES THE EXISTING CHARACTER AND LIVABILITY OF THE TOWN OF DRYDEN AND ITS NEIGHBORHOODS BY ENABLING NEW DEVELOPMENT IN NODAL AREAS AROUND EXISTING VILLAGES, HAMLETS, AND AVAILABLE INFRASTRUCTURE.

Dryden residents value the rural character of the community. Surrounded by agricultural lands, scenic views, and an abundance of natural resources, there is a strong desire to protect undeveloped open space while supporting new growth and development. However, despite previous planning efforts, development has continued to occur in a scattered fashion, producing results contrary to residents' stated desire to preserve rural character and open space resources. Much of this growth has been the development of single-family homes and subdivisions, with limited commercial uses being constructed in areas disconnected from the town's existing neighborhoods and centers.

COMMUNITY CONCERNS :

- + Improve infrastructure that supports pedestrians, such as street lighting, traffic calming, and connections to transit
- + Develop and foster neighborhood centers that support local businesses
- + Develop sidewalks in nodal areas
- + Complete the rail trail system to connect nodes
- + Support and foster growth of community and civic organizations

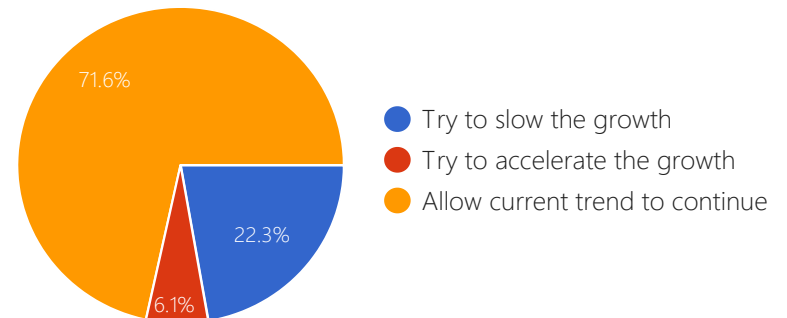
DRIVERS FOR PLANNING

Nodal development is the process of concentrating future growth within established or emerging neighborhood centers (i.e., nodes) and is a viable tool for combating unwanted sprawl. Nodes should be easily accessible and walkable, not exceeding half a mile in distance. Nodes typically have a variety of development including mixed housing types, retail establishments, restaurants, educational services, health services, and municipal offices. Nodes are often equipped with and concentrated around public infrastructure, including sewer and water, but may not include this infrastructure in rural neighborhood centers.

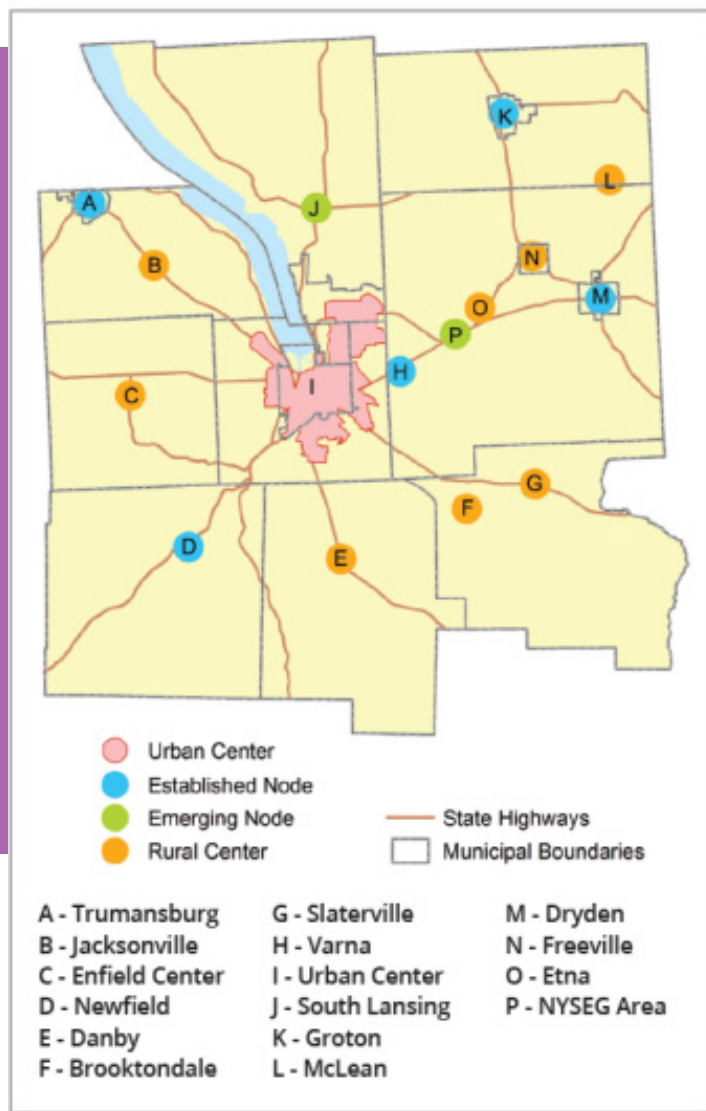
Commercial uses have historically benefited from the town's major transportation routes. However, there has been less commercial growth in recent years as the commercial real estate market has changed, and development in the surrounding areas has added local competition to the commercial real estate market, particularly in areas with access to public water and sewer infrastructure. Despite this trend, the town has experienced some pockets of commercial and office development particularly in areas along NYS Route 13, and around the NYS Route 13/366 interchange where public infrastructure is readily available. This pattern of growth indicates that the demand for commercial uses remains viable, and that public infrastructure is a critical component in creating interconnected neighborhoods and centers.

These growth trends were vetted through the planning process and community survey. In the survey, the community responded that they would prefer to allow the current population growth trend to continue (71.6%). Regarding future development, over 76% of respondents agreed that the town should concentrate new development near already developed areas, such as the hamlets and villages.

SURVEY QUESTION: By 2045 we estimate that the town may grow by another 1,400 - 1,700 residents. How would you recommend that the town prepare for this level of growth? **732 Responses**



Development Focus Areas



SOURCE:
Tompkins County Housing Strategy 2017

SPOTLIGHT

Tompkins County Housing Strategy (2017)

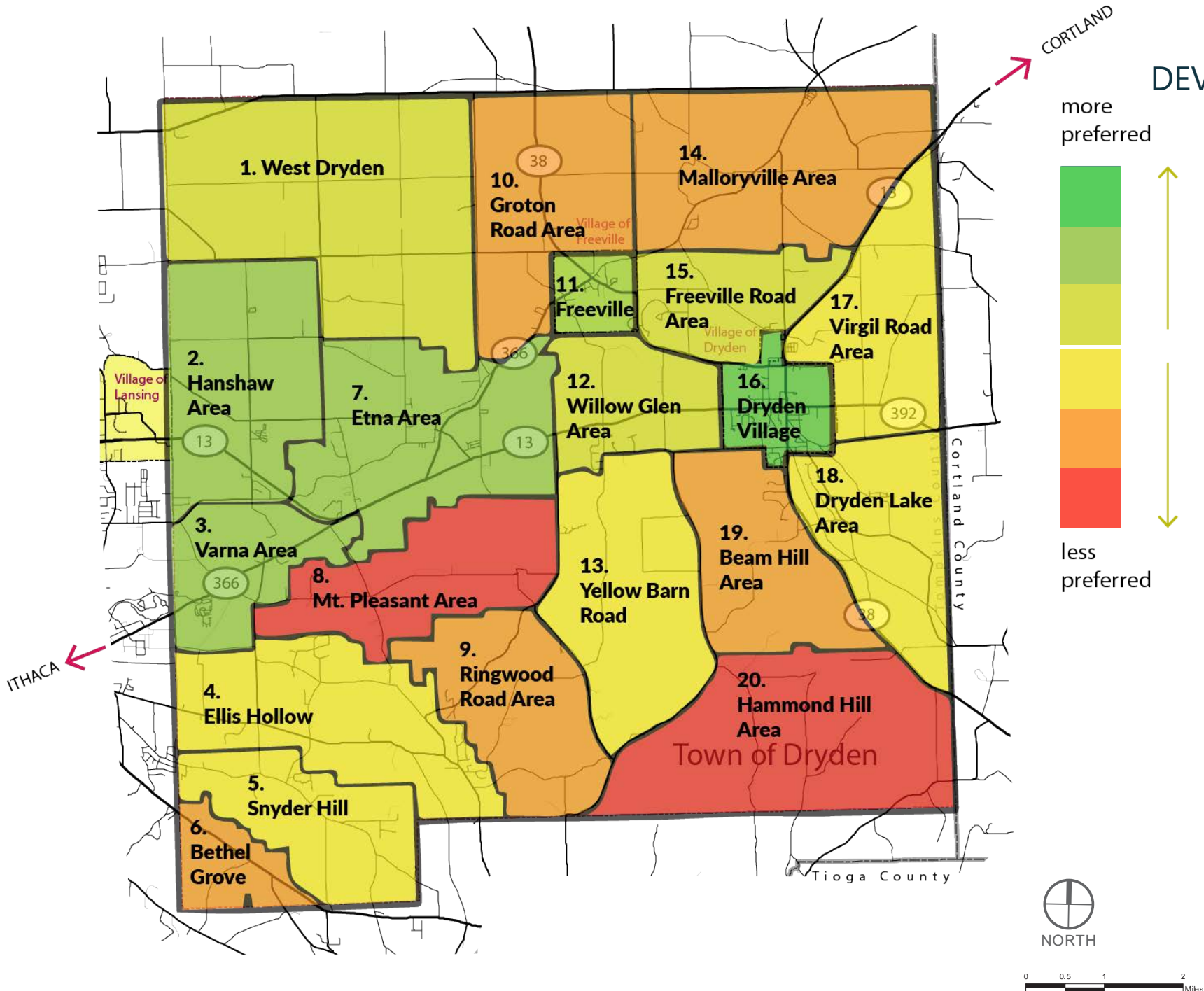
Anticipating a housing shortage leading into 2025, the 2017 Tompkins County Housing Strategy has identified locations within the Town of Dryden for new housing development to accommodate regional workforce housing needs. The Hamlet of Varna and Village of Dryden are classified as Existing Nodes and are expected to develop 50-100 units of affordable workforce housing annually through 2025 to accommodate regional housing needs.

The New York State Electric and Gas Area near the intersection of NY-366 and NY-13 has been classified as an Emerging Node and has the same development expectations as existing nodes (50-100 units annually through 2025). These nodes have been identified because they are areas that are walkable in size and have public water and sewer systems capable of supporting dense and diverse development.

The community of Etna and Village of Freeville have been identified as Rural Centers; they are expected to develop 30 units of affordable workforce housing annually through 2025. These rural centers were identified for their mix of existing uses and walkable size, but development expectations are lower due to a lack of water or sewage infrastructure to support intense development.

Through an interactive mapping exercise, respondents indicated which neighborhood areas they would prefer to see new residential development take place. Areas such as Hammond Hill State Forest and Mount Pleasant were considered "less preferred" for development, while the hamlets of Varna, Etna, and the Hanshaw Road areas were identified as areas where development would be more preferred. Additionally, respondents provided information on the types of businesses they would like to see in the town, where these businesses should be located, and their preferences for new development characteristics. In addition, survey results indicated a preference for walkable main street areas and improved walkability around destinations.

MAP 10: PREFERRED DEVELOPMENT AREAS



SOURCE:
Dryden2045
Community Survey 2020

OPPORTUNITIES & CHALLENGES

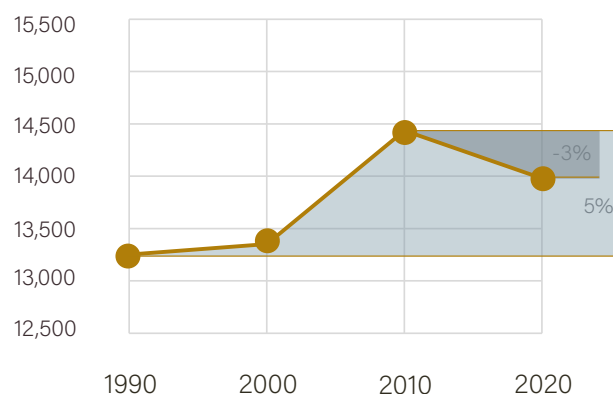
CHANGING DEMOGRAPHICS

The Town of Dryden has experienced slow to moderate growth since 1990 with the majority of that growth occurring from 2000 to 2010 (Figure 14). While the Town of Dryden experienced an overall 5% increase in population from 1990-2020, the Town of Lansing grew by 24% over the same time-period. Much of Lansing's growth occurred in nodal developments where there is water and sewer infrastructure, and a concentration of mixed land uses (U.S. Census Bureau, 2020). The Village of Dryden, located within the town, experienced slight population decline (1%) between 2010 and 2020 (Figure 15).

Population loss in the Village of Dryden stands in contrast to the goals established by the Town of Dryden to encourage growth in and around established village and hamlet centers (U.S. Census Bureau, 2020). This loss stands in contrast with the Tompkins County 2017 Housing Strategy which identified the Village of Dryden as an "Established Node" and projected the need to develop 50-100 units of affordable housing in the Village annually until 2025 (Tompkins County, 2017). Assuming a similar growth rate over the next 25 years, the Town of Dryden's population is anticipated to grow by another 1,400 to 1,700 residents. The town will need to identify areas for development to accommodate future growth.

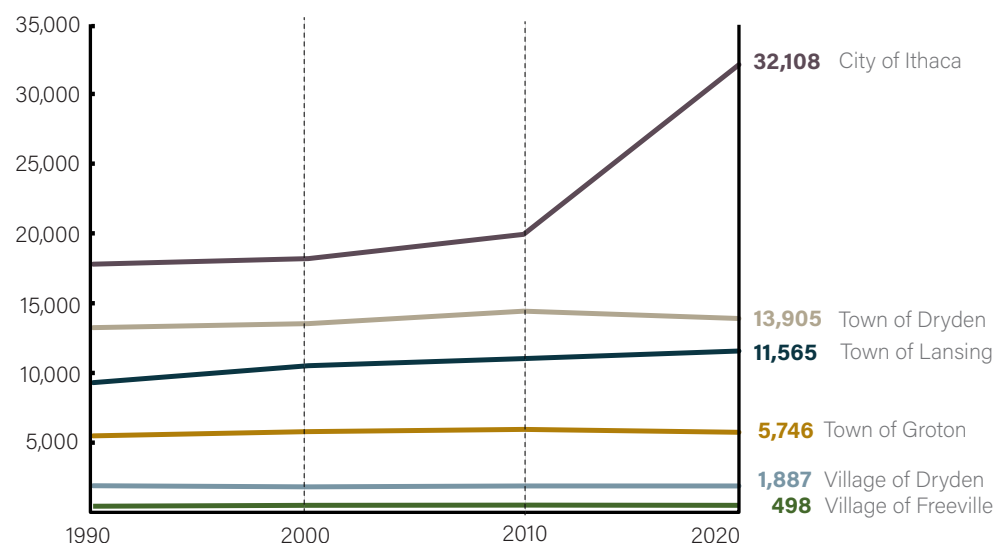
The town's population is aging, and household sizes are decreasing. The town's population in the 55-64-year age bracket (14.1%) is larger than that of Tompkins County (11.3%) for example (Figure 16). Furthermore, the proportion of retirement-age (65+ years) residents in the town is increasing, comprising 12.9% of the total population in 2010 and increasing to 17.2% of the total population by 2020. Single and two-person households represent 68% of all households in the Town of Dryden (U.S. Census Bureau, 2020).

Figure 14: Population Growth Trend



SOURCE:
U.S. Census (2020)

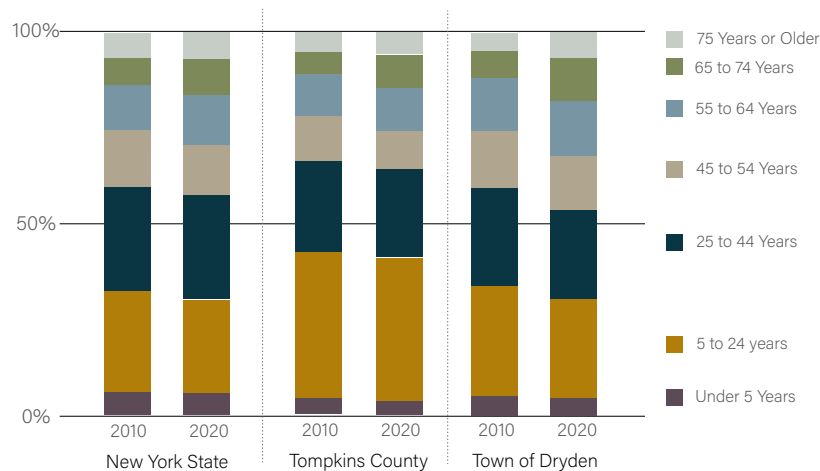
Figure 15: Population Growth Comparison 1990-2020



These trends may combine to generate the need to provide housing types that meet changing demographics. The housing needs for retired and elderly residents are different from those between the ages of 25 and 54 years, who may have children living with them. Across the country many older residents are moving out of single-family homes and into smaller owner-occupied or renter-occupied dwellings, specialized senior citizen housing, or congregate care facilities that are conveniently located close to retail and health services. The villages and hamlets located within the town offer, or have the potential to offer, the types of amenities that would be attractive to these older residents.

A goal outlined in the 2005 Comprehensive Plan stressed the importance of “efforts to 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.”

Figure 16: Age as a Percent of Total Population (2010 and 2020)



The 2017 Tompkins County Housing Strategy further emphasized nodal development as a regional strategy by proposing housing targets and approaches which are centered around the concept of nodal development, specifically identifying established and emerging nodes and rural centers within the county. Five of the nodes identified in the 2017 Housing Strategy are located within the Town of Dryden (See Spotlight on page 76)(Tompkins County, 2017).

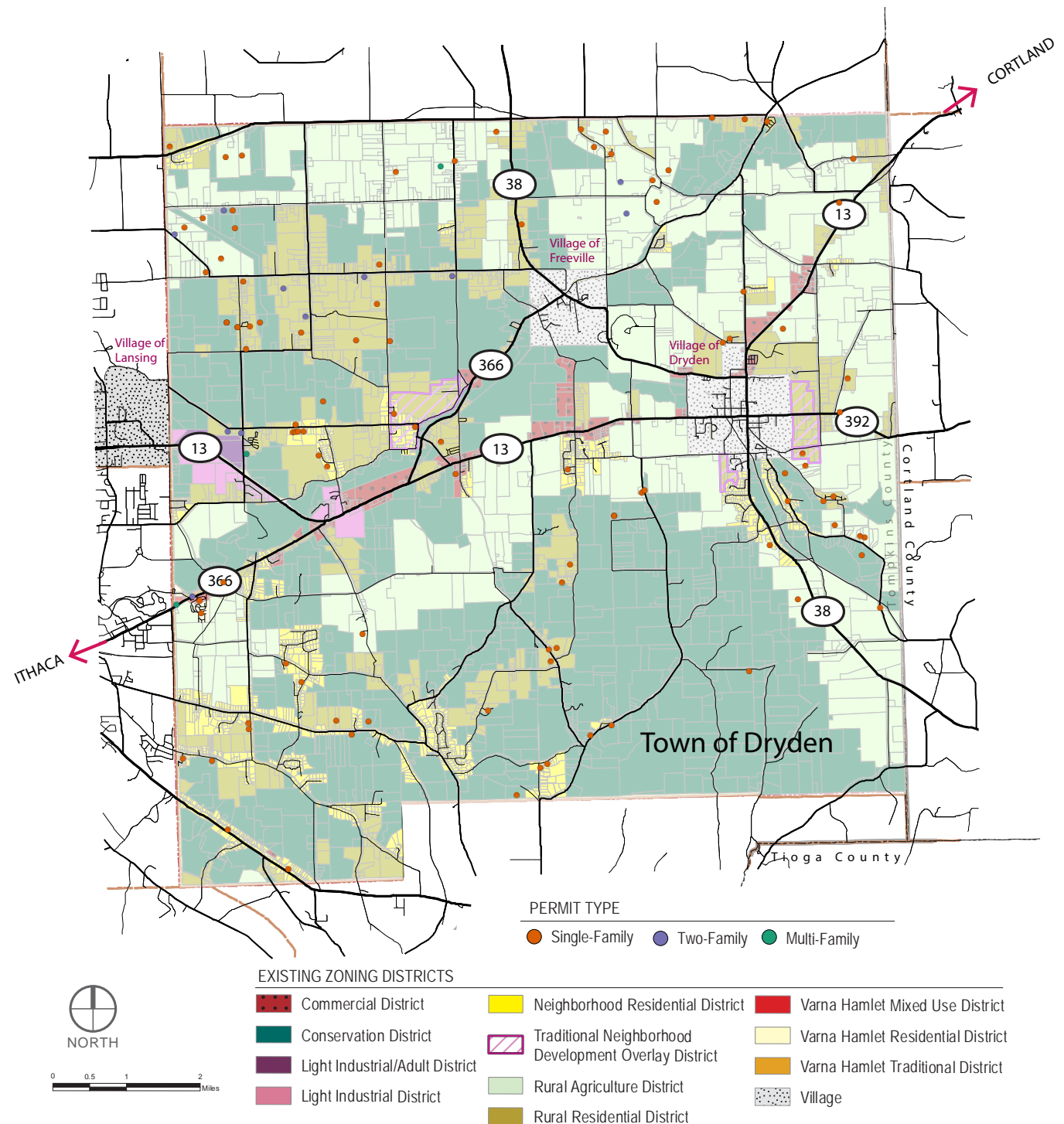
The majority of new development between 2015 and 2021 occurred on larger residential lots where there is no water or sewer infrastructure (Figure 17). There were 160 permits issued for single-family dwellings, 53 for multi-family, and 42 for duplex (two-family) within the town during that time period. During the same period only seven permits were issued for single-family dwellings within the Village of Dryden, 48 for multi-family, and zero for duplex. The absence of water and sewer infrastructure in certain parts of the town makes nodal development more difficult to achieve.

Figure 17: Residential Building Permits 2015-2021

Town of Dryden	2015	2016	2017	2018	2019	2020	2021	Total
Building Permits	275	252	189	212	195	208	199	1530
Single-family	31	33	22	28	24	14	8	160
Multi-family	0	11	0	42	0	0	0	53
Accessory Dwelling	0	1	4	0	0	1	1	7
Duplex	14	4	2	0	10	4	8	42
Village of Dryden								
Building Permits	30	48	20	14	30	36	52	230
Single-family	1	3	1	0	2	0	0	7
Multi-family	0	48	0	0	0	0	0	48
Accessory Dwelling	0	0	0	0	0	0	0	0
Duplex	0	0	0	0	0	0	0	0

MAP 11: **RESIDENTIAL** **DEVELOPMENT** **BY PERMIT TYPE** **2015-2020**

As noted in the 2005 Comprehensive Plan, from 1990-2005 residential and commercial development occurred in a scattered fashion, producing results contrary to residents' stated desire to preserve rural character and open space resources. Despite the encouragement of nodal development as a concept, the residential development map to the right (Map 11) confirms that residential development continued to be scattered across the town despite the development policies set forth in the 2005 Comprehensive Plan and the update to the town's zoning law in 2012. The map depicts where permits have been issued for single, two, and multi-family housing in relation to the existing zoning districts of the town.



COMMUNITY FACILITIES AND SERVICES

The Town of Dryden has a significant number of community centers, public safety organizations, and volunteer groups that are largely self-supported and resident-led initiatives. The dedicated base of residents who are focused on improving their neighborhoods and community are an important asset for the town.

The Town of Dryden should aim to support these organizations and initiatives wherever possible to continue fostering community pride and engagement. This collaborative relationship could relieve resource strains on the town by outsourcing small initiatives like beautification efforts to community-based organizations. These efforts could also be eligible for federal, state, county, or philanthropic grant funding with support from the municipality, which would reduce the expenses that would normally be covered by local taxes.



PHOTO:
Ellis Hollow Fair
source: www.ellishollowcc.org

EDUCATIONAL FACILITIES

There are six public school districts within the Town of Dryden as well as facilities for private schools and two higher education organizations (Map 12). The Dryden Central School District is the primary school district within the town and is home to the Cassavant, Dryden, and Freeville elementary schools and the Dryden Middle School/High School. The district has a population of approximately 1,400 students (Dryden Central School District). The Dryden Central School and George Junior districts are the only districts that have facilities located within the town. The Dryden Central School facilities provide some community resources like recreational facilities, meeting places, and community spaces.

In addition to the Dryden Central School District and George Junior Republic, the town also contains portions of the Ithaca City School District, Lansing Central School District, Groton Central School District, and Cortland City School District.

The primary higher education facility within the town is Tompkins Cortland Community College (TC3), which is located on a 220-acre campus north of the Village of Dryden. The college offers degrees and certificates in more than 40 programs and serves more than 2,500 students – 820 of which call Dryden home (Tompkins Cortland Community College, 2020). Cornell University is located

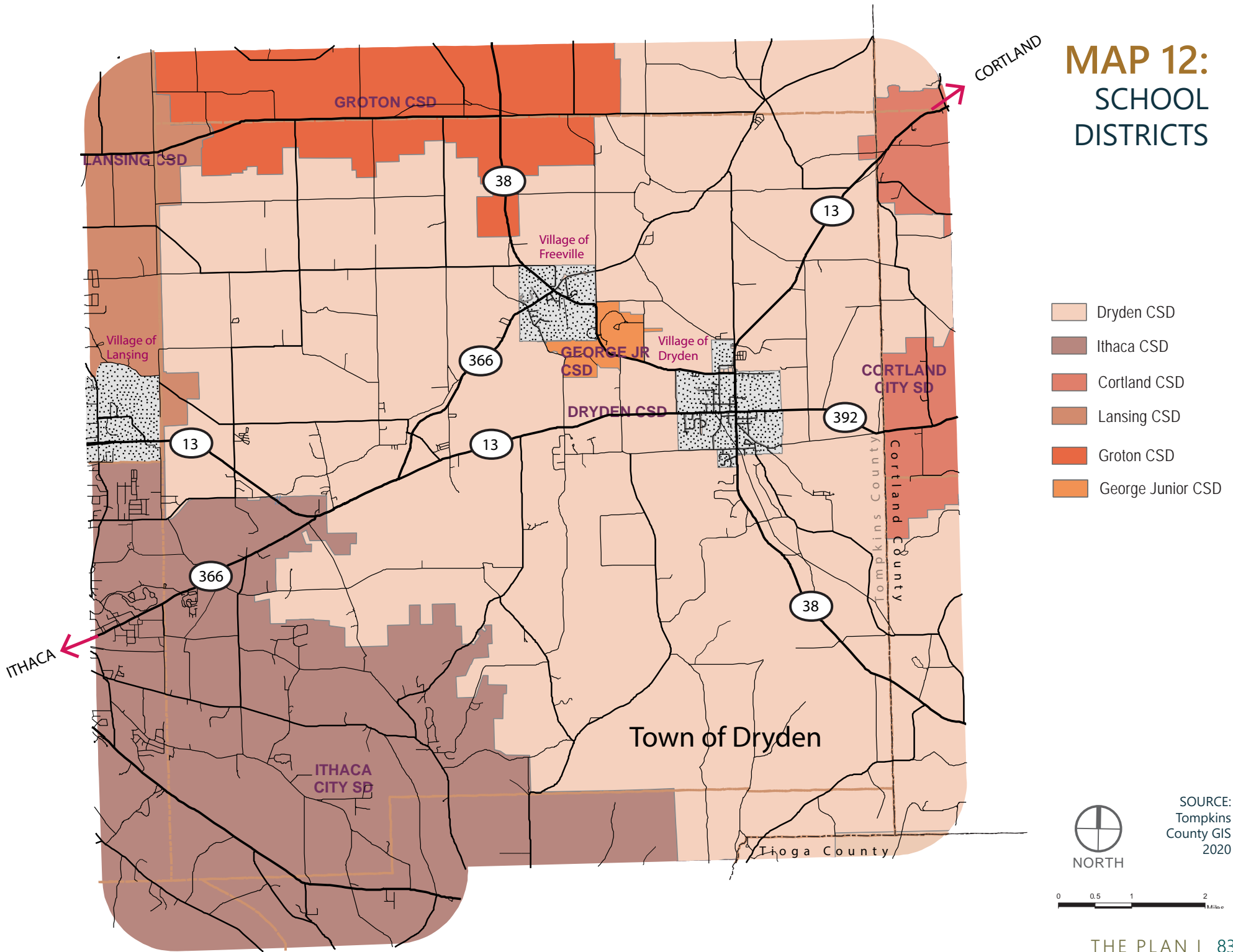
in the City of Ithaca just west of the Town of Dryden and Varna, but the university has numerous satellite properties throughout the town. These facilities and properties create significant interactions between the university, its faculty, staff, students, and the town.

The existence of these higher education facilities creates challenges and opportunities for the town to address. As was mentioned previously, tax exempt property in the Town of Dryden equals 10,230.3 acres, 16.5% of the total acreage within the town. The assessed value of that land, including structures, totals \$135,626,900 or 14.8% of the town's total assessed value. While many of the higher educational properties do not generate tax revenue, they do generate development pressures that may challenge the rural character of the town, creating a need to develop strong controls and land use protections near the campuses to prevent development that conflicts with the desired development of town residents. The campuses also create opportunities for small businesses that cater to the student population and are a major reason for the town's highly educated population and competitive workforce. The town could capitalize on this opportunity by partnering with TC3 and Cornell to implement workforce development programs and collaborative initiatives that promote investment within the community.



PHOTO:
Dryden High
School

MAP 12: SCHOOL DISTRICTS





FOSTERING COMMUNITY: NEIGHBORHOODS, CONNECTIVITY & NODAL DEVELOPMENT

GOALS, OUTCOMES, & ACTIONS

GOAL FC 1 – IMPLEMENT THE DRYDEN2045 LAND USE STRATEGY BY ENCOURAGING NODAL DEVELOPMENT PATTERNS IN DESIGNATED AREAS

The town will support the growth and development of its nodal areas including Varna, Etna, Freeville, and the Village of Dryden. Concentrating new development in nodal areas can help to preserve open space, establish and reinforce walkability, and provide for the creation of community centers that can support local business and contribute to the sense of community and place within the town. Dryden will collaborate with the local villages to facilitate growth and development in and near the villages in a mutually sustainable pattern.

Outcome FC 1.1: Design elements that support pedestrians and encourage multi-modal transportation, including bicycling (inclusive of e-bikes) and public transit.

ACTION FC 1.1.1

Develop trail and transit connections to nodal areas.

ACTION FC 1.1.2

Implement traffic calming techniques to slow traffic in areas where pedestrian activity is encouraged. Traffic calming may include narrowing lanes and corner radii, curb extensions, narrowed or elevated mid-block crossings, alternative pavement materials, and chicanes or lane shifts.

ACTION FC 1.1.3

Increase pedestrian connectivity within nodal areas with short paths and sidewalks between parcels where there is not existing vehicle access.

ACTION FC 1.1.4

Plant street trees in nodal areas to separate pedestrians from traffic and provide shade.*

ACTION FC 1.1.5

Install pedestrian scale lighting and signage in designated nodes.

ACTION FC 1.1.6

Consider using incentives in the zoning law to encourage pedestrians, bicycle, e-bike, and transit facilities.

Outcome FC 1.2: Availability of mixed- residential and commercial land uses within walking distance of neighborhoods.

ACTION FC 1.2.1

Incorporate incentives into the existing regulations to allow for infill development and adaptive reuse.

ACTION FC 1.2.2

Expand public water and sewer connections in areas designated for nodal development to support more intense land uses.

ACTION FC 1.2.3

Allow for a mix of residential housing types and densities to achieve a higher overall net density in nodal areas.

ACTION FC 1.2.4

Develop stronger relationships and collaboration with the villages of Freeville and Dryden to create destinations.

ACTION FC 1.2.5

Remove barriers to mixed-use development through flexible zoning by adjusting parking requirements, setbacks, and building heights in areas identified for more intense land uses.

ACTION FC 1.2.6

Review standards for obtaining special use permits to insure they do not overly restrict or create unnecessary barriers to development.

Outcome FC 1.3: Accessible parks, trails, and open space within walking distance of neighborhoods.

ACTION FC 1.3.1

Support existing trail networks, parks, and public spaces and identify opportunities to expand them.

ACTION FC 1.3.2

Establish standards for the development of parks, trails, and

recreation facilities available for community enjoyment.

GOAL FC 2 – INCLUSIVE CIVIC ENGAGEMENT

The town's existing community organizations and institutions provide services but often lack resources. The town should continue supporting community centers, volunteerism, and emergency services and expand whenever possible.

Outcome FC 2.1: Enhanced community engagement and local pride

ACTION FC 2.1.1

Work with community centers, volunteer services (fire and EMS), and neighborhood groups to identify capital improvement needs and seek external funding.

ACTION FC 2.1.2

Support community centers through inclusive and shared programming.

ACTION FC 2.1.3

Collaborate with community centers, volunteer organizations, and neighborhood groups to promote volunteerism for maintenance and improvement of public facilities.

Outcome FC 2.2: Improved relationships and collaboration with educational institutions.

ACTION FC 2.2.1

Develop a Safe Routes to School plan and program.

ACTION FC 2.2.2

Create "outdoor classrooms" in the town's natural areas to promote knowledge and stewardship of Dryden's natural environment.

ACTION FC 2.2.3

Improve access between designated nodes and educational institutions such as TC3, Cornell, and local schools.



SECTION 5:

OUR ECONOMIC LANDSCAPE: COMMUNITY INFRASTRUCTURE, WORKFORCE, & FUTURE DEVELOPMENT

GUIDING PRINCIPLE

A COMMUNITY THAT SUPPORTS FUTURE GROWTH AND DEVELOPMENT THROUGH ADEQUATE AND EFFICIENT PUBLIC INFRASTRUCTURE, FACILITIES, AND SERVICES.

The Guiding Principle for this Section focuses on the Town of Dryden's economic health, and the connection between the availability of infrastructure within the town and opportunities for economic growth. The availability of water and sewer service is critical for advancing the town's goals of fostering nodal development, as well as providing opportunities for attracting business investment. In addition, the availability of broadband service is a critical component for improving the competitiveness and livability of the town as increasing a skilled mobile workforce needs broadband to be able to work from home and students at every level increasingly need broadband to participate fully in academic pursuits.

COMMUNITY CONCERNS :

- + Support local businesses and entrepreneurs
- + Capitalize on the town's recreational assets
- + Create pockets of commercial and industrial development

DRIVERS FOR PLANNING

Well-maintained and accessible infrastructure and utilities are critical to the town's continued growth and long-term success. The services included in the Guiding Principle are inclusive of water, wastewater, stormwater, and broadband/telecommunications. These services directly contribute to the long-term prosperity of the community, supporting existing and future development and the overall health and welfare of its residents. To encourage nodal development, the town will need to prioritize areas to expand infrastructure which are necessary for local businesses, organizations, and industry to operate. The intersection of NYS Routes 13 and 366 is a strategic location for new development in the town where there is availability of infrastructure.

PHOTO:
NYSEG
Building NYS
Route 13



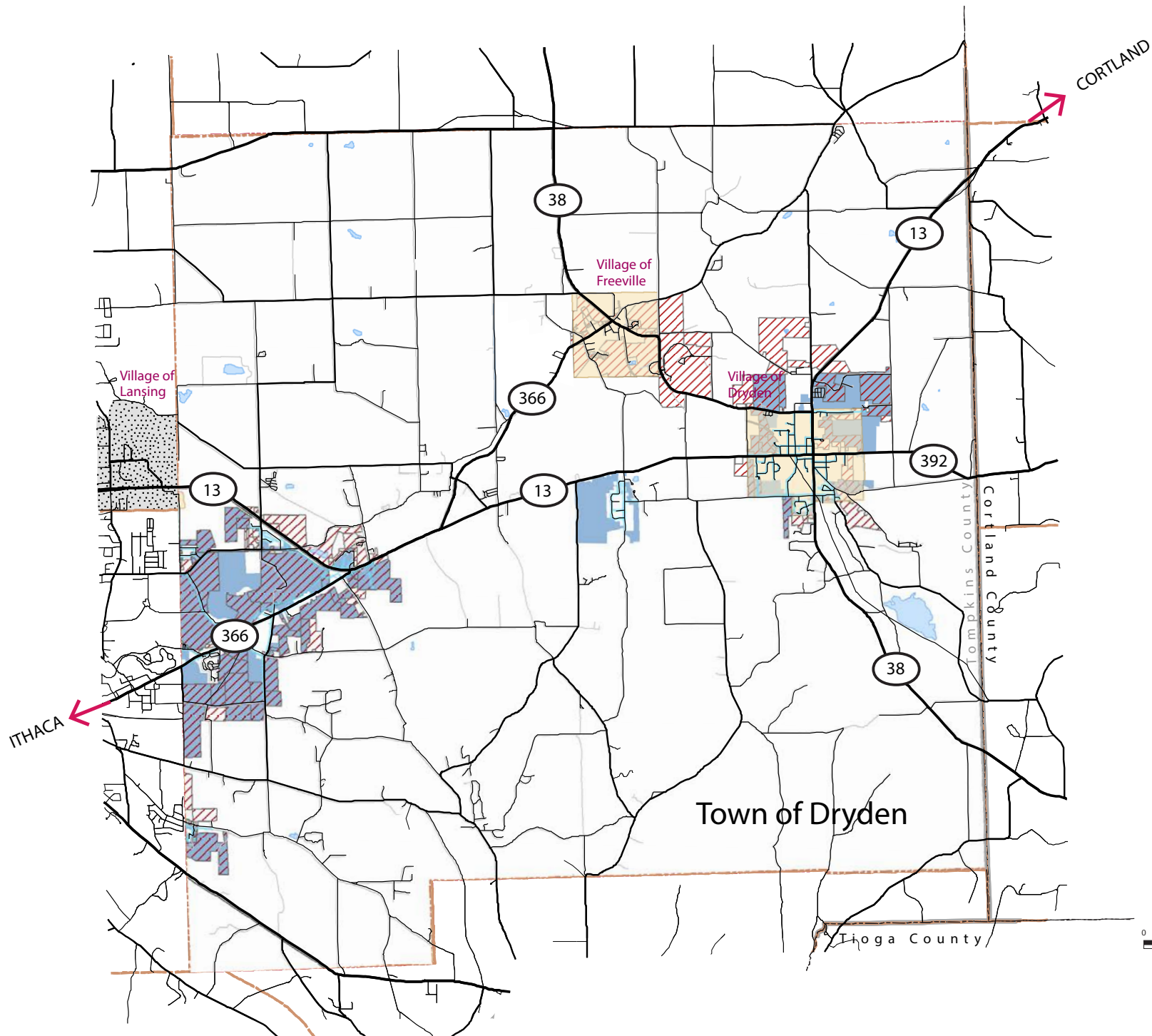
OPPORTUNITIES & CHALLENGES

PUBLIC INFRASTRUCTURE AND DEVELOPMENT

Public water provides a safe and reliable water supply to homes, apartments, and businesses. Municipal sewer treatment helps to protect groundwater quality and allows for efficient clustering of homes and businesses. Having public utilities available also relieves the property owner of the upkeep and maintenance costs associated with owning these systems privately. Map 13 depicts where water and sewer service areas are within the town. Service areas are concentrated around the villages of Freeville and Dryden, the hamlet of Varna, and south of NYS Route 13 along Yellow Barn Road.

The majority of the town is not serviced by water or sewer infrastructure; and there are several areas where water service exists without corresponding sewer service and vice versa. Access to sewer service is slightly more common than access to water service. While 5.7% of all parcels and 1.6% of all acres in the town have access to sewer service, water service is accessible to 5.1% of parcels and 1.5% of all acres (Town of Dryden, 2021). These conditions make it difficult to develop concentrated development patterns. The town's ongoing investment in the Dryden Rail Trail project could provide the backbone for considering the extension of public infrastructure that would connect Varna, Etna, Freeville, and Dryden creating a central triangle of development nodes.

MAP 13: WATER AND SEWER AVAILABILITY



- Water Main
- Water Service Area
- Sewer Service Area

SOURCE:
TOWN OF DRYDEN
2020



0 0.5 1 2 Miles

WATER SERVICE

In the Town of Dryden 5.1% of properties have commercial or public water access, 72.3% of properties rely on private water services, and 19.2% of properties have no access to water service. Data on water service access is missing for 3.5% of all properties (Town of Dryden, 2021) (Figure 18).

Commercial and public water service areas are primarily clustered near existing developed areas such as Varna, the NYSEG facility on Route 13, and near the Village of Dryden at Tompkins Cortland Community College. Additionally, there is a large water service area south of New York State Route 13 between County Route 164 and Yellow Barn Road. This area contains primarily residential developments, the Ringwood Raceway, and the Dryden Montessori Preschool.

Properties with access to commercial and public water service have a median assessed value of \$190,000, \$31,000 higher than properties that rely on private water services. Properties with no water service have a median assessed value of \$27,500 suggesting these properties are likely vacant land or undeveloped parkland (Town of Dryden, 2021) (Figure 19).

Figure 18: Percent of Total Parcels with Water Service

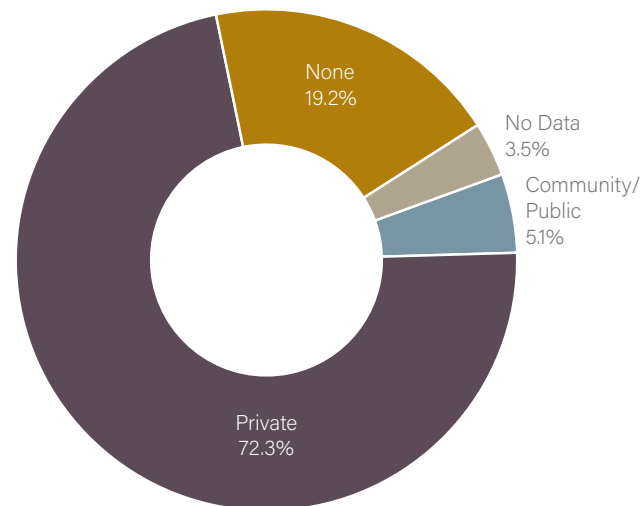
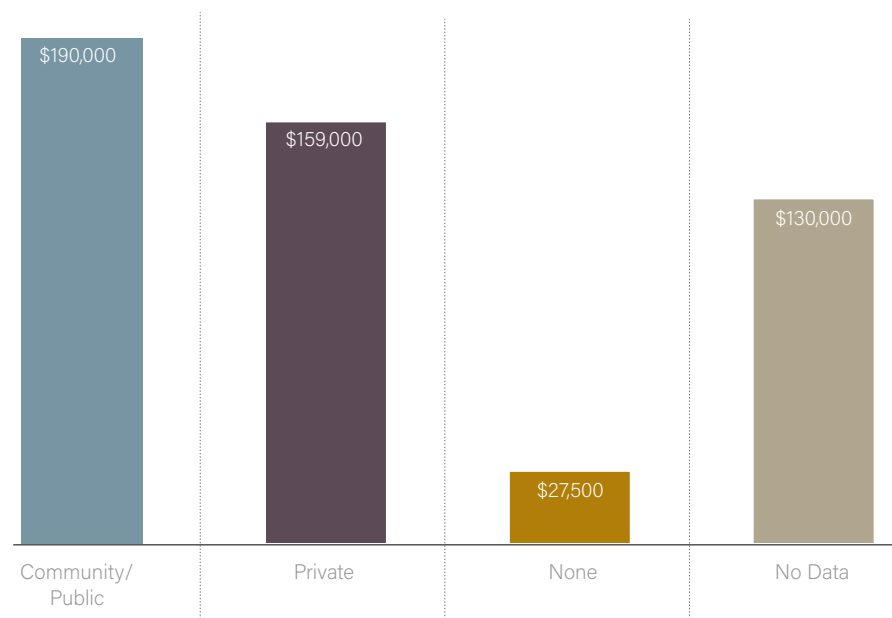


Figure 19: Median Assessed Value of Property with Water Service



SEWER SERVICE

In the town 5.7% of properties have commercial or public sewer services, 72.6% of properties rely on septic systems, and 19.2% of properties do not have public or private systems (i.e., cultivated or forested properties without any structures or bathroom facilities). Data on sewer service access is missing for 3.5% of all properties (Town of Dryden, 2021) (Figure 20).

Commercial and public sewer service areas are primarily clustered near existing developed areas such as Varna, the NYSEG facility on NYS Route 13, near the Village of Dryden at Tompkins Cortland Community College, and east of the Village of Freeville where the George Junior Republic Union Free School District facilities are. Additionally, there are small sewer service areas north of the Village of Dryden between Mott Road and County Route 163, north of NYS Route 13 between County Route 182 and Pinckney Road, and along the town's border with East Ithaca south of Ellis Hollow Road.

Properties with access to commercial and public sewer systems have a median assessed value of \$185,000, \$25,000 higher than properties that rely on private sewer service. Properties with no sewer service have a median assessed value of \$27,500 suggesting these properties are likely vacant land or undeveloped parkland (Town of Dryden, 2021) (Figure 21).

Figure 20: Percent of Total Parcels with Sewer Service

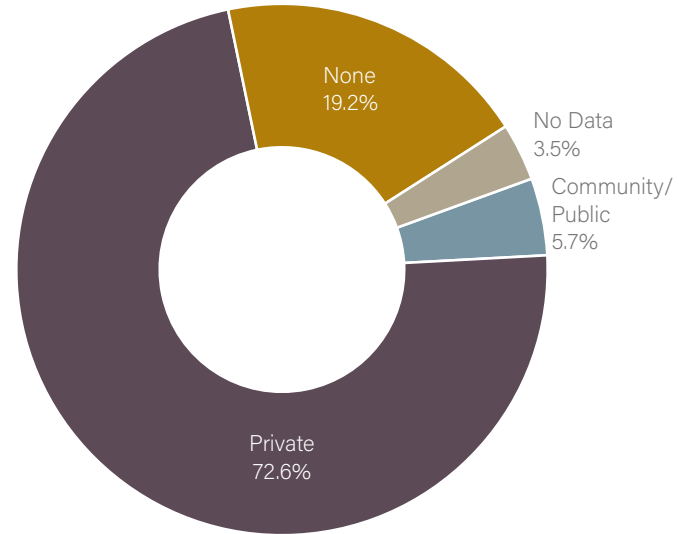
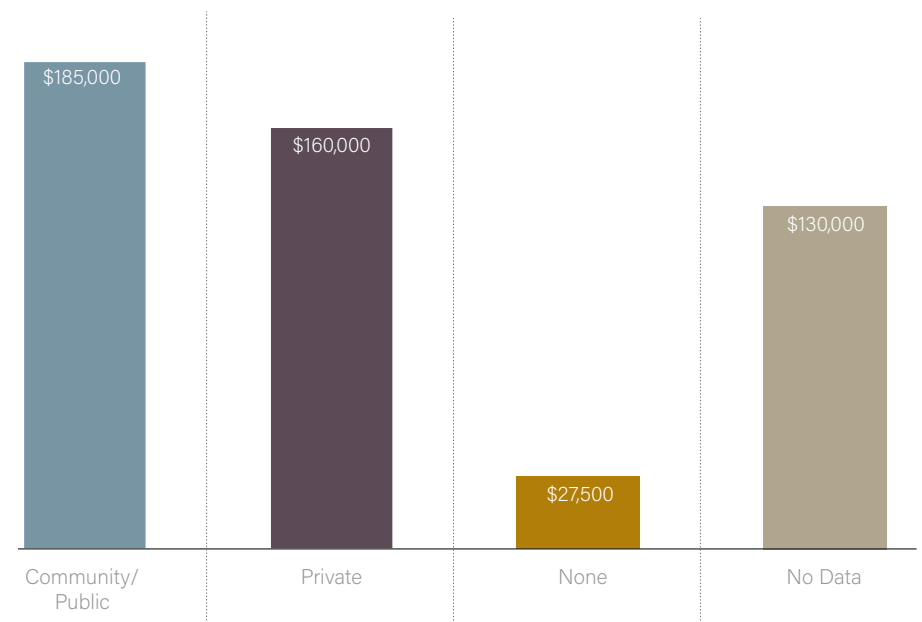


Figure 21: Median Assessed Value of Property with Sewer Service



BROADBAND

The town recognizes the need for improved broadband service. Access to broadband speeds higher than 100mbps is limited in the town, while much of the town has access to broadband speeds between 25mbps and 99mbps. There are significant portions of the town south of Route 13, and areas elsewhere, that lack access to high-speed broadband service. Internet connectivity affects many aspects of life in rural communities, including local government, education, equity, and economic development. For this reason, improving access to high speed, affordable, internet service is a high priority for the town.

Figure 22 shows the results of a survey of town residents completed as part of the Municipal Internet Access Network study the town commissioned in 2019. Surveys distributed to town residents and businesses found that 46% of respondents receive less than 10mbps download speeds, with 41% of respondents paying between \$51-100/month for their service. Respondents expressed overwhelming interest in subscribing to 100mbps service, suggesting the town's current providers are not meeting consumer demands for affordable high-speed internet.

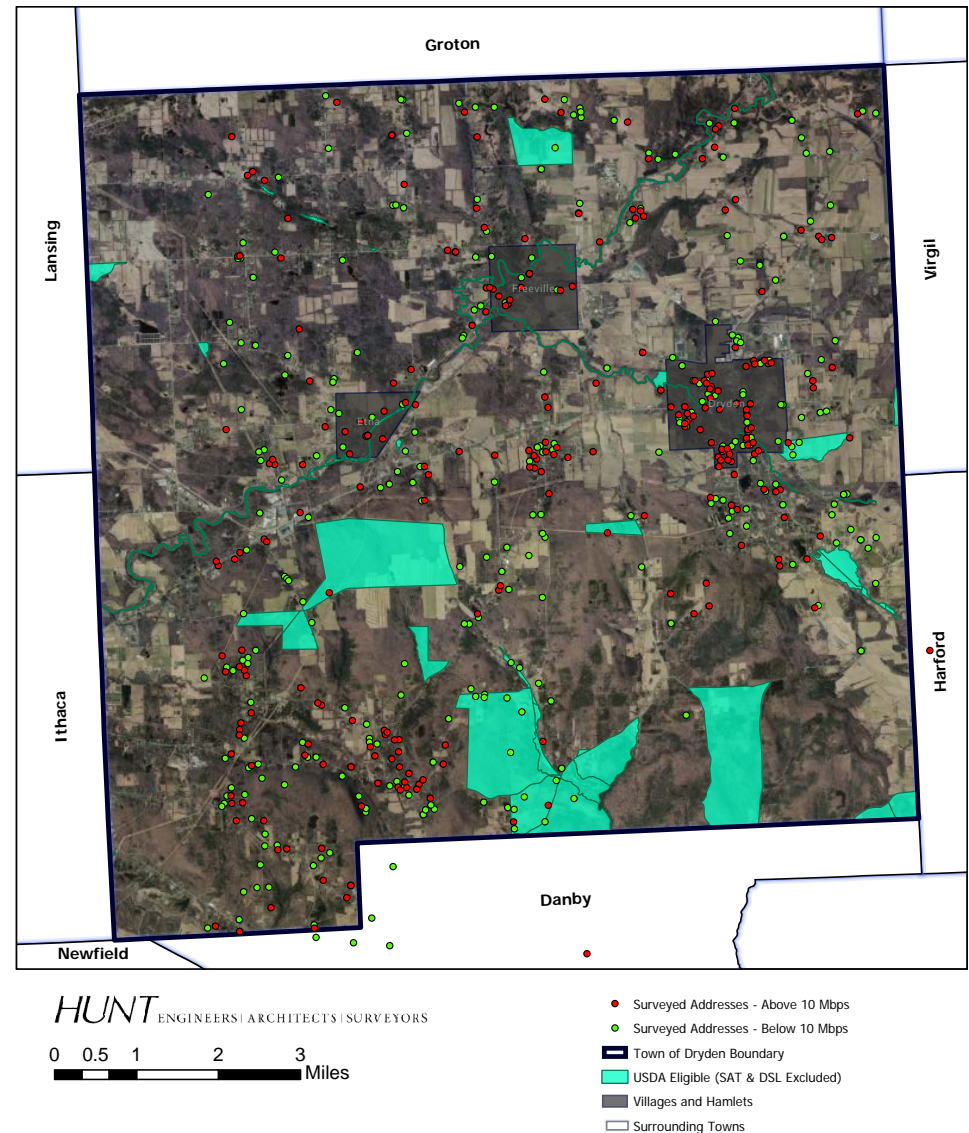


**DRYDEN
FIBER**

As a result of the study, the town is establishing municipal service. Dryden Fiber, to provide affordable, high-speed internet access for all residents (see photo on page 93). The project will be phased in over the next several years and will offer service throughout the town.

In the spring of 2022 New York State unveiled a \$1 billion ConnectALL initiative to support updated broadband infrastructure to address the digital divide across the urban areas and rural areas like the town of Dryden.

Figure 22: Download Speed Survey Results in Dryden



source: Hunt Engineers Municipal Internet Access Network Study 2019



PHOTO:
Laying Fiber
for Dryden
Municipal
Broadband
Service



OUR ECONOMIC LANDSCAPE: COMMUNITY INFRASTRUCTURE, WORKFORCE, & FUTURE DEVELOPMENT

GOALS, OUTCOMES, & ACTIONS

GOAL EL 1 – FOSTER COMMUNITY SUPPORT FOR LOCAL BUSINESSES

The Town of Dryden and the Villages of Freeville and Dryden are experiencing a loss of small business and volunteer services which has impacts on the local tax base and requires residents to travel elsewhere for services. Local businesses not only contribute to the local tax base but also foster a strong sense of community.

Outcome EL 1.1: Resources to support local businesses and entrepreneurs.

ACTION EL 1.1.1

Encourage a chamber of commerce to support local business growth and retention.

ACTION EL 1.1.2

Support home-based businesses and micro-enterprises.

ACTION EL 1.1.3

Collaborate with local educational institutions to promote workforce development in agriculture, renewable energy, culinary, and hospitality industries.

ACTION EL 1.1.4

Provide workforce and middle-class housing to promote living near work.

ACTION EL 1.1.5

Inventory vacant buildings suitable for manufacturing or light industry.

ACTION EL 1.1.6

Explore the creation of a Local Development Corporation (LDC) to support local business growth.

GOAL EL 2 – EXPAND THE USE OF ADVANCED TECHNOLOGY

Improved internet service and connectivity is crucial to support local businesses as well as residents who may work from home.

Outcome EL 2.1: All town residents have access to advanced telecommunications systems.

ACTION EL 2.1.1

Expand broadband service and connectivity to support local and home-based businesses.

GOAL EL 3 – CELEBRATE AND PROMOTE DRYDEN AS A RECREATIONAL DESTINATION

Recreational tourism (e.g. cycling, food related business, agricultural based tourism) could be an important driver for drawing in visitors and improving the local economy. By leveraging investments in the rail trail, there is a possibility to package opportunities together with Ithaca and Cortland to attract people to the town. Doing this would support local businesses, create a stronger sense of community, and encourage new business development.

Outcome EL 3.1: Develop a marketing and branding strategy.

ACTION EL 3.1.1

Identify recreational destinations and create marketing materials to promote tourism.

ACTION EL 3.1.2

Develop promotional materials such as maps, signage, brochures, and wayfinding for existing trail systems including waterway trails.

ACTION EL 3.1.3

Develop incentives for local business development around trails.

ACTION EL 3.1.4

Identify recreational market opportunities and provide resources for local businesses and entrepreneurs.

ACTION EL 3.1.5

Create strong connections and access between trails and destinations.

ACTION EL 3.1.6

Utilize the town's waterways and water assets such as Dryden Lake to promote water-based tourism.

GOAL EL 4 – STRATEGICALLY DEVELOP PUBLIC WATER & SEWER INFRASTRUCTURE

To encourage nodal development in prioritized areas, the town should strategically expand some sewer/water infrastructure within the town. Without access to water and sewer connections the town faces significant challenges to encouraging new commercial development within expanded nodal areas.

Outcome EL 4.1: Create an environment that fosters cost effective commercial development in nodal areas.

ACTION EL 4.1.1

Expand existing water and sewer infrastructure into areas designated for commercial and mixed-use development.

ACTION EL 4.1.2

Identify opportunities to expand water and sewer infrastructure simultaneously with other projects to reduce costs.

ACTION EL 4.1.3

Partner with the Tompkins County IDA to identify opportunities and funding for infrastructure expansion.



SECTION 6:

LOOKING FORWARD: ENERGY & SUSTAINABILITY

GUIDING PRINCIPLE

PROMOTE SUSTAINABILITY AND ENSURE THE TOWN OF DRYDEN IS RESILIENT AGAINST THE THREATS OF CLIMATE CHANGE TO ENSURE A VIBRANT AND THRIVING COMMUNITY FOR FUTURE GENERATIONS.

New York State outlined projected climate impacts and vulnerabilities in its 2011 ClimAid assessment and 2014 supplement (NYSERDA, 2014). The ClimAid report projects changes to ecosystems (e.g., increased presence of invasive species and shifts in tree composition), while water quality and quantity may also be impacted due to changes in precipitation. Potential beneficial economic impacts were also identified, such as a longer recreation season in the summer, and a longer growing season for the agricultural sector due to rising temperatures. Scientific evidence suggests that the impacts of global climate change will be different in various regions, and will include temperature shifts, more extreme heat events, sea level rise and coastal flooding, more frequent intense precipitation events, and human health risks. In preparation for the impacts of climate change outlined above it will be necessary for the town to take action to become more resilient as a community.

COMMUNITY CONCERNS :

- + New construction should be energy efficient and reduce the use of fossil fuels
- + Provide incentives for sustainable technologies
- + Improve the energy efficiency of existing properties
- + Increase the resiliency of the town's infrastructure

DRIVERS FOR PLANNING

It is important to note that local governments like the Town of Dryden do not have direct control over the majority of emissions that are created in the community by businesses and individuals. However, there are actions the Town of Dryden government can take to exert important influence in areas that indirectly impact community-wide emissions, as outlined below:

+ **Municipalities have power over land use.**

- The permitting of renewable energy facilities like solar and wind farms is critical to meeting the state's clean energy targets and municipalities play a critical role in defining rules and processes for local development.
- While we will transition to zero-emission vehicles, the "smart growth" agenda is still critical to facilitate public transit and non-motorized forms of travel by allowing/incentivizing mixed-use and higher density development. Vehicles may be primarily battery-electric light- and medium-duty vehicles as well as hydrogen fuel cell heavy-duty vehicles like buses and long-haul freight trucks.

+ **Municipalities have regulatory powers to address public health and safety.**

- Municipalities can pass a local law to enforce green building codes such as the NYStretch Energy Code in their community.

+ **Municipalities control vital public infrastructure.**

- Some municipal facilities (e.g., wastewater treatment facilities or streetlights) are very energy-intensive and upgrades to more efficient technology can provide substantial cost savings as well as emissions reductions.

PHOTO:
Dryden Town Hall



- Some municipal facilities (e.g., waste-to-energy facilities or the wastewater plants) can be leveraged to provide lower-carbon forms of electrical and thermal energy to the community.
- + **Municipalities purchase energy and energy-intensive materials and have a considerable workforce.**
 - By installing renewable energy on their facilities or properties, or subscribing to community solar projects, or purchasing Renewable Energy Certificates, they can lower the carbon footprint of their energy purchases.
 - Municipalities can implement enforceable green purchasing policies which require the use of lower-carbon products as long as the green alternative does not cost more than 10% above the standard product.
 - Municipalities can encourage or incentivize (e.g., free bus passes or free parking) their employees to take public transit, carpool or use a zero-emission vehicle.
- + **Municipalities set the local economic development agenda and policies.**
 - Municipalities can enact policies that encourage or even require the use of clean energy technologies (e.g., PILOTs or “density bonuses” or waivers of minimum parking requirements) by commercial businesses.
 - Municipalities can establish partnerships with local educational institutions, businesses, and non-profit organizations to address the workforce development needs for emerging clean energy markets, especially for disadvantaged communities.
- + **Municipalities can “walk the talk” and set a powerful example for residents and businesses in the community.**
 - By organizing local Community Choice Aggregation

programs, including those with opt-out community distributed generation (CDG), municipalities can provide an affordable alternative for residents in the community to purchase green electricity and they can earn points through the NYSERDA Clean Energy Communities Program for doing so.

- Municipalities can support local education efforts (e.g., the HeatSmart Tompkins campaign) to promote electric vehicles or community solar, heat pumps and other clean technologies and earn points and grants through the NYSERDA Clean Energy Communities Program for doing so.
- Municipalities can purchase electric vehicles and install charging stations and other clean technologies on their own property to demonstrate their viability.

When asked through the community survey if this plan should include goals and objectives that promote sustainability within the town, nearly 80% of respondents indicated that they agreed to strongly agreed. Municipalities like the Town of Dryden can create a climate action plan (CAP) to address these and other policies. It is very important that local decision makers support these measures, not only for their own communities but also to send an important signal to state and federal policy makers that they must do what is necessary at those levels to facilitate local action.

In addition, the Town of Dryden recognizes the importance of incorporating fairness and affordability considerations in climate change mitigation efforts. The emissions reduction strategies noted within this CAP are structured in a way to incorporate these considerations.

OPPORTUNITIES & CHALLENGES

The Town of Dryden adopted the ten-element Climate Smart Communities Pledge as a commitment to greenhouse gas (GHG) emission reduction and climate change adaptation, and it became a Bronze Certified Climate Smart Community in September of 2019. The Climate Smart Communities Certification program recognizes communities that have gone beyond the ten pledge elements by completing and documenting mitigation and adaptation actions at the local level. Certified communities, like the Town of Dryden, are the foremost leaders in the state in terms of climate action. Communities can achieve certification at the bronze, silver, or gold level (under development).

As a part of the update of the town comprehensive plan and building upon the municipal and community GHG inventories, the town decided to compile a Climate Action Plan (CAP). The CAP will use the GHG inventories as a baseline to outline a pathway towards reducing emissions. The full CAP can be found in Appendix C.

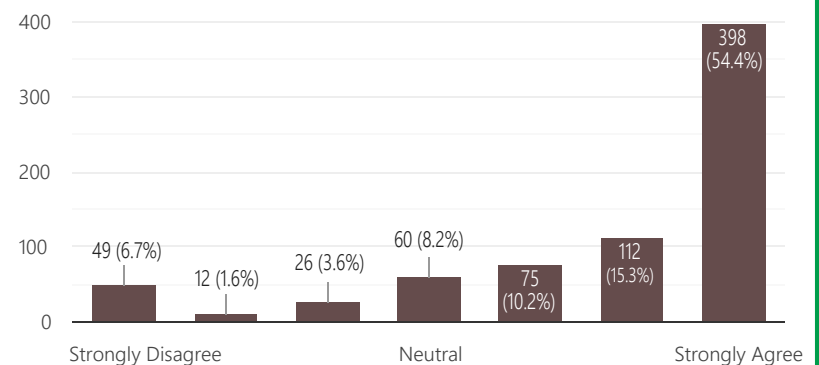
It is important to note that local governments like the Town of Dryden do not have direct control over the majority of emissions that are created in the community by businesses and individuals. However, there are actions the Town of Dryden government can take to influence positive change in terms of reducing GHG emissions. This CAP will describe the types of actions the local government can implement to reduce emissions from municipal operations and to encourage emissions reductions within the wider Dryden community.

THE PURPOSE OF A CLIMATE ACTION PLAN

Using municipal and community-wide emissions inventories as a baseline, a CAP evaluates ways a community can reduce greenhouse gas emissions, sets emissions reduction targets, and prioritizes actions to help mitigate climate change. This CAP also identifies the extent to which local actions support New York State's goal for a clean-energy economy.

The project steering committee met during the spring of 2021 to discuss emission reduction goals and specific strategies for reaching them. The committee agreed on a short-term goal of reducing municipal greenhouse gas emissions by 30% and reducing community emissions by 20% from the 2018 year by 2030, and a long-term goal of reducing municipal greenhouse gas emissions by 100% (net-zero) and reducing community emissions by 85% from the 2018 year by 2045.

SURVEY QUESTION: This Comprehensive Plan Update should include goals and objectives that promote sustainability within the town. **732 Responses**



SPOTLIGHT

NYS Climate Leadership and Community Protection Act

In July 2019, Governor Cuomo signed the Climate Leadership and Community Protection Act (CLCPA) into law. The CLCPA is New York State's ambitious emissions reduction plan with the goal of making electricity 70% renewable by 2030 and 100% carbon neutral by 2040, reducing GHG emissions 40% below 1990 levels by 2030 and 85% below 1990 levels by 2050, implementing 6,000 MW of solar by 2025, 3,000 MW of energy storage by 2030, and 9,000 MW of offshore wind by 2035 (see *New York State's Nation-Leading Climate Targets* to the right).

Overview of the CLCPA targets

Municipal governments play an important role in helping to reach these targets through local action and influence. This CAP provides goals for reducing emissions from municipal operations and from the Dryden community as a whole and includes specific recommendations for sectors such as transportation, building energy efficiency, solid waste disposal, and agriculture. The objectives of this Climate Action Plan are to:

- (1) Provide municipal elected officials, community leaders, and residents with information and support to advance sustainability programs throughout the community;
- (2) Identify opportunities for emission reduction programs and initiatives; and
- (3) Engage and encourage local participation in greenhouse gas emission reduction strategies.

New York State's Nation-Leading Climate Targets

85% Reduction in GHG Emissions by 2050

100% Carbon-free Electricity by 2040

70% Renewable Energy by 2030

9,000 MW of Offshore Wind by 2035

3,000 MW of Energy Storage by 2030

6,000 MW of Solar by 2025

22 Million Tons of Carbon Reduction through Energy Efficiency and Electrification

GREENHOUSE GAS INVENTORY RESULTS

Municipal Operations Emissions Inventory Summary

According to the municipal greenhouse gas inventory, emissions for the Town of Dryden municipal operations in 2013 totaled 750 MTCO₂e compared to 822 MTCO₂e in 2018. The vast majority of emissions resulted from mobile combustion from the municipal vehicle fleet both years (Figure 23).

Municipal Operations Emissions Forecast

Assuming a business-as-usual scenario, emissions in the Town of Dryden are expected to decrease in all sectors, with total emissions decreasing from 822 MTCO₂e in 2018 to 692 MTCO₂e in 2030 and to 572 MTCO₂e in 2045, a decrease of about 15.8% and 30.4%, respectively (Figures 23 and 25).

Figure 23: Municipal Operations Emissions (2013/2018) and Emissions Forecast (2030/2045)

	Emissions (MTCO ₂ e)		Forecast (MTCO ₂ e)	
Sector	2013	2018	2030	2045
Buildings and Facilities (electrical and natural gas consumption)	116	98	68	57
Vehicle Fleet	604	694	598	494
Employee Commute	30*	30	26	21
Total Emissions	750	822	692	572
			-15.82%	-30.41%

*Proxy for 2013 based on 2018 findings

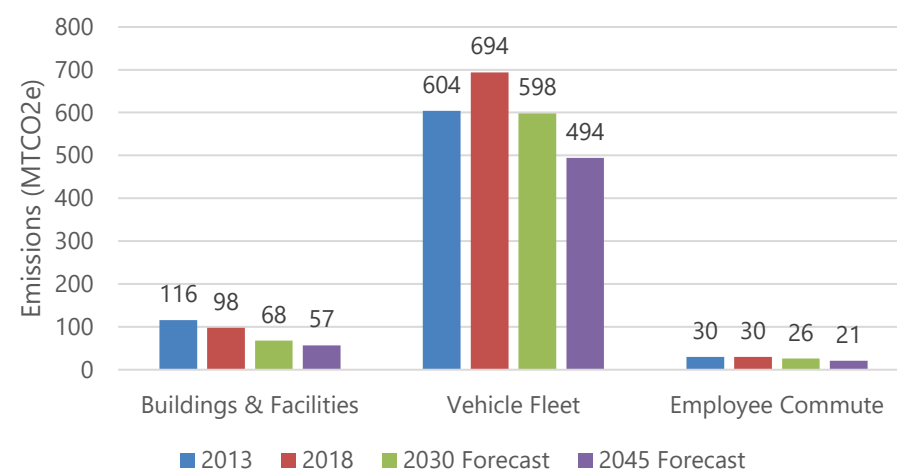
Emissions Reduction Target

The Town of Dryden Comprehensive Planning and Climate Action Planning Committee has set short-term and long-term goals for emissions reductions from municipal operations as described in Figure 24 below. The town plans to reassess the long-term goal within 5-10 years to be consistent with statewide emissions reduction goals moving forward.

Figure 24: Municipal Operations Reduction Targets

Short-Term Goal: 2030	Long-Term Goal: 2045
Reduce emissions from municipal operations by 30% from 2018 levels by 2030, or 247 MTCO ₂ e.	Reduce emissions from municipal operations by 100% from 2018 levels by 2045, or 822 MTCO ₂ e.

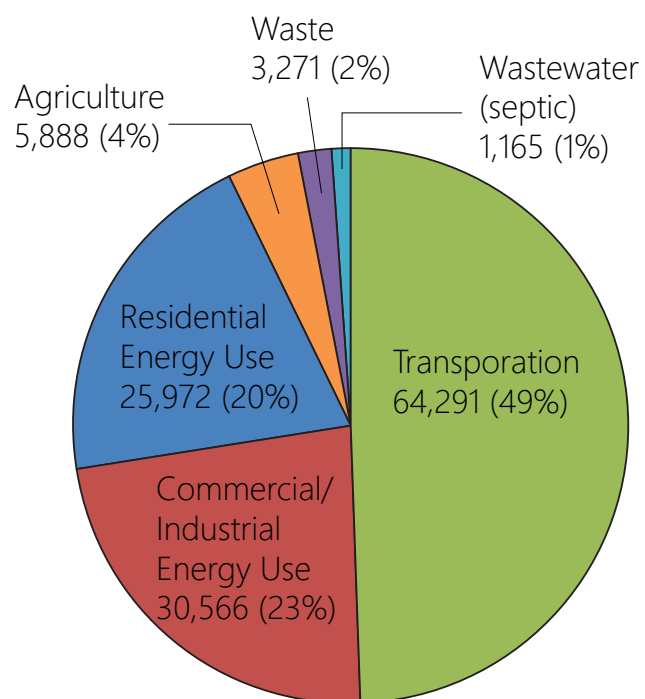
Figure 25: Municipal Operations Emissions Forecast



Community Inventory Summary

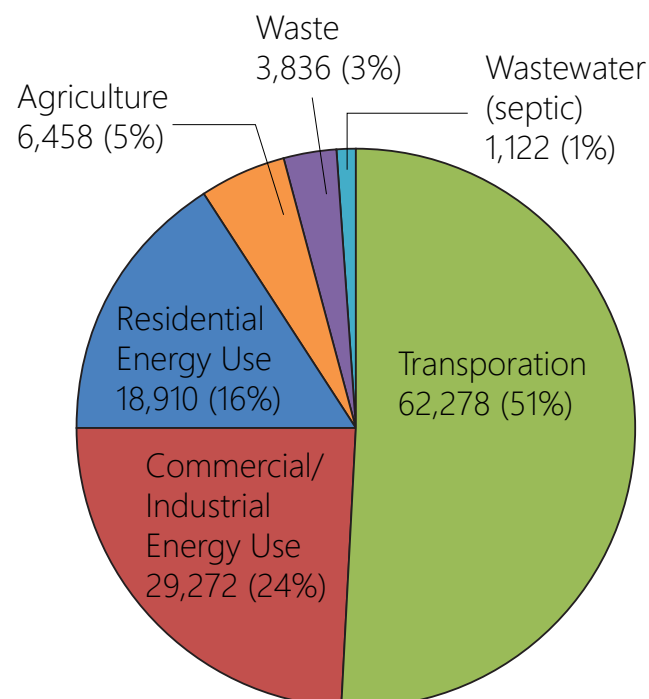
In 2013, the Town of Dryden's community emissions totaled 131,154 MTCO₂e, with the transportation sector contributing to 49% of the community's total emissions (Figure 26).

Figure 26: Overall Community Emissions 2013 (MTCO₂e)



In 2018, the Town of Dryden's community emissions totaled 121,875 MTCO₂e, with the transportation sector contributing to 51% of the community's total emissions (Figure 27).

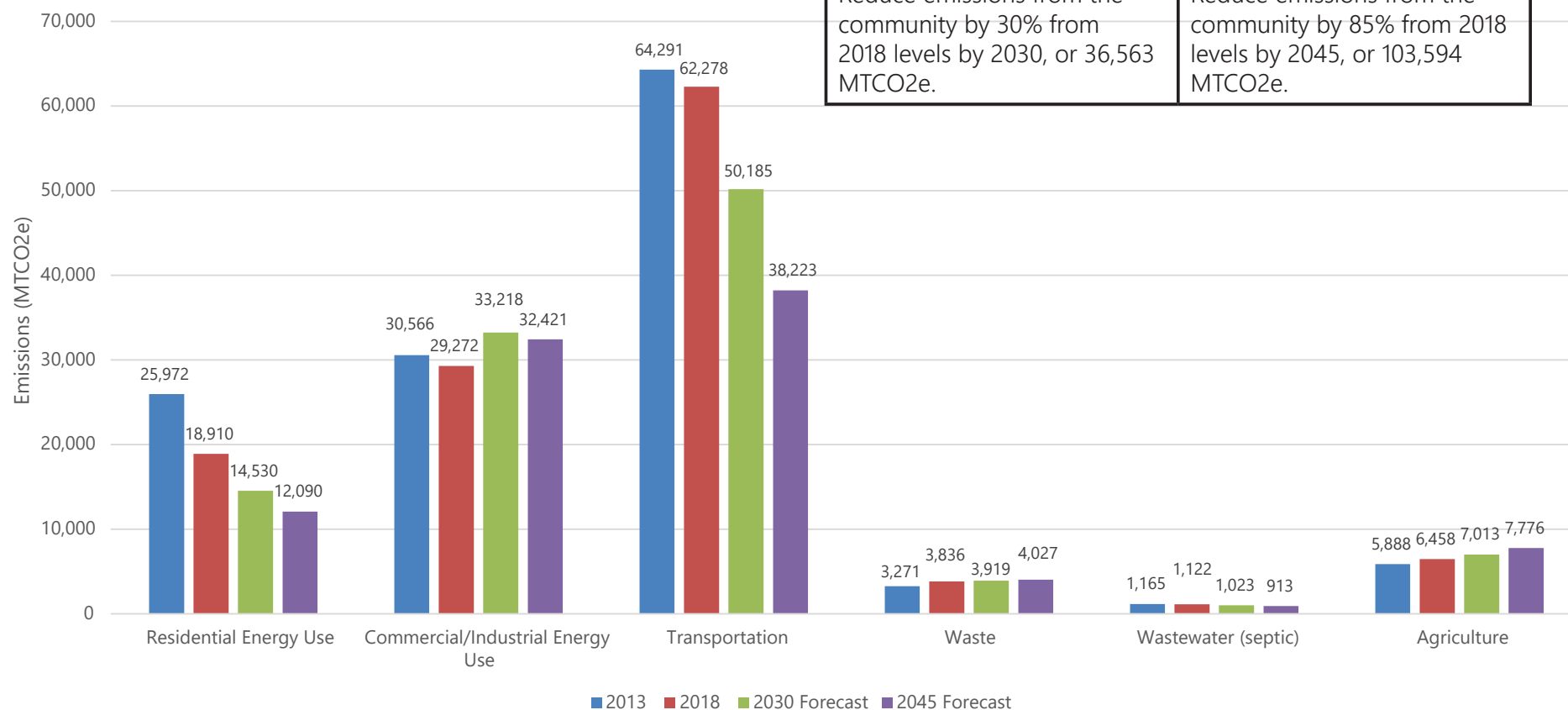
Figure 27: Overall Community Emissions 2018 (MTCO₂e)



Community Emissions Forecast

Assuming a business-as-usual scenario, emissions in the Town of Dryden are expected to decrease from 121,875 MTCO₂e in 2018 to 109,988 MTCO₂e in 2030 and to 95,450 MTCO₂e in 2045, a decrease of about 9.8% and 21.7%, respectively (Figure 28). Emissions are expected to decrease in the residential, transportation, and wastewater sectors and increase in the commercial/industrial, waste, and agricultural sectors.

Figure 28: Community Emissions Forecast (2030 & 2045)



Emissions Reduction Target

The Town of Dryden Comprehensive Planning and Climate Action Planning Committee has set short-term and long-term goals for emissions reductions from both municipal operations and the larger community as described in Figure 29 below. The town plans to reassess the long-term goal within 5-10 years to be consistent with statewide emissions reduction goals moving forward. For a more detailed discussion regarding the approach, see Appendix C.

Figure 29: Community Emissions Reduction Targets

Short-Term Goal: 2030	Long-Term Goal: 2045
Reduce emissions from the community by 30% from 2018 levels by 2030, or 36,563 MTCO ₂ e.	Reduce emissions from the community by 85% from 2018 levels by 2045, or 103,594 MTCO ₂ e.



LOOKING FORWARD: ENERGY & SUSTAINABILITY

GOALS, OUTCOMES, & ACTIONS

GOAL ES 1 – PROMOTE SUSTAINABLE INFRASTRUCTURE AND ALTERNATIVE ENERGY

The town should promote energy efficiency improvements in new construction and within existing properties to enhance efficiency, reduce the use of fossil fuels, and reduce local energy costs. Additional infrastructure to support renewable energy such as electric vehicle charging stations, solar farms, and energy storage would greatly improve community sustainability and create new jobs. The town needs to balance these investments with the protection of valuable agricultural resources and the unique energy needs of rural communities.

Outcome ES 1.1: Improved energy efficiency in existing properties

ACTION ES 1.1.1

Provide educational resources to help residents work towards energy conservation.*

ACTION ES 1.1.2

Identify financial resources and incentives to help property owners implement efficiency measures.*

ACTION ES 1.1.3

Support infrastructure investments that provide additional energy choices like building electrification.*

ACTION ES 1.1.4

Connect property owners with home energy efficiency programs through local, regional, and state partners.*

Outcome ES 1.2: Improved energy efficiency and sustainability of new construction

ACTION ES 1.2.1

Identify and develop incentives for encouraging energy efficiency and sustainability measures.*

ACTION ES 1.2.2

Foster nodal development to reduce land used and promote walking and biking as transportation options.*

ACTION ES 1.2.3

Incorporate and adopt State and County plans and programs related to sustainability and climate preparedness.*

Outcome ES 1.3: Improved efficiency and resiliency of town facilities and operations.*

ACTION ES 1.3.1

Conduct an energy efficiency audit for improvements to town facilities and operations.*

ACTION ES 1.3.2

Implement energy efficiency and electrification measures in town facilities (e.g., insulation/air sealing, electric heat pumps, LED lighting, water conservation, variable frequency drives, etc).*

ACTION ES 1.3.3

Install electric vehicle charging stations at town facilities.*

ACTION ES 1.3.4

Convert street lighting within the town to LED.*

ACTION ES 1.3.5

Explore opportunities for installing additional solar photovoltaic arrays at town-owned facilities and/or supporting a local community solar farm.*

ACTION ES 1.3.6

Implement an energy efficiency and resiliency policy for capital improvement projects.*

ACTION ES 1.3.7

Implement an electric vehicle and/or fuel-efficient vehicle purchasing policy.*

ACTION ES 1.3.8

Install bicycle parking and/or bicycle shelter(s) as needed to accommodate employees and visitors to town facilities.*

ACTION ES 1.3.9

Implement a sustainable purchasing policy.*

ACTION ES 1.3.10

Identify and plan for climate threats and disaster events.*

GOAL ES 2 – CREATE STRONG REGIONAL PARTNERSHIPS TO DEVELOP AND IMPLEMENT SUSTAINABILITY INITIATIVES

A collaborative regional approach is needed to promote and implement sustainability and resiliency initiatives. Disaster events such as flooding or extreme weather are not confined to municipal boundaries. Similarly, energy generation sites and green infrastructure that may impact the Town of Dryden will not necessarily be located within the town boundaries. In addition to infrastructure, accessibility to training programs for jobs within the local workforce for these energy efficiency jobs would be needed.

Outcome ES 2.1: Improved resiliency, efficiency, and collaboration with neighboring communities and stakeholders.

ACTION ES 2.1.1

Identify and implement shared emergency services and plans for disaster events.

ACTION ES 2.1.2

Work with regional educational facilities to create workforce development programs focused on energy and sustainability.

ACTION ES 2.1.3

Partner with Tompkins County and adjacent municipalities to review the Tompkins County Resiliency and Recovery Plan to identify and implement specific actions, such as flood prevention and watershed protection, that will strengthen the town's resiliency.

ACTION ES 2.1.4

Explore options for community choice aggregation for renewable energy.*

ACTION ES 2.1.5

Partner with regional agricultural organizations to provide information and funding opportunities for sustainable agricultural initiatives such as methane management, regenerative agriculture, and low-carbon farming practices.*



06

FUTURE LAND USE PLAN

WHAT A FUTURE LAND USE PLAN IS....

- + A graphic illustration intended to further Dryden's vision and goals
- + Generalized expectations for what types of land uses are appropriate throughout the community
- + A guide for development or redevelopment locations for residential, civic, commercial, open space, and other uses
- + A decision-making tool

... AND WHAT IT IS NOT

- + A regulatory document
- + A parcel-by-parcel analysis of land uses
- + A set of rules or provisions the community must follow

INTRODUCTION

A Future Land Use Plan serves as the fundamental building block for a community. It is an illustration of the town's collective vision reflective of the diverse and complex needs of its residents. Dryden's appeal is in its distinct rural character as defined by abundant natural resources including scenic views, working agricultural lands, trails, creeks, and woodlands. The physical landscape offers Dryden residents and visitors with the opportunity to directly interact with their surroundings whether it be through walking, biking, or hiking through the miles of publicly accessible trails and pedestrian paths. It is important to note that this feature is often considered one of the most important components of Dryden's character – to experience these unique spaces just minutes from the urban centers of Ithaca and Cortland. This landscape diversity is what Dryden residents have come to value, and directly contributes to their strong sense of place. As the Dryden community evolves, promoting this diversity will be critical in balancing economic development interests while maintaining this strong rural character.

Community development spatially oriented around existing centers or "nodal development", corridors, and infrastructure will facilitate opportunities for new commercial and residential development while preserving the rural fabric of the community. This preferred growth pattern, as identified in the plan, will enable Dryden to simultaneously create high value in concentrated areas

while creating efficiencies in the distribution of public services and reducing pressure to develop agricultural and natural resources.

Achieving this vision, to an extent, is dependent upon how we use and shape the land. Managing growth and development heavily relies on the Future Land Use Plan which provides the platform for determining the types of uses and locations necessary to shape the desired land use pattern that will result in meaningful spaces. The Future Land Use Plan is not a regulatory document; rather, it translates the policies outlined in Sections 1-6 of this plan into an illustrative vision intended to guide future decision-making, particularly capital improvements and maintenance planning, infrastructure planning, and Zoning and Subdivision Ordinance updates which provide the regulatory mechanism for plan implementation.

The Future Land Use Plan was prepared based on input from the community as well as analysis of existing infrastructure and other community data. It further depicts what Dryden envisions as the best opportunities to guide long-term use decisions, understanding that it may take beyond the life of this plan for conditions as represented on the future land use map to occur. As a living document, the Dryden community will need to continually reevaluate the Future Land Use Plan to ensure the vision established herein accurately reflects current conditions.



EXISTING LAND USE & ZONING

The Town of Dryden covers an area of 96 square miles, most of which is relatively undeveloped agricultural land, forest, or other open space. The town shares a border with the City of Ithaca whose urban footprint continues to expand eastward. With consistent development pressure for new housing along the Route 366 corridor, as well as throughout the town, some flexibility must be provided to allow for new and emerging uses without compromising the character or integrity of the landscape. To remain economically viable, the plan identifies nodal development centered around public infrastructure as the best strategy to achieve the desired vision. This can be accomplished by using the Future Land Use Map in conjunction with the recommendations outlined in Chapter 5 to review and revise the town's Zoning and Subdivision Ordinances to guide development.

Current Zoning

The Town of Dryden's existing zoning was adopted in 2015. It contains 10 zoning districts and two overlay districts, and can be broken down into three main character areas:

- + Rural/Natural, consisting of areas zoned conservation, rural agriculture, and rural residential.
- + Suburban/Village, consisting of areas zoned neighborhood residential, and the Varna districts.
- + Commercial/Developed, consisting of areas zoned commercial, light industrial, and light industrial/adult.

The zoning of the town reinforces the rural nature of the town with 91% of the town's acreage designated within the Rural/Natural character area. Zoning districts that allow for Commercial or Industrial development comprise just 2.1% of the town's total acreage (Figure 30). The town's existing zoning limits the ability to develop a diversity of housing types, especially multi-family and senior housing options.

Figure 30: Percentage of Total Acres by Character Area

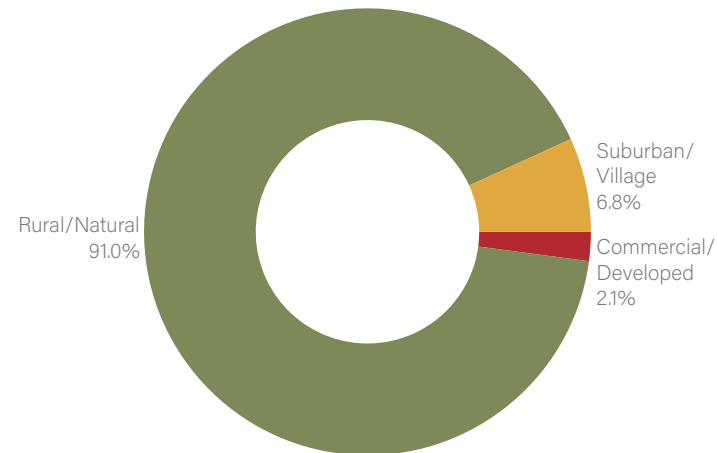
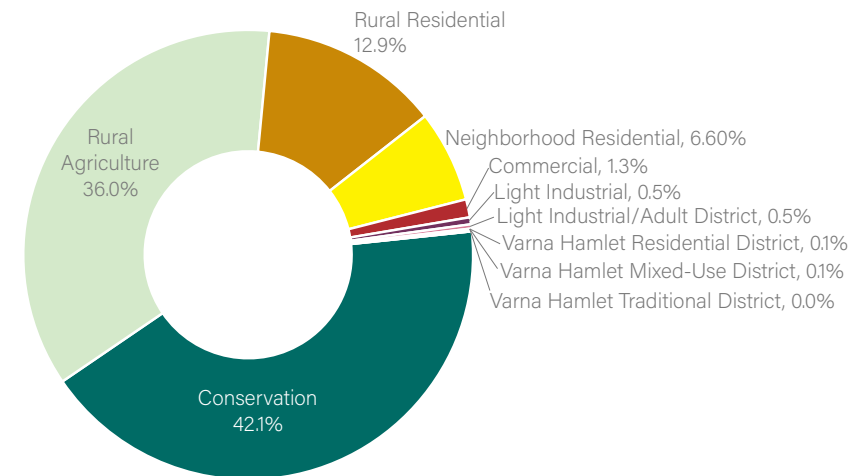


Figure 31: Percentage of Total Acres by Zoning Designation



Of the zoning districts within the town, the largest three districts by acreage are Conservation (42.1%), Rural Agriculture (36.0%), and Rural Residential (12.9%). Collectively these three districts comprise 91% of all of the acreage within the Town of Dryden. These districts reinforce the rural nature of the town. Neighborhood Residential comprises 6.6% of the remaining acreage leaving just 2.1% of the town to Commercial (1.3%), Light Industrial (1.0%), and Varna Hamlet related districts (0.2%) (Figure 31).

Challenges

The town's existing zoning specifies over 130 instances where a special use permit is required. Several of these instances are associated with multi-family housing types including senior housing facilities. Special permitting processes create development uncertainty, increase the cost of land and development, and can often stimulate opposition. According to Article XII of the Dryden Town Law, Special Use Permits are granted by the Dryden Town Board. In instances where a Special Permit review is required, the Town Board is also charged with Site Plan Review. This provision creates a bifurcated development process between the town's planning board and town board. While both boards are subject to the same guidelines established within the town's local laws, the nature of the boards are different as one is an appointed body and the other comprised of elected officials. The town should, at a minimum, consider separating the granting of special use permits from the site plan review process.

The American Planning Association (APA) Housing Policy Guide (2019) recommends that local jurisdictions allow multifamily, mixed-income housing as a use by right and reduce permitting barriers that create development uncertainty like those listed above (Housing Policy Guide, 2019). The APA also recommends that municipalities like the Town of Dryden streamline their approval processes for uses that coincide with identified housing needs and demands. This can be done in part by establishing higher thresholds for uses that are subject to special permit, and only where the town is specifically seeking to curb or curtail development.

Special permits can also be utilized as a way to encourage senior, below market, or multifamily housing, allowing for affordable developments to be created in zoning districts that would otherwise only develop market-rate housing — or reject multifamily housing. Special-use permits typically require that certain dimensional and affordability requirements are met within the development project before approval can be obtained. They offer great flexibility and can be applied in all types of zoning districts to achieve the desired outcome for the community.

Opportunities

The most obvious area for nodal growth for the Town of Dryden is around the hamlet of Varna where there is significant existing water and sewer infrastructure along the NYS Route 366 corridor between Hanshaw Road and Stevenson Road between the border with the Town of Ithaca and the NYS Route 13 intersection. Secondly, there are opportunities around the Village of Dryden where water and sewer infrastructure exist. The town continues to invest in the development of the Dryden Rail Trail project which can serve as an important connector between the nodal areas of the town, as well as to provide for connections to adjacent communities in Ithaca and Cortland. The rail trail infrastructure can serve as an organizing principle for future growth areas of the town which would provide for alternative connectivity between development nodes and potential employment destinations in keeping with the goals and objectives established within this plan.

LAND USE PLAN & POLICIES

GOAL LU 1 – ENCOURAGE NODAL DEVELOPMENT AS A MECHANISM FOR CREATING ATTRACTIVE, ACCESSIBLE, AND ECONOMICALLY VIABLE PLACES

Outcome LU 1.1: To utilize the Future Land Use Map in conjunction with the recommendations outlined in the Comprehensive Plan.

ACTION LU 1.1.1 – Update and revise the Future Land Use Map, as needed, to ensure development is consistent with the community vision and allows for a balanced mix of Place Types that address current and future needs of the town.

ACTION LU 1.1.2 – Refer to the Future Land Use Plan and Map to guide the development review process.

ACTION LU 1.1.3 – Amend the Comprehensive Plan to provide additional site or parcel-based recommendations, as appropriate.

ACTION LU 1.1.4 – Continue to develop small area plans, as needed, to guide future site-specific designs.

Outcome LU 1.2: Zoning and Subdivision regulations that promote high-quality design and development consistent with the goals and objectives outlined in the Comprehensive Plan.

ACTION LU 1.2.1 – Review and revise the Zoning and Subdivision Ordinance, Zoning Map, and general regulations to ensure they are consistent and in support of the Future Land Use Plan and Comprehensive Plan (i.e., see actions outlined in Chapter 5 that relate to review of existing town laws in combination with Chapter 6).

FUTURE LAND USE MAP

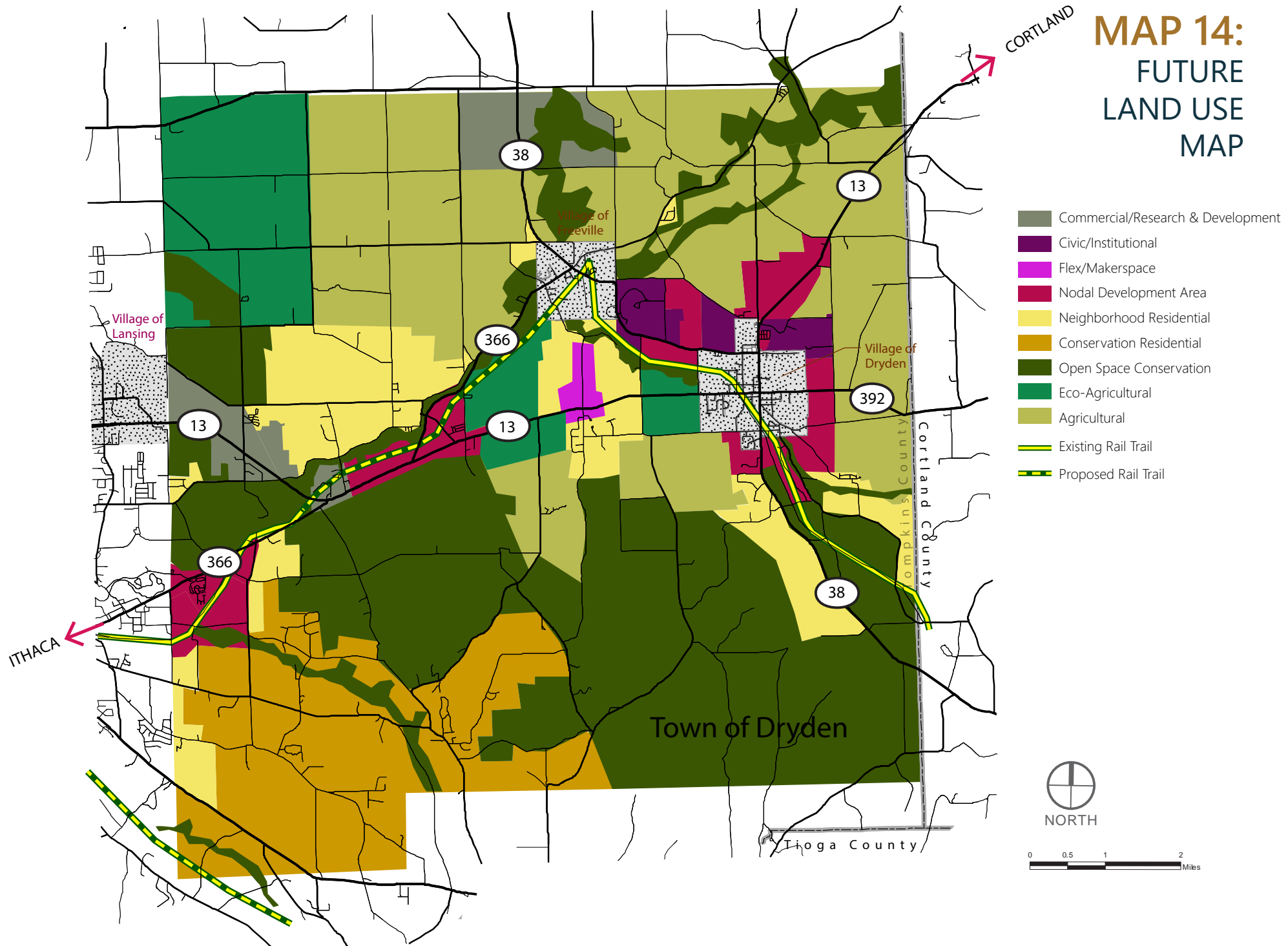
The Future Land Use Map (FLUM) is an essential piece of the Future Land Use Plan. The FLUM focuses on how the Comprehensive Plan envisions development over the next 10-20 years, as opposed to conditions as they exist today. Unlike a Zoning Map which designates zoning districts for every parcel within the town's jurisdiction, the FLUM illustrates a variety of land uses organized by **Place Type** or category - locations within the town that share similar physical characteristics and communicate the type of development envisioned to complement and support each other.

The FLUM utilizes nine **Place Types** that reflect the uses that are desired:

- + Commercial / Research and Development
- + Civic / Institutional
- + Flex / Makerspace
- + Nodal Corridor
- + Neighborhood Residential
- + Conservation Residential
- + Open Space Conservation
- + Eco-Agricultural
- + Agricultural

Each **Place Type** is outlined on the following pages along with a description of the intent, types of uses, appropriate density, and characteristics of future development. A series of supporting photographs and/or diagrams further illustrate typical patterns for each Place Type.

MAP 14: FUTURE LAND USE MAP



COMMERCIAL / RESEARCH AND DEVELOPMENT



INTENT

The Commercial / Research and Development Place Type, identified as grey on the Future Land Use Map, is focused along the Route 13 corridor including the Route 366 intersection, and the Hanshaw Road and Lower Creek Road intersection along the western border of the town. Uses included in this Place Type include a mix of office, medical, research, technology, and commercial uses. This Place Type may include some light industrial, manufacturing, or regionally significant developments, such as the redevelopment of the former NYS Electric and Gas facility (NYSEG). Residential uses are not recommended in the Commercial / Research and Development areas to allow for a flexibility in uses that may not compliment residences.

Development within these areas will need well-integrated water and sewer infrastructure to support more intense uses, as well as proximity to major transportation routes including the Ithaca Tompkins International Airport, and Route 13 as the only principal arterial highway in Tompkins County that extends to critical points east, including Interstate 81. Commercial and office uses should be accessible via public transportation, and when possible, connect to bike and pedestrian facilities.

CHARACTERISTICS

Commercial / Research and Development Place Types can accommodate a variety of building sizes and footprints from small commercial retail establishments to multi-story research or institutional facilities. The placements of buildings on the site are highly dependent on ingress and egress. Access via Route 13 is strongly discouraged due to high travel speeds through the corridor with limited turning lane options. Utilizing existing internal road networks, such as Abbott Road and Barr Road, will reduce the need for additional curbcuts while reducing costs by leveraging

existing infrastructure. Similarly, new or redevelopment within the Route 13/366 intersection should utilize existing roadways and curbcuts as travel speeds increase west of the traffic light. Due to the scale and intensity of developments that occur in this area, the transition to the residential and natural areas north along Pinckney Road need to be considered.

Development within this Place Type are typically no more than 12 acres, with the average size of 3.6 acres; however, the variability of uses may call for larger or smaller parcels. These uses are intended to service the overall community and are readily accessible to nearby Ithaca and Lansing, although they are generally separated from established neighborhoods and residential areas. For sites located within this Place Type, buildings should be oriented towards the primary street with parking to the side or in the rear of the building. As spacing permits, shared parking is encouraged to reduce impervious surface.

Uses

- + Office
- + Medical
- + Retail Commercial
- + Research / Technology Facilities
- + Light Industrial / Manufacturing



CIVIC / INSTITUTIONAL

INTENT

The Civic / Institutional Place Type, identified as purple on the FLUM, are lands owned by a public entity. Schools and institutions are the dominant category in this Place Type and include Tompkins Cortland Community College (TC3), the Dryden Central Schools, and the George Junior Republic Union Free High School. Other uses include civic land uses, including Town Hall, public works facilities, public utilities, and fire stations. Collectively, these land uses are centers of employment and provide important services to all members of the community.

CHARACTERISTICS

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



FLEX / MAKERSPACE

INTENT

The Flex/Makerspace Place Type, identified as dark pink on the FLUM, is concentrated between NYS Route 13 and the Village of Freeville along Johnson Road. The placements of buildings on the site are highly dependent on ingress and egress. Access via Route 13 is strongly discouraged due to high travel speeds through the corridor with limited turning lane options. This Place Type provides areas for a mix of uses including technology, light manufacturing and production, small-scale commercial, artist space, civic, and office space that benefit from visibility and immediate access to a major transportation corridor. This area further provides the opportunity to integrate live/work space as a supporting use of a mixed-use building.

CHARACTERISTICS

Flex / Makerspace Place Types in this area are designed to accommodate a range of uses to support small-scale businesses and commercial spaces. The surrounding landscape is predominantly rural and scenic, and therefore careful consideration for the architecture and site design will be required to ensure future uses are compatible, particularly in proximity to residential areas. Densities in this area are typically 2-3 acres.

Uses

- + Office / Co-working Space
- + Makerspace
- + Research / Technology Facilities
- + Light Production Facilities
- + Civic Uses
- + Residential – Single-Family, Two-Family



NODAL DEVELOPMENT AREA

INTENT

The Nodal Corridor Place Type, identified as dark pink on the FLUM, applies to locations within the town identified along NYS Route 13, NYS Route 366, and Freeville Road where new, mixed-use development is strongly encouraged. These areas are well positioned for public infrastructure that would support existing centers, including the hamlet of Varna and Villages of Dryden and Freeville, employment, public amenities, commercial, and housing near existing multimodal corridors that are viable for public transit, biking, and walking. A complementary and mix of commercial uses should be encouraged to develop strong centers and active streets.

CHARACTERISTICS

Nodal Corridors are designed to accommodate a range of uses and building types based on permitted uses and desired design characteristics along each corridor. The town should consider the development of small area plans for each nodal corridor to better define the desired pattern of development, opportunities for new and expanded public infrastructure, and design standards as envisioned by the community. The general guidance included in the Comprehensive Plan provides a foundation for design recommendations in the Nodal Corridor Place Type areas.

In general, Nodal Corridors are considered activity centers that should maintain strong ties to the existing street network, including NYS Routes 13, 366, 392, 38, and Freeville Road. Successful nodes will support multimodal transportation through a safe and well-developed sidewalk and pedestrian network, bicycle infrastructure, and public transportation opportunities inclusive of complete streetscapes. New uses should be integrated as either vertical mixed-use (uses in the same building, stacked) or horizontal (single-use buildings connected). The Dryden community strongly values its viewsheds and open spaces,

which should be considered when reviewing design proposals for these areas. Building height and placement should be carefully considered, with an emphasis on designing towards the street, parking at the rear of the building, and heights of buildings four stories or less, unless otherwise identified in a small area plan, to maintain the character of the town.

Uses

- + Neighborhood Commercial / Retail
- + Multi-story Mixed-Use (i.e., residential and commercial)
- + Office / Co-working Space
- + Makerspace
- + Public / Civic Uses
- + Multi-family Residential
- + Townhouses





NEIGHBORHOOD RESIDENTIAL

INTENT

The Neighborhood Residential Place Type, identified as yellow on the FLUM, are areas predominantly dominated by residential land uses interspersed with some small-scale commercial, public, and civic uses. These are well-established areas that have expanded outside of the villages and mixed-use centers, consisting of housing types that can include single-family attached and detached dwellings, two-family dwellings, and multifamily dwellings. These areas may promote expanded housing opportunities that are increasingly in demand. Secondary supporting uses, such as retail and office should complement existing and planned residential uses. Larger developments should be in proximity to existing services, and well-integrated into existing transportation routes, trail systems, and open space that encourages pedestrian activity.

CHARACTERISTICS

The Neighborhood Residential Place Type promotes a mix of predominantly residential uses reflective of changing demographics, affordability, proximity to services and urban centers, and the digital economy. In addition to supporting traditional single-family detached dwellings, these areas are well-positioned to include new forms of housing, such as patio homes (one-floor living), shared living (small, individual units with shared common spaces), small or “tiny” home living, “In-Law” suites, as well as traditional two-family dwellings and townhouses. A mix of housing will help further meet the increasing needs across the Dryden community.

Residential uses should reflect the surrounding scenic and open space resources that Dryden residents strongly value. New housing developments should be required to “cluster” parcels on smaller lots to reduce the visual, environmental, and infrastructure costs on the community. Large, stand-alone, non-residential uses are discouraged in Neighborhood Residential areas.

Uses

- + Single-Family Detached and Attached Dwellings
- + Two-Family Dwellings
- + Multifamily
- + Townhouses
- + Patio Homes
- + Accessory Dwelling Units (as a secondary use)
- + Small or “Tiny” homes (with minimum lot sizes)
- + Home Occupations





CONSERVATION RESIDENTIAL

INTENT

The Conservation Residential Place Type, identified as dark orange on the FLUM, represents a unique area of the town that can be characterized as a rural and dynamic topographic landscape. Located in the southwest corner of the town, much of the lots are heavily wooded, and constructed around steep terrain. This area is envisioned as predominantly residential, comprised of single-family attached and detached dwellings, and two-family dwellings carefully integrated into the landscape. Larger-scaled structures and developments are discouraged in the Conservation Residential Place Type to preserve the scenic and environmental characteristics that best define this area.

CHARACTERISTICS

New residential uses within the Conservation Residential Place Type should be integrated in the existing landscape as design permits. The area's steep topography, wooded vegetation, and unique scenic qualities will require thoughtful design to protect the natural characteristics of the community.

Uses

- + Single-Family Detached and Attached Dwellings
- + Two-Family Dwellings
- + Accessory Dwelling Units (as a secondary use)
- + Small or "Tiny" homes (with minimum lot sizes)
- + Home Occupations



OPEN SPACE CONSERVATION

INTENT

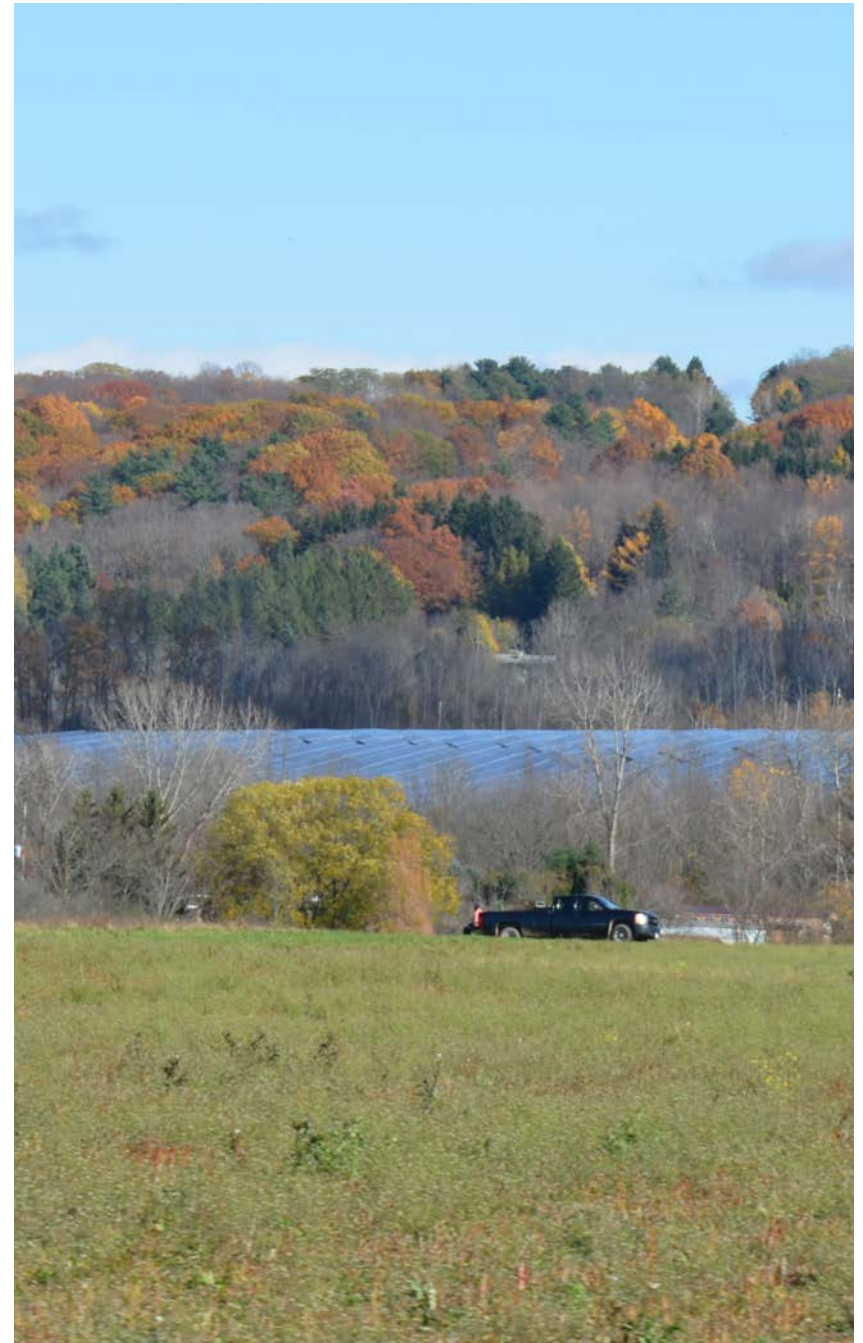
The Open Space Conservation Place Type, identified as dark green on the FLUM, encompasses the southwest corner of the town, south of NYS Route 13, as well as significant stream, floodplain, and wetland areas. This Place Type includes Yellow Barn State Forest and Hammond Hill State Forest lands, Fall Creek, as well as other open space resources that the town is seeking to protect over the long-term.

CHARACTERISTICS

Permanently protected lands, and natural systems within the Open Space Conservation Place Type serve as a natural constraint when considering future development. These lands span the steep topography within the southwest corner of the town as well as portions of the Fall Creek corridor, wetlands north of Freeville associated with the Owasco Inlet, and Virgil Creek. Development should be limited within these ecologically sensitive areas. Any growth that occurs within this Place Type should be required to provide 25%-45% of the gross land area to open space in an effort to reduce the impacts to scenic views and environmentally sensitive resources.

Uses

- + Public parks, trails, open space amenities
- + Single-Family Detached and Attached Dwellings



ECO-AGRICULTURAL

INTENT

The Eco-Agricultural Place Type, identified as blue-green on the FLUM, is an area located on the western border of the town, adjacent to the Village of Lansing. This area presents an opportunity to permit eco-friendly businesses, technology, research, and operations that help sustain the preservation of large rural or agricultural parcels, while also encouraging new and emerging uses. The town should consider infrastructure expansion to support these uses, while also identifying incentives to withstand development of conventional residential subdivisions. In addition to the uses outlined below, permitting standards will need to be established in concert with the community to determine preferred uses and intensities that will result in a low-impact to the environment while allowing owners to generate revenues to support their business or facility.



CHARACTERISTICS

The Eco-Agricultural Place Type promotes uses that are compatible with a rural setting yet provide flexibility in new and emerging uses that would benefit from proximity to nearby Ithaca and Lansing. When considering zoning updates, minimum zoning standards should be set to protect large tracts of environmentally sensitive or scenic viewsheds with incentives to maintain acreage in natural or rural conditions by permitting limited commercial activities. Uses associated with the Eco-Agricultural Place Type may be more intense than the Agricultural areas, yet similar design standards for new development should be consistent across the two Place Types.

Uses

- + Agricultural-related facilities, businesses, and operations as permitted by the NYS Department of Agriculture and Markets
- + Research and Development
- + Education Facilities (with limited retail sales)
- + Rural Setting Events and Recreation – Art, Wine, Cultural Entertainment (not in conjunction with a private, single-family dwelling)
- + Public parks, trails, open space amenities
- + Single-Family Detached and Attached Dwellings (with minimum lot sizes)
- + Home Occupations



AGRICULTURAL

INTENT

The Agricultural Place Type, indicated as sage on the FLUM, applies to lands that are primarily active farming and working agricultural lands, openspace, and rural residential uses. This Place Type includes accessory uses, such as home occupations, as well as agricultural and rural activities, farmsteads, agricultural-related businesses and facilities, farmworker housing, and other agricultural uses as permitted. Large-scale residential developments may not be permitted in this area; however, individual residences and small residential clusters may be allowed where lands are not suitable for farming.

CHARACTERISTICS

It is anticipated that agricultural production will continue as the primary land use in the Agricultural Place Type areas. When permitted, new development should be sited as to retain the highest quality soils and farmland to protect the viability of the town's agriculture, as well as the rural and open space character. In areas without public infrastructure (water and sewer), minimum residential lot sizes of no less than 3 acres should be required to accommodate on-site utilities and active agricultural lands.

Uses

- + Agricultural-related facilities, businesses, and operations as permitted by the NYS Department of Agriculture and Markets
- + Public parks, trails, open space amenities
- + Single-Family Detached and Attached Dwellings (with minimum lot sizes)
- + Home Occupations







07

IMPLEMENTATION PLAN

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INTRODUCTION

The Implementation Plan is a table summarizing the Goals, Outcomes, and Actions, organized by general topic, that the town has established to guide the implementation of Dryden2045. It is a useful tool for decision-making and for monitoring progress, as it is expected that the implementation of Dryden2045 will take place over the course of the next 25 years. The table is meant to provide additional information on the expected timeframes, sponsors, partners, and funding sources necessary to accomplish each action. This table should be updated as part of the regular review of the Plan. Each of these priority actions is assigned the following in the implementation table:

- + **Time Frame** - Short Term (0-3 years), Medium-Term (4-7 years), Long-Term (> 7 years), relative to the date of adoption of the Plan; or ongoing
- + **Lead Organization (Org.)** - who is most likely to be responsible for seeing that the action is pursued
- + **Internal Partners** - who is most likely to do the work
- + **External Partners** - who is most likely to provide assistance, oversight, or input to the town during implementation
- + **Overlap with Other Planning Areas** - what other Planning Areas does this action complement
- + **Potential Funding Sources** - what are the potential sources of internal and external funding for this action (see Glossary of Acronyms to the right)
- + **Implementation Status** - This box should be utilized to track progress toward implementation of the specified action: Not Started, In Progress, Completed (include date of completion) and can be utilized in conjunction with the periodic review of the plan to measure overall progress toward plan implementation

GLOSSARY OF ACRONYMS

ESCO	Energy Service Company
INHS	Ithaca Neighborhood Housing Services
ITCTC	Ithaca-Tompkins County Transportation Council
LWRP	Local Waterfront Revitalization Program
NEEF	National Environmental Education Foundation
NYPA	New York Power Authority
NYS Ag. & Mkt.	New York Agriculture and Markets
NYS DEC	New York State Department of Environmental Conservation
NYS DOT	New York State Department of Transportation
NYS EFC Corporation	New York State Environmental Facilities Corporation
NYSEG	New York State Electric and Gas
NYSERDA	New York State Energy Research and Development Authority
TC DOT	Tompkins County Department of Transportation
TCAT	Tompkins County Area Transit
USDA RD	U.S. Department of Agriculture Rural Development

Goals and Strategies	Timeframe	Lead Org.
RURAL ROOTS: HOUSING & AFFORDABILITY		
GOAL RR 1 - ENCOURAGE AVAILABILITY OF AFFORDABLE HOUSING CHOICES		
<i>Outcome RR 1: Continued development of underrepresented housing types</i>		
<i>Action RR 1.1.1 – Support the development of housing options for older adults that incorporate universal design principles.</i>	ongoing	Planning Board
<i>Action RR 1.1.2 – Encourage compact, energy saving development in nodal areas that increases the availability of affordable single- and multi-family housing options.*</i>	ongoing	Planning Board
<i>Action RR 1.1.3 – Establish minimum requirements or mandatory set-asides for incorporating affordable units into new development.</i>	short-term	Town Board
<i>Action RR 1.1.4 - Proactively solicit proposals for shared equity housing in the villages, hamlets, manufactured home parks, and rural areas of Dryden.</i>	medium-term	Town Board
<i>Action RR 1.1.5 - Review zoning districts to encourage commercial growth within the Dryden School District to balance the tax assessment between commercial and residential properties.</i>	ongoing	Town Board
GOAL RR 2 – SUPPORT INVESTMENT IN EXISTING HOUSING STOCK		
<i>Outcome RR 2.1: Maintained use and desirability of existing housing and neighborhoods</i>		
<i>Action RR 2.1.1 – Develop partnerships and a centralized resource to assist property owners with home improvements.*</i>	short-term	Town Board
<i>Action RR 2.1.2 – Conduct a housing market study to better understand housing needs within the town.</i>	medium-term	Planning Department

			Overlap with Other Planning Areas							
	Internal Partners	External Partners	RR	OS	TM	FC	EL	ES	Potential Funding Sources	Implementation Status
					X	X	X	X		
	Town Board; Planning Department	Tompkins County				x			NYSHCR, NYS Office for the Aging	
	Town Board, Planning Department	Public/Private Partnership; Tompkins County			x	x	x	x	NYSHCR, NYS Office for the Aging	
	Planning Board	Tompkins County				x			General Fund	
	Planning Board	Tompkins County						x	NYSHCR, NYS Office for the Aging, INHS	
	Planning Board	Dryden School District					x		General Fund	
						X	X	X		
	Planning Department	Tompkins County, NYSHCR, NYSEDA				x	x	x	USDA RD; General Fund	
	Town Board	Tompkins County					x		General Fund	

Goals and Strategies	Timeframe	Lead Org.
Action RR 2.1.3 – Support financial assistance for property maintenance and improvements using external grant funding.*	medium-term	Town Board
GOAL RR 3 – CREATE A REGULATORY ENVIRONMENT THAT SUPPORTS AFFORDABLE HOUSING		
Outcome RR 3.1: Increase in the available mix of housing types within the town.		
Action RR 3.1.1 – Encourage expansion of sewer and/or water infrastructure to enable more dense residential development in designated nodal areas.*	medium-term	Town Board
Action RR 3.1.2 – Streamline the review and approval process for residential land uses within the town zoning law.	short-term	Planning Board
Action RR 3.1.3 – Expand areas within the town’s zoning that are designated for nodal development.*	medium-term	Planning Board
Action RR 3.1.4 – Review and update existing zoning laws that support mixed-use development to remove barriers and facilitate adoption.	short-term	Planning Board
Action RR 3.1.5 – Review town zoning law to align nodal development areas with services such as transit, water, and sewer.*	medium-term	Planning Board
ACTIONS RR 3.1.6 Review and update Town Mobile Home law to improve oversight for housing quality in manufactured homes.	medium-term	Town Board

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
Planning Department	Tompkins County				x	x	x	USDA RD; NYSHCR	
			X	X	X	X	X		
Planning Board; Planning Department	Tompkins County		x		x	x	x	Tompkins County; NYS EFC; USDA RD	
Town Board; Planning Department	Tompkins County				x	x		General Fund	
Town Board; Planning Department	Tompkins County				x	x		General Fund	
Town Board; Planning Department	Tompkins County			x	x	x		General Fund	
Town Board; Planning Department	Tompkins County			x	x	x	x	General Fund	
Planning Department, Planning Board	Tompkins County						x	General Fund	

Goals and Strategies	Timeframe	Lead Org.
PRESERVING OPEN SPACE: WORKING LANDS, NATURAL SYSTEMS, AND TRAIL		
GOAL OS 1 – DEVELOP A HIGH QUALITY TRAIL NETWORK		
<i>Outcome OS 1.1: Improved access and marketability of natural and open space areas</i>		
<i>Action OS 1.1.1 – Partner with other municipalities, NYS, and community organizations to complete the Dryden Rail Trail, support trail development, improve trail access, and maintain existing trail systems.</i>	medium-term	Town Board; DPW
<i>Action OS 1.1.2 – Develop new amenities (e.g., kiosks, maps, picnic tables, benches, parking, etc.) and promote rental services (e.g., bike rentals) to support existing trails and open space areas.</i>	medium-term	Town Board; DPW
<i>Action OS 1.1.3 – Encourage strategic development and promote small business along the trail system.</i>	short-term	Town Board
<i>Action OS 1.1.4 – Strengthen connections to the Finger Lakes Trail and other local trail networks.</i>	medium-term	Town Board
<i>Action OS 1.1.5 – Continue to identify opportunities for new trails that connect to local and regional networks and destinations.</i>	ongoing	Town Board
<i>Action OS 1.1.6 – Revisit and update the town’s Recreation Master Plan (2011) to ensure that the town is providing an adequate range of recreational opportunities based on best practices.</i>	short-term	Recreation Department; Dryden Recreation and Youth Commission

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	Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
			RR	OS	TM	FC	EL	ES		
S										
					X	X	X			
	Dryden Rail Trail Task Force; Conservation Board; Recreation Department	Tompkins County; NYS DEC; NYS Parks; Finger Lakes Trail Conference			x	x			NYS DEC, NYS Parks, Tompkins County, General Fund	
	Dryden Rail Trail Task Force; Conservation Board; Recreation Department	Public/Private Partnership; Tompkins County			x	x	x		NYS Parks; General Fund	
	Planning Board; Dryden Rail Trail Task Force	Tompkins County				x	x		General Fund	
	Dryden Rail Trail Task Force; Conservation Board; Recreation Department	Finger Lakes Trail Conference; Tompkins County				x	x		NYS DEC; NYS Parks; NYS DOT; General Fund	
	Dryden Rail Trail Task Force; Conservation Board; Recreation Department; DPW	Tompkins County			x		x		General Fund	
	Town Board; Conservation Board	Tompkins County				x			General Fund	

Goals and Strategies	Timeframe	Lead Org.
GOAL OS 2 – PROTECT THE TOWN’S OPEN SPACE RESOURCES		
<i>Outcome OS 2.1: Preserved rural character, pastoral landscapes, and natural assets for future generations.</i>		
<i>Action OS 2.1.1 – Collaborate with the Finger Lakes Land Trust and other organizations to support long-term flexible conservation programs.</i>	ongoing	Conservation Board
<i>Action OS 2.1.2 – Identify and protect wildlife corridors to prevent habitat fragmentation.</i>	medium-term	Conservation Board
<i>Action OS 2.1.3 – Review local protections for steep slopes (greater than 15%) and identify opportunities for minimizing the potential impacts of development in these areas.</i>	medium-term	Town Board
<i>Outcome OS 2.2: Strengthened resiliency of open space systems to withstand the impacts from a changing climate</i>		
<i>Action OS 2.2.1 – Implement recommendations from the Tompkins County Resiliency and Recovery Plan.</i>	medium-term	Town Board
<i>Action OS 2.2.2 – Develop and implement a town-operations resiliency plan.</i>	medium-term	Town Board
<i>Action OS 2.2.3 – Implement protections for riparian areas by providing for buffers that take into account the effects of climate change.</i>	medium-term	Town Board

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
				X	X		X		
Town Board	Tompkins County; Finger Lakes Land Trust						x	General Fund	
Town Board	Tompkins County; Finger Lakes Land Trust			x				General Fund; NYS Parks; NYS DEC	
Conservation Board, Planning Board	Tompkins County						x	General Fund	
							X		
DPW, Planning Department	Tompkins County						x	General Fund; NYSERDA	
DPW, Planning Department	Tompkins County						x	General Fund; NYSERDA	
Planning Board	Tompkins County						x	General Fund	

Goals and Strategies	Timeframe	Lead Org.
GOAL OS 3 – PRESERVE, PROMOTE, AND SUPPORT THE TOWN’S AGRICULTURAL LANDS		
<i>Outcome OS 3.1: Continued support of Dryden’s agricultural community, culture, economy, and lands.</i>		
<i>Action OS 3.1.1 – Coordinate with countywide protection efforts (i.e., purchase of development rights).</i>	short-term	Town Board
<i>Action OS 3.1.2 – Review existing zoning and revise as necessary to maximize protections for high quality farmland.</i>	short-term	Planning Board
<i>Action OS 3.1.3 – Review the town’s solar law to ensure that high quality farmland soils are protected and to encourage compatible farming activity with solar developments.</i>	short-term	Planning Board
<i>Action OS 3.1.4 – Conduct continued outreach to farmers and producers to identify and address specific concerns related to farmland and farming in Dryden.</i>	ongoing	Planning Department
<i>Action OS 3.1.5 – Foster increased collaboration between Cornell, TC3, local farms, and the Town of Dryden to encourage and support agricultural production.</i>	ongoing	Town Board
<i>Action OS 3.1.6 – Support and promote CSA’s, pop-up marketplaces, and farmers markets throughout the year.</i>	ongoing	Town Board
<i>Action OS 3.1.7 – Identify resources and funding to support farmers in using sustainable farming practices (e.g., regenerative agriculture, methane digestion, etc.).*</i>	short-term	Town Board

				Overlap with Other Planning Areas							Implementation Status
Internal Partners		External Partners	RR	OS	TM	FC	EL	ES	Potential Funding Sources		
			X			X	X	X			
	Agriculture Advisory Committee; Conservation Board	Tompkins County	x			x	x	x	General Fund; NYS Ag & Mkt		
	Agriculture Advisory Committee; Conservation Board; Town Board	Tompkins County	x			x	x	x	General Fund		
	Agriculture Advisory Committee; Conservation Board; Town Board	Tompkins County, Tompkins County SWCD						x	General Fund		
	Agriculture Advisory Committee; Conservation Board	Tompkins County, Tompkins County SWCD	x				x	x	General Fund; SWCF; NYS Ag & Mkt		
	Agriculture Advisory Committee; Conservation Board	Tompkins County					x		General Fund		
	Agriculture Advisory Committee	Tompkins County				x	x		General Fund		
	Agriculture Advisory Committee; Conservation Board	Tompkins County					x	x	General Fund; USDA RD; NYS Ag & Mkt		

Goals and Strategies	Timeframe	Lead Org.
HOW WE MOVE: TRANSPORTATION + MOBILITY		
GOAL TM 1 – IMPROVE REGIONAL CONNECTIONS		
Outcome TM 1.1: Improved circulation and safety		
Action TM 1.1.1 – Work with NYS DOT, Tompkins County, and ITCTC to implement recommendations from the NYS Route 13 Corridor Study to improve corridor safety and incorporate bicycle and pedestrian infrastructure and to develop similar approaches for other state and county roadways within the town.	medium-term	Town Board; Planning Department
Action TM 1.1.2 – Limit or slow traffic in residential areas by reducing speeds and implementing traffic calming techniques to deter through traffic (i.e., commercial truck traffic, commuting traffic).	medium-term	Town Board
Action TM 1.1.3 – Explore opportunities for access and frontage roads to reduce conflicts between through traffic and business patrons.	short-term	Planning Board
Outcome TM 1.2: Improved connectivity and increased accessibility to bus and transit services		
Action TM 1.2.1 – Connect nodal development to existing bus stops and support establishments of new stops near existing nodes.	medium-term	Planning Board
Action TM 1.2.2 – Promote improved connections with TC3.	medium-term	Town Board
Action TM 1.2.3 – Work with TCAT and Cortland Transit to strengthen connections between Ithaca and Cortland.*	short-term	Town Board
Action TM 1.2.4 – Investigate the feasibility of a transit hub and park and ride in conjunction with public transit.	medium-term	Town Board
Action TM 1.2.5 – Work with TCAT and Cortland Transit to increase the frequency of service.*	short-term	Planning Department

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
					X	X			
Highway Department	Tompkins County; NYSDOT; ITCTC				x			NYS DOT; ITCTC; General Fund	
Highway Department; Planning Board; Planning Department	Tompkins County; NYSDOT; ITCTC				x			General Fund	
Planning Department; Highway Department	Tompkins County; NYSDOT; ITCTC					x		ITCTC; General Fund	
					X	X	X		
Town Board; Highway Department	Tompkins County; TCAT; Cortland Transit; ITCTC				x	x	x	General Fund; TC DOT; ITCTC; Private Development	
Highway Department	Village of Dryden; TC3; Tompkins County; ITCTC				x	x		General Fund; TC3; NYS DOT; TC DOT	
Planning Department	Tompkins County; TCAT; Cortland Transit; ITCTC				x	x		General Fund; ITCTC	
Planning Department	Tompkins County; TCAT; Cortland Transit; ITCTC				x	x		General Fund; ITCTC	
Town Board	Tompkins County; TCAT; Cortland Transit; ITCTC				x	x		General Fund; ITCTC	

Goals and Strategies	Timeframe	Lead Org.
GOAL TM 2 – SUPPORT VIABLE, MULTI-MODAL TRANSPORTATION OPTIONS		
<i>Outcome TM 2.1: Expanded trail and multi-modal infrastructure options</i>		
<i>Action TM 2.1.1 – Develop a bicycle (including e-bikes) and pedestrian master plan.</i>	medium-term	Planning Department
<i>Action TM 2.1.2 – Enhance the rail trail with connections to additional nodes and neighborhoods.</i>	medium-term	Dryden Rail Trail Task Force
<i>Action TM 2.1.3 – Increase access points and connectivity of existing trails and transit routes.*</i>	ongoing	Dryden Rail Trail Task Force
<i>Action TM 2.1.4 – Improve signage, wayfinding, and trail maintenance to encourage use of existing trails.</i>	short-term	Dryden Rail Trail Task Force
<i>Action TM 2.1.5 – Establish a Bicycle, e-bike, and Pedestrian Advisory Committee and pursue certification as a Bicycle Friendly Community through the League of American Bicyclists.*</i>	short-term	Town Board

	Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
			RR	OS	TM	FC	EL	ES		
				X		X		X		
	Town Board; Conservation Board; Dryden Recreation & Youth Commission; Highway Department; Recreation Department	Tompkins County; NYSDOT; ITCTC		x		x		x	General Fund; ITCTC	
	Town Board; Conservation Board; Recreation Department	Tompkins County; TCAT		x		x		x	NYS Parks; General Fund	
	Town Board; Conservation Board; Recreation Department	TCAT; ITCTC		x		x		x	NYS Parks; General Fund; ITCTC	
	DPW; Town Board; Conservation Board; Recreation Department	Tompkins County				x			NYS Parks; General Fund	
	Recreation Department	Tompkins County				x			General Fund	

Goals and Strategies	Timeframe	Lead Org.
Outcome TM 2.2: Environments and destinations that encourage walking and biking where appropriate.		
Action TM 2.2.1 – Implement design standards or revise guidelines for nodal areas to strengthen recommendations for pedestrian and bicycle infrastructure.	short-term	Planning Board
Action TM 2.2.2 – Implement traffic calming, bicycle and pedestrian infrastructure, and safety improvements in residential areas.*	medium-term	Town Board
Action TM 2.2.3 – Develop attractive pedestrian areas, main streets, and public squares within nodal areas.	medium-term	Town Board
Action TM 2.2.4 – Promote important linkages between major destinations such as educational facilities and nodal areas.*	medium-term	Planning Board
GOAL TM 3 – INTEGRATE TRANSPORTATION AND LAND USE PLANNING		
Outcome TM 3.1: Increased connectivity throughout town		
Action TM 3.1.1 – Consider land use implications on traffic congestion and safety in new development.*	ongoing	Planning Board
Action TM 3.1.2 – Encourage infill development in designated nodes where gaps in development or sidewalks exist.	short-term	Planning Board
Action TM 3.1.3 – Promote connectivity between new development and existing developments with pedestrian paths and sidewalks.*	ongoing	Planning Board
Action TM 3.1.4 – Consider connections with local transit systems when reviewing new development.*	ongoing	Planning Board

	Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
			RR	OS	TM	FC	EL	ES		
						X	X			
	Planning Department; Town Board	Tompkins County				x			General Fund	
	Highway Department	Tompkins County				x			General Fund; TC DOT	
	DPW; Recreation Depoartment; Planning Department; Planning Board; Villages of Dryden and Freeville; Hamlets of Varna and Etna	Tompkins County				x	x		General Fund; TC DOT; NYSHCR; NYS DOT	
	Planning Department; Town Board	Tompkins County				x	x		General Fund	
				X		X	X	X		
	Planning Department; Town Board	Tompkins County				x	x	x	General Fund	
	Planning Department; Town Board	Tompkins County				x		x	General Fund	
	Planning Department; Town Board	Tompkins County		x		x		x	General Fund	
	Planning Department; Town Board	Tompkins County				x	x	x	General Fund	

Goals and Strategies	Timeframe	Lead Org.
FOSTERING COMMUNITY: NEIGHBORHOODS, CONNECTIVITY + NODAL DEVELOPMENT		
GOAL FC 1 – ENCOURAGE NODAL DEVELOPMENT PATTERNS IN DESIGNATED AREAS		
<i>Outcome FC 1.1: Design elements that support pedestrians and encourage multi-modal transportation, including bicycling (inclusive of e-bikes) and public transit.</i>		
<i>Action FC 1.1.1 – Develop trail and transit connections to nodal areas.</i>	medium-term	Town Board
<i>Action FC 1.1.2 – Implement traffic calming techniques to slow traffic in areas where pedestrian activity is encouraged. Traffic calming may include narrowing lanes and corner radii, curb extensions, narrowed or elevated mid-block crossings, alternative pavement materials, and chicanes or lane shifts.</i>	medium-term	Town Board
<i>Action FC 1.1.3 – Increase pedestrian connectivity within nodal areas with short paths and sidewalks between parcels where there is not existing vehicle access.</i>	medium-term	Town Board
<i>Action FC 1.1.4 – Plant street trees in nodal areas to separate pedestrians from traffic and provide shade.*</i>	short-term	Town Board
<i>Action FC 1.1.5 – Install pedestrian scale lighting and signage in designated nodes.</i>	short-term	Town Board
<i>Action FC 1.1.6 – Consider using incentives in the local zoning law to encourage pedestrians, bicycle, e-bike, and transit facilities.</i>	short-term	Planning Board

	Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
			RR	OS	TM	FC	EL	ES		
DEVELOPMENT										
				X	X		X	X		
	Highway Department; Dryden Rail Trail Task Force; Recreation Department	Tompkins County; TCAT; Cortland Transit; ITCTC		x	x		x	x	General Fund; TCAT; ITCTC	
	Highway Department	Tompkins County; NYSDOT			x		x		General Fund; ITCTC; TC DOT; NYS DOT	
	Highway Department	Tompkins County; NYSDOT		x	x		x	x	General Fund; ITCTC; TC DOT; NYS DOT	
	Highway Department	Tompkins County; NYSDOT			x		x	x	General Fund	
	Highway Department	Tompkins County; NYSDOT			x				General Fund; ITCTC; TC DOT; NYS DOT	
	Town Board; Planning Department	Tompkins County			x		x		General Fund	

Goals and Strategies	Timeframe	Lead Org.
Outcome FC 1.2: Availability of mixed- residential and commercial land uses within walking distance of neighborhoods.		
Action FC 1.2.1 – Incorporate incentives into the existing regulations to allow for infill development and adaptive reuse.	short-term	Planning Board
Action FC 1.2.2 – Expand public water and sewer connections in areas designated for nodal development to support more intense land uses.	medium-term	Town Board
Action FC 1.2.3 – Allow for a mix of residential housing types and densities to achieve a higher overall net density in nodal areas.	short-term	Planning Board
Action FC 1.2.4 – Develop stronger relationships and collaboration with the villages of Freeville and Dryden to create destinations.	medium-term	Town Board
Action FC 1.2.5 – Remove barriers to mixed-use development through flexible zoning by adjusting parking requirements, setbacks, and building heights in areas identified for more intense land uses.	short-term	Planning Board
Action FC 1.2.6 – Review standards for obtaining special use permits to insure they do not overly restrict or create unnecessary barriers to development.	short-term	Planning Board
Outcome FC 1.3: Accessible parks, trails, and open space within walking distance of neighborhoods.		
Action 1.3.1 – Support existing trail networks, parks, and public spaces, and identify opportunities to expand them.	short-term	Dryden Recreation & Youth Commission; Town Board
Action 1.3.2 – Establish standards for the development of parks, trails, and recreation facilities available for community enjoyment.	short-term	Dryden Recreation & Youth Commission

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
		X	X	X		X	X		
Town Board; Planning Department	Tompkins County	x	x			x		General Fund	
Highway Department	Tompkins County	x				x	x	General Fund; NYS EFC; USDA RD	
Town Board; Planning Department	Tompkins County	x	x					General Fund	
Planning Board	Tompkins County			x		x		General Fund	
Town Board; Planning Department	Tompkins County	x		x		x		General Fund; NYSERDA	
Town Board; Planning Department; Zoning Board of Appeals	Tompkins County	x				x		General Fund; NYSERDA	
			X	X		X			
Recreation Department; DPW; Dryden Rail Trail Task Force; Conservation Commission	Tompkins County		x	x		x		EPF; General Fund	
Recreation Department	Tompkins County		x	x		x		General Fund	

Goals and Strategies	Timeframe	Lead Org.
GOAL FC 2 – INCLUSIVE CIVIC ENGAGEMENT		
Outcome FC 2.1: Enhanced community engagement and local pride		
<i>Action 2.1.1 – Work with community centers, volunteer services (fire and EMS), and neighborhood groups to identify capital improvement needs and seek external funding.</i>	medium-term	Town Board
<i>Action 2.1.2 – Support community centers through inclusive and shared programming.</i>	short-term	Dryden Recreation & Youth Commission
<i>Action 2.1.3 – Collaborate with community centers, volunteer organizations, and neighborhood groups to promote volunteerism for maintenance and improvement of public facilities.</i>	short-term	Dryden Recreation & Youth Commission
Outcome FC 2.2: Improved relationships and collaboration with educational institutions.		
<i>Action 2.2.1 – Develop a Safe Routes to School plan and program.</i>	medium-term	Highway Department
<i>Action 2.2.2 – Create “outdoor classrooms” in the town’s natural areas to promote knowledge and stewardship of Dryden’s natural environment.</i>	short-term	Recreation Department
<i>Action 2.2.3 – Improve access between designated nodes and educational institutions such as TC3, Cornell, and local schools.</i>	medium-term	Highway Department

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
						X			
Planning Department; Ellis Hollow, Etna, and Varna Community Centers	Tompkins County					x		General Fund	
Town Board; Ellis Hollow, Etna, and Varna Community Centers	Tompkins County					x		General Fund	
Town Board; Ellis Hollow, Etna, and Varna Community Centers	Tompkins County					x		General Fund	
X X X									
Dryden Recreation & Youth Commission; Town Board	Tompkins County			x				US DOT; NYS DOT; ITCTC	
Dryden Recreation & Youth Commission; Town Board	Tompkins County		x	x				NYS DEC; NEEF; General Fund	
Dryden Recreation & Youth Commission; Town Board	Tompkins County; School Districts; Cornell; TC3		x	x		x		General Fund; School Districts; TC3; Cornell	

Goals and Strategies	Timeframe	Lead Org.
OUR ECONOMIC LANDSCAPE: COMMUNITY INFRASTRUCTURE, WORKFORCE		
GOAL EL 1 – FOSTER COMMUNITY SUPPORT FOR LOCAL BUSINESSES		
<i>Outcome EL 1.1: Resources to support local businesses and entrepreneurs.</i>		
<i>Action EL 1.1.1 – Encourage a chamber of commerce to support local business growth and retention.</i>	medium-term	Town Board
<i>Action EL 1.1.2 – Support home-based businesses and micro-enterprises.</i>	ongoing	Planning Board
<i>Action EL 1.1.3 – Collaborate with local educational institutions to promote workforce development in agriculture, renewable energy, culinary, and hospitality industries.</i>	medium-term	Town Board
<i>Action EL 1.1.4 – Provide workforce and middle-class housing to promote living near work.</i>	long-term	Planning Board
<i>Action EL 1.1.5 – Inventory vacant buildings suitable for manufacturing or light industry.</i>	short-term	Planning Department
<i>Action EL 1.1.6 – Explore the creation of a Local Development Corporation (LDC) to support local business growth.</i>	medium-term	Town Board
<i>Action EL 1.1.7 – Promote utilization of Town of Dryden Business Loan Fund.</i>	short-term	Town Board
GOAL EL 2 – EXPAND THE USE OF ADVANCED TECHNOLOGY		
<i>Outcome EL 2.1: All town residents have access to advanced telecommunications systems.</i>		
<i>Action EL 2.1.1 – Expand broadband service and connectivity to support local and home-based businesses.</i>	short-term	Town Board

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
+ FUTURE DEVELOPMENT									
		X		X	X		X		
	Tompkins County				x			General Fund	
Planning Department; Town Board	Tompkins County	x			x			General Fund	
Agriculture Advisory Committee; Climate Smart Communities Task Force	Tompkins County; NYSERDA				x		x	General Fund	
Planning Department; Town Board	Tompkins County	x		x	x		x	General Fund	
Town Board	Tompkins County; DOS				x		x	General Fund	
Planning Department	Tompkins County; NYSREDC				x			General Fund	
Planning Deparment	Tompkins County; NYSREDC				x			General Fund; USDA RD	
		X			X		X		
Broadband Committee	Tompkins County	x			x		x	General Fund; USDA RD	

Goals and Strategies	Timeframe	Lead Org.
GOAL EL 3 – CELEBRATE AND PROMOTE DRYDEN AS A RECREATIONAL DESTINATION		
Outcome EL 3.1: Develop a marketing and branding strategy.		
Action EL 3.1.1 – Identify recreational destinations and create marketing materials to promote tourism.	medium-term	Recreation Department
Action EL 3.1.2 – Develop promotional materials such as maps, signage, brochures, and wayfinding for existing trail systems including waterway trails.	medium-term	Recreation Department
Action EL 3.1.3 – Develop incentives for local business development around trails.	ongoing	Town Board
Action EL 3.1.4 – Identify recreational market opportunities and provide resources for local businesses and entrepreneurs.	short-term	Town Board
Action EL 3.1.5 – Create strong connections and access between trails and destinations.	medium-term	Town Board
Action EL 3.1.6 – Utilize the town's waterways and water assets such as Dryden Lake to promote water-based tourism.	medium-term	Town Board
GOAL EL 4 – STRATEGICALLY DEVELOP PUBLIC WATER & SEWER INFRASTRUCTURE		
Outcome EL 4.1: Create an environment that fosters cost effective commercial development in nodal areas.		
Action EL 4.1.1 – Expand existing water and sewer infrastructure into areas designated for commercial and mixed-use development.	long-term	Town Board
Action EL 4.1.2 – Identify opportunities to expand water and sewer infrastructure simultaneously with other projects to reduce costs.	medium-term	Town Board
Action EL 4.1.3 – Partner with the Tompkins County IDA to identify opportunities and funding for infrastructure expansion.	short-term	Town Board

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
			X	X	X		X		
Town Board	Tompkins County		x	x	x			General Fund; Tompkins County Tourism	
Dryden Rail Trail Task Force	Tompkins County		x	x	x			General Fund; Tompkins County Tourism	
Planning Board	Tompkins County		x	x	x			General Fund	
Planning Department	Tompkins County				x			General Fund	
Recreation Department; Dryden Rail Trail Task Force	Tompkins County		x	x	x		x	General Fund	
Recreation Department; Planning Department	Tompkins County		x		x		x	General Fund; LWRP	
		X			X		X		
Planning Department; Highway Department	Tompkins County	x			x		x	General Fund; USDA RD	
Planning Department; Highway Department	Tompkins County	x			x		x	General Fund	
Planning Department; Highway Department	Tompkins County IDA	x			x		x	General Fund; USDA RD	

Goals and Strategies	Timeframe	Lead Org.
LOOKING FORWARD: ENERGY + SUSTAINABILITY		
GOAL ES 1 – PROMOTE SUSTAINABLE INFRASTRUCTURE AND ALTERNATIVE ENERGY		
Outcome ES 1.1: Improved energy efficiency in existing properties		
Action ES 1.1.1 – Provide educational resources to help residents work towards energy conservation.*	short-term	Climate Smart Communities Task Force
Action ES 1.1.2 – Identify financial resources and incentives to help property owners implement efficiency measures.*	short-term	Planning Department
Action ES 1.1.3 – Support infrastructure investments that provide additional energy choices like building electrification.*	ongoing	Town Board
Action ES 1.1.4 – Connect property owners with home energy efficiency programs through local, regional, and state partners. *	short-term	Town Board
Outcome ES 1.2: Improved energy efficiency and sustainability of new construction		
Action ES 1.2.1 – Identify and develop incentives for encouraging energy efficiency and sustainability measures.*	short-term	Town Board
Action ES 1.2.2 – Foster nodal development to reduce land used and promote walking and biking as transportation options.*	ongoing	Planning Board

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
		X			X	X			
Town Board; Planning Department	Tompkins County; Cornell Cooperative Extension	x						NYSERDA; NYSEG; NYPA	
Climate Smart Communities Task Force	Tompkins County; NYSERDA	x				x		NYSERDA; NYSEG; NYPA	
Climate Smart Communities Task Force; Highway Department	Tompkins County; NYSERDA	x				x		General Fund	
Climate Smart Communities Task Force; Planning Department	Tompkins County; NYSERDA	x			x			General Fund	
		X	X	X	X	X			
Climate Smart Communities Task Force; Planning Department	Tompkins County; NYSERDA	x			x			General Fund; NYSERDA	
Highway Department; Town Board; Climate Smart Communities Task Force; Conservation Board	Tompkins County; NYSERDA; NYS DOT			x	x	x		General Fund	

Goals and Strategies	Timeframe	Lead Org.
<i>Action ES 1.2.3 – Incorporate and adopt State and County plans and programs related to sustainability and climate preparedness.*</i>	short-term	Town Board
Outcome ES 1.3: Improved efficiency and resiliency of town facilities and operations.*		
<i>Action ES 1.3.1 – Conduct an energy efficiency audit for improvements to town facilities and operations.*</i>	short-term	Planning Department
<i>Action ES 1.3.2 – Implement energy efficiency and electrification measures in town facilities (e.g., insulation/air sealing, electric heat pumps, LED lighting, water conservation, variable frequency drives, etc).*</i>	short-term	Town Board
<i>Action ES 1.3.3 – Install electric vehicle charging stations at town facilities.*</i>	short-term	Town Board
<i>Action ES 1.3.4 – Convert street lighting within the town to LED.*</i>	short-term	Town Board
<i>Action ES 1.3.5 – Explore opportunities for installing additional solar photovoltaic arrays at town-owned facilities and/or supporting a local community solar farm.*</i>	medium-term	Planning Department; Town Board
<i>Action ES 1.3.6 – Implement a building energy efficiency and resiliency policy for capital improvement projects.*</i>	medium-term	Planning Department; Town Board
<i>Action ES 1.3.7 – Implement an electric vehicle and/or fuel-efficient vehicle purchasing policy.*</i>	medium-term	Planning Department; Town Board; DPW
<i>Action ES 1.3.8 – Install bicycle parking and/or bicycle shelter(s) as needed to accommodate employees and visitors to town facilities.*</i>	short-term	DPW

	Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
			RR	OS	TM	FC	EL	ES		
	Climate Smart Communities Task Force; Conservation Board	Tompkins County; NYSERDA	x	x	x	x	x		General Fund	
			X	X	X	X	X			
	Town Board; Highway Department; Climate Smart Communities Task Force	Tompkins County; NYSERDA; NYSEG; NYPA					x		General Fund	
	Climate Smart Communities Task Force	Tompkins County; NYSERDA					x		General Fund; ESCO	
	Climate Smart Communities Task Force	NYSERDA;			x	x	x		General Fund; NYSERDA	
	Highway Department; Climate Smart Communities Task Force	Tompkins County; NYSERDA; NYPA; NYSEG							NYSERDA;NYPA; NYSEG; General Fund	
	Agriculture Advisory Committee; Climate Smart Communities Task Force; Conservation Board	Tompkins County; NYSERDA		x		x	x		General Fund	
	Climate Smart Communities Task Force	Tompkins County; NYSERDA					x		General Fund	
	Climate Smart Communities Task Force	Tompkins County; NYSERDA			x	x	x		General Fund	
	Town Board	Tompkins County			x	x	x		General Fund	

Goals and Strategies	Timeframe	Lead Org.
<i>Action ES 1.3.9 – Implement a sustainable purchasing policy.*</i>	short-term	Town Board; DPW
<i>Action ES 1.3.10 – Identify and plan for climate threats and disaster events.*</i>	medium-term	Planning Department, DPW
GOAL ES 2 – CREATE STRONG REGIONAL PARTNERSHIPS TO DEVELOP AND IMPLEMENT SUSTAINABLE INITIATIVES		
<i>Outcome ES 2.1: Improved resiliency, efficiency, and collaboration with neighboring communities and stakeholders.</i>		
<i>Action ES 2.1.1 – Identify and implement shared emergency services and plans for disaster events.</i>	short-term	Planning Department; Town Board
<i>Action ES 2.1.2 – Work with regional educational facilities to create workforce development programs focused on energy and sustainability.</i>	medium-term	Climate Smart Communities Task Force
<i>Action ES 2.1.3 – Partner with Tompkins County and adjacent municipalities to review the Tompkins County Resiliency and Recovery Plan to identify and implement specific actions, such as flood prevention and watershed protection, that will strengthen the town’s resiliency.</i>	medium-term	Planning Department; Town Board
<i>Action ES 2.1.4 – Explore options for community choice aggregation for renewable energy.*</i>	short-term	Planning Department; Town Board
<i>Action ES 2.1.5 – Partner with regional agricultural organizations to provide information and funding opportunities for sustainable agricultural initiatives such as methane management and carbon farming practices.*</i>	short-term	Agriculture Advisory Committee; Climate Smart Communities Task Force

Internal Partners	External Partners	Overlap with Other Planning Areas						Potential Funding Sources	Implementation Status
		RR	OS	TM	FC	EL	ES		
Climate Smart Communities Task Force	Tompkins County; NYSERDA					x		General Fund	
Safety and Disaster Preparedness Committee; Conservation Board; Highway Department	Tompkins County	x	x	x	x	x		General Fund	
		x	x		x	x			
Safety and Disaster Preparedness Committee; Highway Department	Tompkins County				x			General Fund	
Town Board	Tompkins County; NYSERDA					x		General Fund	
Conservation Board	Tompkins County	x			x	x		General Fund	
Climate Smart Communities Task Force	Tompkins County; NYSERDA				x	x		General Fund	
Town Board, Planning Department	Tompkins County; NYSERDA		x					General Fund	

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GLOSSARY

GREEN INFRASTRUCTURE

Green infrastructure is used to filter and absorb stormwater where it falls (epa.gov) to improve water quality and prevent flooding. Green infrastructure examples include bioswales, permeable pavements, and green roofs.

NEIGHBORHOOD CENTER

A centralized location within a neighborhood that houses goods and services (e.g., civic centers, education centers, hospitals, retail establishments, municipal offices). The centralized location of these establishments traditionally has been thought to be a more equitable use of scarce resources and personnel (Holohean, 1968).

NODAL DEVELOPMENT

"Development that is clustered in an existing or planned population center, is a way to direct growth towards existing communities already served by viable infrastructure. Nodal development uses the resources existing neighborhoods offer and maintains the value of public and private investment in community infrastructure and facilities." (Tompkins County, 2015, p. 101).