



VILLAGE OF DRYDEN COMPREHENSIVE PLAN

Tompkins County, New York

September 21, 2006



Village of Dryden Comprehensive Plan

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VISION STATEMENT FOR THE YEAR 2025

The Village of Dryden, enriched by its past, will have a healthy “small town” atmosphere where attractive residences and vibrant businesses co-exist. The quality of life for our diverse and involved population is sustained by a sound infrastructure of roads, systems, and services. To achieve this quality of life, and to preserve and enhance our community, we will have reasonable and enforceable policies.

Village of Dryden

I. INTRODUCTION

REASON FOR PREPARING THE COMPREHENSIVE PLAN

In every community, various public agencies, private organizations and individuals are continuously undertaking numerous planning activities and decisions. Individually and cumulatively, these activities and decisions affect a community's future and impact the quality of life for those who are a part of the community. Many of these issues have minimal effects in the short run, but it is necessary to keep track of the major activities and decisions in a community. It is necessary to periodically review the big picture and to decide whether significant changes are needed to chart the course the community is heading toward. Public agencies, private organizations, and individuals can each participate in the Village's vision and contribute to the vision by being mindful of the big picture while planning and carrying out specific activities.

This comprehensive planning process is a response to the changing conditions in the region around the Village of Dryden and the general conditions found in the Village itself. The Village desires to distinguish its place in the Finger Lakes Region of New York by creating an individual identity with an emphasis on Dryden's business district. It is the Village's desire to effectuate change in accordance with New York State's Quality Communities initiative.

This Comprehensive Plan will serve as a blueprint for future action by the Village Board of Trustees, the Village Planning Board, Department Heads, and hopefully the community as a whole. The quality of life in the Village of Dryden can be enhanced if a well considered comprehensive plan is adopted and implemented. This comprehensive planning process is an update to the Village's 1973 Master Plan.

WHAT IS A COMPREHENSIVE PLAN?

Comprehensive planning logically forms the basis of all efforts by the community to guide the development of its governmental structure as well as its natural and built environment. The Comprehensive Plan is a means to promote the health, safety, and general welfare of the people of the Village of Dryden, and to give consideration to the needs of the people of the greater Dryden area of which the Village is a part. Significant decisions and actions affecting the immediate and long-range protection, enhancement, growth and development of the Village can be influenced by the goals, objectives, policies, or implementation measures stated in the Plan.

This long-range document, when formally adopted by the local legislative body, provides focus for future municipal action and helps prioritize choices for allocation of resources. The plan not only guides the municipality in addressing key issues facing the community, but it also analyzes its capabilities to respond. Components of a

comprehensive plan are suggested by New York State statute that authorize local governments to prepare a comprehensive plan. The State recognizes that significant decisions and actions affecting the immediate and long-range protection, enhancement, growth and development of communities are made at the local level.

One of the most important powers and duties granted by the legislature to villages is the authority and responsibility to undertake village comprehensive planning. New York State's definition of a comprehensive plan, the suggested elements that it may contain, as well as procedural requirements for development and adoption are found in Village Law §7-722 (Village Comprehensive Plan). The adoption of a comprehensive plan under these statutes is voluntary. Goals have been identified in this Dryden Plan which are the result of participation by a Steering Committee and the public at-large. These goals are broad statements that reflect the "ideal" future conditions desired by the Village. The recommendations herein are a series of action steps or strategies that the Village can implement to achieve each goal that is benchmarked in its Comprehensive Plan.

A comprehensive plan also serves as the foundation for land use regulations. The plan is not a regulatory document itself, although existing land use regulations could be modified as an implementation measure of the plan. A well-considered plan will serve as a legal defense to a community's land use management policies and decisions. New York statutes require that all land use regulations be in conformance with a comprehensive plan. Adopting land use regulations that conform to an up-to-date comprehensive plan provides significant legal protection for such regulations. Land use regulations are not limited to zoning that separates the community into zoning districts and specifies land uses, building dimensions, and yard requirements in each zone; but may also include regulations that protect trees, slopes, historic districts, and view sheds to name just a few. Land use regulations can be adopted to implement the plan's vision, protect the locality's natural resources, and encourage economic development where desired.

Community involvement in creating the plan is critical. Community members become involved by participating on plan committees, speaking at a public hearing, writing a letter, attending planning workshops, and participating in community surveys. Public participation helps ensure the plan addresses the needs of the community. The public participation components of Dryden's planning process are described following.

CITIZEN PARTICIPATION PLAN

A locally appointed Steering Committee, comprised of Village leaders, planning and zoning board members, Village employees, local business leaders, community stakeholders, and the community at-large, was selected to guide the planning process. This process included a Citizen Participation Plan that allows for both an appropriate dissemination of Comprehensive Plan information and for citizen review and input. The goal of the Citizen Participation Plan is to facilitate the Village of Dryden residents' ownership in the Comprehensive Plan. To be successful, all Village residents should feel comfortable in expressing his/her/their points of view.

To accomplish the goals of the Citizen Participation Plan, the Village engaged in the following activities:

- Community surveys of residents, business owners, and commercial building owners were conducted and used to encourage public comments concerning issues related to the Comprehensive Plan;
- Steering Committee meetings and focus groups were convened to allow for additional public comment and to address special areas of concern.
- Key community members and stakeholders were interviewed to determine their attitudes, obtain comments, and note concerns regarding community issues;
- Media coverage and advertisements were utilized to keep the public informed as to the process followed and the progress of the Comprehensive Plan. Media included, but was not limited to, articles/advertisements in designated local newspapers, draft document information, and postings on an appropriate website. The Village's designated newspaper is the *Ithaca Journal*. Additional advertisements were placed in *The Shopper* (Freeville).

COMMUNITY SURVEYS

Since the Village of Dryden's Comprehensive Plan is a citizen-driven plan, as mentioned, it was imperative for the community to have input into the creation of the document. To accomplish this, a series of surveys were completed via mail. The survey instruments and their results are included in Appendices 1 and 2. The Consolidated Plan (detailed following) contains the Housing Survey which is summarized on page 10 of the Consolidated Plan. The Consolidated Plan is included in Appendix 3 and the survey instrument is also included therein. Following is a brief summary of the surveys:

Housing Survey: As part of the Consolidated Plan process, in October of 2003, 650 surveys were mailed to both owner-occupied and income property households in the Village. The number of surveys returned was 358, a 55% response rate. The surveys represent 902 persons which is 49% of the Village's 2000 Census population. Questions centered mainly on the tenure of the unit, description of the household, income, and the owner or renter's opinion on the condition of the housing unit. An additional question on whether or not someone in the household attended Tompkins Cortland Community College (TC3) was also included to gauge the impact of the college, if any, on the housing market in the Village (only 4% of respondents attend TC3). In concert with the survey, an exterior survey of all residential structures was completed outside the areas of newer housing construction such as Logan's Run. It was assumed that most of the homes in areas of relatively new construction would be in "standard" condition, so these areas were eliminated.

Residents' Survey: A Residents' survey was randomly mailed to approximately one in three households in the Village. 273 surveys were mailed and 126 were returned. This is a 46% response rate. The survey asked questions on what residents in the Village valued most in their community. It also asked questions related to the Village's

weaknesses. A number of questions were related to shopping habits and an overall assessment of the business climate in the Village of Dryden.

Business/Building Owner Survey: 69 surveys were mailed to Dryden business and/or building owners. 33 owners responded, a 48% response rate. The mailing included not only for-profit business owners but not-for-profit, Town government, churches, the library, and the school, as well. Business owners provided some general information about their business hours, number of employees, and available parking. A number of questions focused on the strengths and weaknesses of the Dryden business community.

PLANNING PROCESS EVENTS

The Village of Dryden's comprehensive planning process evolved over a period of several months, beginning in August 2004. This plan is based upon the values and concerns of residents and landowners in the Village. As mentioned in the Citizen Participation Plan above, public participation was a significant component of the planning process. It allowed the Steering Committee and consultant to better understand the strengths and opportunities, weaknesses, and critical issues in the Village. This effort provided insight and details on how Village stakeholders feel about their community.

The following events took place from the time of project initiation for the development and adoption of the comprehensive plan:

- Community Kick Off Meeting (September 2004)
- Appointment of a Comprehensive Plan Steering Committee
- Selection of a consulting firm to facilitate the completion of the Plan
- Monthly meetings of Comprehensive Plan Steering Committee
- Village resident mail survey (October 2004)
- Village Visioning Session (November 2004)
- Village business/building owner survey (December 2004)
- Village Goal Development Meeting (May - June 2005)
- Review of draft plan by Steering Committee (June 2005)
- Public Presentation/Hearing for public review of comprehensive plan (November 2005)
- Recommendation of the Comprehensive Plan by the Steering Committee to the Village Board (November 2005)
- Second Public Hearing January 2006
- Review of Comprehensive Plan by Tompkins County Planning Department (August 2006)
- Final Public Hearing (August 17, 2006)
- SEQRA Determination and adoption of Comprehensive Plan by Village Board (September 2006)

STEERING COMMITTEE

The Steering Committee, created by the local governing body, was comprised of political representatives and non-elected community members. It designed the Comprehensive Plan, in part, by guiding the process through consultation, participation, public outreach, discussing and articulating possibilities, and serving as a setting for developing the common objectives and strategies that were ultimately placed in the Comprehensive Plan. Their participation is gratefully acknowledged. Membership of the Village of Dryden Comprehensive Plan Steering Committee was as follows:

Reba Taylor, Mayor, Chair
Sue Cardwell, Resident
Bob Porteus, Resident and Business Owner
John Bailey, Resident and Business Owner
Ron Flynn, Chief, Neptune Fire Hose Company
Henry Slater, Village/Town Code Enforcement Officer
Charlie Hart, Chair, Zoning Board of Appeals
Sue Gilbert, Village Zoning Board of Appeals
Laurie Arnold, Village Zoning Board of Appeals
Gene German, Chair, Village Planning Board
Doug Brown, Village Planning Board
Ed Bugliosi, Village Planning Board
Debbie Hattery, Village Planning Board
Les Cleland, Village Planning Board
Ron Moore, DPW Acting Superintendent
Margaret Ryan, Chief of Police
Mary Ellen Bossack, Village Trustee

VILLAGE OF DRYDEN CONSOLIDATED PLAN

In addition to the completion of the Comprehensive Plan, in December 2004, the Village completed a Consolidated Plan to assist the community in determining its future housing needs and desires. The Consolidated Plan was developed in accordance with 24 Code of Federal Regulations, Subpart C – Local Governments; Contents of a Consolidated Plan, 91.200. While not required to complete a Consolidated Plan, Village of Dryden leaders determined that the completion of such would be a valuable reference in making housing-related community decisions. The Consolidated Plan is included in its entirety as Appendix 3 of this Comprehensive Plan.

NEW YORK STATE QUALITY COMMUNITIES INITIATIVE

In 2001, at the request of Governor George Pataki, State Lieutenant Governor, Mary O. Donohue, convened an Interagency Task Force on Quality Communities. In his charge to the Task Force, the Governor called for a multifaceted and interdisciplinary study of issues which might impact the study of community visions. Ten roundtables were held throughout the State to hear from government leaders, environmental advocates, and members of the business community about the particular qualities which are important to communities in their regions and how these qualities can be attained. A summary of the task force recommendations is included herein in Appendix 4. With the Quality Communities recommendations in mind, the Village of Dryden has created its Comprehensive Plan and set forth its vision for the future. In particular, the Village's Plan adheres to the following Quality Communities' principles:

- As part of its Comprehensive Plan, the Village seeks to adopt and adhere to Quality Communities' principles in community planning and development.
- Under revitalizing downtowns, the Village has sought the input of the community at-large, schools, businesses, not-for-profit, and private institutions in developing and implementing the community vision.
- The Village has undertaken highway improvement projects (Route 13) with community development plans to maximize the use of road openings for infrastructure repairs, to bury cable lines, and make aesthetic improvements while minimizing disruption to residents, businesses, and visitors.
- The Village continues to encourage community new or existing intermodal transportation centers to address passenger needs and anticipated future growth. This includes building on State and local partnerships to accommodate bicycle and pedestrian access and mobility on new and improved transportation facilities.
- One of the Village's goals in the Comprehensive and Consolidated Plans is to foster collaboration among businesses, not-for-profit corporations, and community and professional organizations to assist low and moderate income residents in their community to obtain affordable housing by identifying and utilizing existing State and federal housing programs.
- By way of this Comprehensive Plan, the Village of Dryden establishes a foundation for planning for future economic and community development.
- The Village intends to continue and to maintain and expand its opportunities for intermunicipal agreements.

FUNDING SOURCE

In 2004, The Village of Dryden applied for and received Technical Assistance funding through the New York State Governor's Office for Small Cities Community Development Block Grant (CDBG) program. The Village was required to provide a match for the project. The funding award was intended to assist in the development of a strategic plan for Dryden's downtown area. Given the size of the community, the Village felt the entire community could benefit from a planning process which resulted in a Comprehensive Plan.

THOMA DEVELOPMENT CONSULTANTS

Thoma Development Consultants (Thoma) was hired by the Village of Dryden through a competitive procurement process to assist in the development of the Village's Comprehensive Plan. Thoma is a community development consulting firm which was founded in 1980. Thoma partners with municipalities and private customers and offers specialized services in planning, economic market analyses, grant preparation, and program implementation in the areas of housing, economic development, infrastructure, downtown revitalization, and community facilities. They have significant experience in completing strategic plans under the Governor's Office for Small Cities' Technical Assistance Program.

EXECUTIVE SUMMARY

In the year 2005, the Village of Dryden is at a crossroads. Its existing Master Plan was adopted in 1973 and has never been updated. Zoning and subdivision regulations were similarly adopted in 1973, with updates completed in 1990 and 1996, respectively. The Village experienced much growth through the 1980's and 1990's, especially with respect to increases in the number of housing units Village-wide and commercial development, particularly along North Road (Routes 13/38). This development created more users of the Village's municipal water and sewer systems. At this time, the wastewater treatment plant is in serious need of upgrading and the municipal water system will also need improvements in the very near future.

Concurrently there has been similar development occurring in the Town of Dryden, particularly in the area immediately surrounding the Village. The Town is the second-most populated town in Tompkins County and third overall in population after the Town and City of Ithaca. It has experienced an almost 39% increase in population since 1970. Similarly, the Town's number of housing units increased by 78% over the last 30 years, as locally and nationwide there is a trend towards smaller household sizes and the need for more dwelling units. Commercial development north and west of the Village of Dryden in the Town has brought the question of annexation to the forefront for projects needing municipal services, particularly water and sewer. Regional development and local employment opportunities have resulted in significant increases

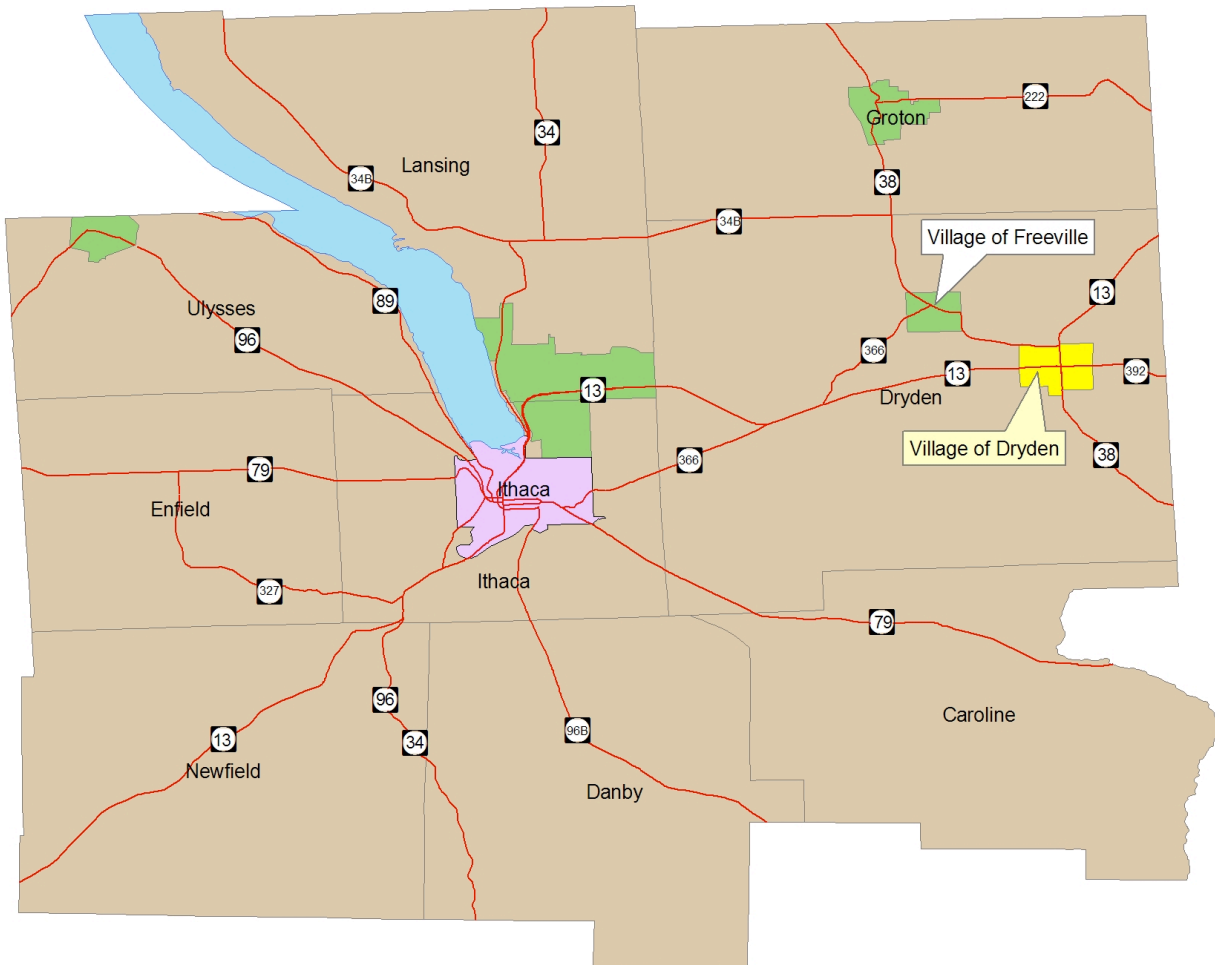
in the usage of NYS Route 13 as a major transportation carrier. This has created both opportunity and concerns for the Village of Dryden.

The beginning of the 21st century has seen significant activity in the housing market in Tompkins County with marked increases in the for-sale price of housing and increases in charges for rental units. This has left some on the lower end of the income spectrum scrambling for affordable housing, made the dream of owning a home out of reach for many, and forced some senior citizens to face the reality that they may no longer be able to afford to live in communities they have grown to love. Since there is developable land in the Village of Dryden, with the possibility of municipal water and sewer service, this has resulted in increased interest in the Village for housing development. A recent survey of Village residents done in conjunction with the Consolidated Plan process indicates a desire for more diversity in housing options.

The Village of Dryden has immediate issues related to land use, zoning and local laws, annexation, housing, business retention and expansion, municipal infrastructure, and other issues identified and detailed in this Plan. For certain, there will be other issues that will come to the forefront in upcoming years. The Village community has examined its past successes and challenges. They are proud of their homes, schools, friendly small town businesses, community organizations and programs, tree lined streets complete with sidewalks, places of worship, emergency services, and the fact that Dryden is a wonderful place to raise a family. The Village hopes to forge a path to the year 2025 whereby it retains and enhances those assets that have defined the Village's character and made it the wonderful community it is today while, at the same time, creating a welcoming atmosphere for future growth and opportunities.



Village of Dryden, County Location



LEGEND

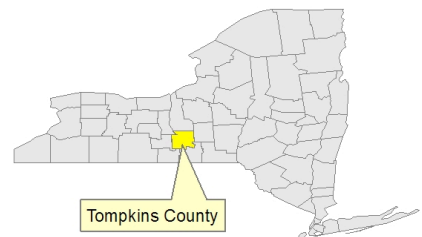
- State Roads
- Cayuga Lake
- Village of Dryden
- City of Ithaca
- Other Villages
- Tompkins County



Created: July 19, 2005

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New York State



II. SETTING THE SCENE

HISTORY OF THE VILLAGE OF DRYDEN

The Village of Dryden is located in Tompkins County which, in turn, is located on the southern shores of Cayuga Lake in central upstate New York. While archaeological artifacts found in the Finger Lakes Region can be traced to the Stone Age, detailed records of the development of Tompkins County closely pre-date the American Revolution. Once inhabited by the Cayuga Indians from the Iroquois Confederation, the land included in Tompkins County was surrendered by the Indians during the Revolutionary War after General George Washington ordered the Indian villages destroyed to preclude a British/Indian alignment.

At the end of the American Revolution, the New York State Legislature set aside a two million acre military tract to be divided into lots and paid to surviving veterans for their military service. These original townships were divided and regrouped several times in the late 1700's. The modern day Tompkins County boundaries were finalized around the mid-1800's. Settlement of the Dryden tract was slow. Not until the first Europeans started to settle the area, did the Dryden area realize substantial growth. The "four corners" area of the Village was the hub of the community, with a post office and a grocery store. The Village was incorporated in 1857.

The lumber business was Dryden's first industry until most of the land was cleared for agricultural purposes. As the Town's hillsides produced more and more farms, the Village became the site of agricultural spin off businesses such as lumber mills, tanneries, woolen mills, and gristmills. This agrarian economic focus continued into the mid-to-late 1800's. With the advent of rail service and more regional economies, Dryden was in competition for the sale of its goods from places outside the local area. Subsistence farming gave way to business farming: the sale of livestock and crops. Many of the Dryden area's original, agriculture-dependent "industries" closed as the shift in farms operations refocused. During the late 1800's, many of the Village's original settlement structures were replaced with Federal, Greek Revival, Queen Anne, and Italianate style frame structures, many of which have survived the test of time.

After World War II, as more households acquired an automobile and there was greater industrialization in the workplace, more and more Village workers sought employment opportunities in the nearby cities of Cortland and Ithaca where large manufacturing mainstays such as Smith Corona, Morse Chain, NCR, and Ithaca Gun provided ample job opportunities. Although agriculture still plays a significant role in the Town, there was less and less reliance by Dryden residents on farms for employment opportunities because manufacturing jobs were so abundant. Small mill and farm towns such as Dryden transformed into residential towns and villages with a downtown commercial hub, interconnected by a system of roadways and rail lines.

Also replacing the timber and agriculture based economy in the region was the emergence of Cornell University which was established at the close of the Civil War. As college enrollment increased in the late 1800's and beyond, especially following World

War II, Cornell acquired more and more land for teaching, research, and development, including land in outlying Tompkins County towns. In addition, Ithaca College was founded in 1892. (In the late 1960's, Tompkins Cortland Community College was founded in the Town of Dryden near the Village's northern boundary). Together these institutions had a tremendous economic impact on Tompkins County which continues today. Despite faltering economies in many areas of Upstate New York, because of these colleges, Tompkins County typically enjoys one of the lowest unemployment rates in the State.

Due to the fact that the nearby cities of Ithaca and Cortland were larger and more economically diverse, economic development and new housing initiatives continued to center around those cities and their immediately adjacent suburbs (although the Village of Dryden has enjoyed some modest housing growth). As regional malls became the shopping norm in the 1960's and were located nearer to industrialized areas, Dryden was able to maintain service businesses such as banks, insurance agencies, grocery stores, pharmacies, restaurants, and other small businesses. Its retail niche then and today, however, suffers from the competition posed by shopping centers. Unlike other remotely located, small, upstate villages, however, Dryden has benefited from its location on NYS Route 13, a major arterial which connects the Finger Lakes/Ithaca area to Interstate 81 and beyond. While the Village does have some struggling businesses, and residents desire a wider variety of services and shopping, the Village has been fortunate in that it can continue to support its banks, pharmacies, grocery store, etc., which are oftentimes businesses that abandon small rural villages.

It appears that the Village of Dryden will continue to remain a small rural residential community, supported by small businesses. Future development needing municipal water and sewer, particularly along the Route 13 corridor, will force the Village's hand on the issue of annexation. The addition of large expanses of land into the Village, both developed and needing to be developed, has the potential to change the character of the community. The Village must develop the planning tools it needs to react to these opportunities so that the fabric of the community's character is not destroyed.

POPULATION AND DEMOGRAPHICS

Tompkins County's 2000 Census population of 96,501 is more urban than rural, with more than half of the County's population living in places of 2,500 people or more.

The Village of Dryden is wholly located within the Town of Dryden in the eastern portion of the County. The Town encompasses some 95 square miles. According to the 2000 Census, 15,532 residents live in the Town of Dryden. The Village of Dryden includes a 2000 Census population of 1,832 persons residing on approximately 1.66 square miles.

As noted in Table 1 below, the population of Dryden has had a net increase over the last 30 years, although the population dropped slightly during the decade of 1990-2000. At the same time, the County and Town have consistently gained in population.

TABLE 1
POPULATION TRENDS 1970 -2000

	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Tompkins County	76,879	87,085	94,097	96,501
Dryden, Town	9,770	12,156	13,251	13,532
Dryden, Village	1,490	1,760	1,908	1,832

Source: U.S. Census

A total of 772 households exist in the Village of Dryden, with an average household size of 2.37 persons. Following the national trend, marital disruption, single persons delaying marriage, and an overall increase in human longevity, is resulting in the number of households in the Village growing steadily without a concurrent increase in population. Table 2 following illustrates the Village's household trends:

TABLE 2
HOUSEHOLD TRENDS 1970 -2000

	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Tompkins County	22,614	29,548	33,338	36,420
Dryden, Town	3,062	4,467	5,037	5,455
Dryden, Village	484	682	753	772

Source: U. S. Census

Village of Dryden Household/Population Quick Facts

- ◆ 34% of the Village's population is aged 35 to 54 years of age.
- ◆ 29% of the Village's population is aged 19 and under.
- ◆ 210 persons, or 11.5% of the Village population is aged 65 or older.
- ◆ The median age in the Village is 36.7 years.
- ◆ 98.5% of persons in the Village are Caucasian.
- ◆ 93% of the Village population over the age of 25 is a high school graduate.
- ◆ 37.7% of the Village population over the age of 25 has a bachelor's degree or higher.
- ◆ 60.8% of households are families; 49.2% of family households are married couples.
- ◆ 33.4% of households live alone; 10.9% are 65 years of age or older.
- ◆ 30.8% of family households have children under the age of 18.
- ◆ 20.9% of households have a person who is aged 65 or older.
- ◆ 7.8% of households are female headed; 4.1% have children under 18.

LOCAL ECONOMIC CLIMATE

As discussed in *History*, the Village of Dryden traditionally has not fostered much of an industrial base since its earliest beginnings. Today the largest employer in the Village is the Dryden Elementary School. Some of the other “larger” Dryden employers include Stafford Chevrolet car dealership with 50 employees, the Village of Dryden with 30 employees, and Sturges Electronics, 25 employees. The rest of the Village economy is primarily service related: banks, restaurants, fast food establishments, gas stations, convenience stores, florists, pharmacies, doctors, dentists, lawyers, insurance agencies, farm-related businesses such as Agway, car repair shops, automotive aftermarket parts and sales, etc. Most of the employment opportunities, then, are emanating from outside the Village. Due to the presence of the aforementioned colleges and universities, jobs in education and related fields drive the economy of Tompkins County. Per the 2000 Census, and as illustrated in Table 3, the Village of Dryden workforce is employed in the following occupations:

TABLE 3

VILLAGE OF DRYDEN/TOMPKINS COUNTY OCCUPATIONS

OCCUPATION	Village of Dryden		Tompkins County	
	Number	Percent	Number	Percent
Agriculture, forestry, fishing hunting, and mining	9	.09	929	1.9
Construction	36	3.7	1545	3.2
Manufacturing	94	9.7	3375	7.0
Wholesale trade	13	1.3	518	1.1
Retail trade	118	12.2	3960	8.2
Transportation and warehousing, and utilities	44	4.5	1169	2.4
Information	21	2.2	1507	3.1
Finance, insurance, real estate, and rental and leasing	60	6.2	1515	3.1
Professional, scientific, management, administrative, and waste management services	67	6.9	4056	8.4
Educational, health, and social services	357	36.9	22681	47.1
Arts, entertainment, recreation, accommodation and food services	68	7.0	3993	8.3
Other Services (except public administration)	34	3.5	1680	3.5
Public administration	47	4.9	1264	2.6

PREVIOUS PLANNING EFFORTS

Village of Dryden Master Plan and Other Plans (1973)

As mentioned, the Village of Dryden's Master Plan was adopted in 1973 and never updated. Zoning regulations were adopted the same year and updated in 1990. Subdivision regulations were similarly adopted in 1973 and updated in 1996. Site Plan Review was adopted in 1990. The Village's copy of its 1973 Master Plan was missing at the time this Comprehensive Plan was developed. While it would have been helpful to compare the community's vision set forth in 1973 with the vision put forth in 2005, not having the document did not negatively impact the Village's work for this Plan. It did indicate, however, that the Plan was not being referenced for planning work and municipal decision making. This indicates that it had probably outgrown its usefulness.

As indicated in this Plan, the previous Master Plan and Land Use regulations served the Village well. There are very few areas of the Village that were "improperly" developed. One of the greatest needs in the community now is to redefine some of the zoning boundaries and to re-write portions of land use regulations.

The Dryden General Plan (1968)

This plan was completed by Egner and Niederkorn Associates, Inc. of Ithaca, New York for the Town of Dryden and the Villages of Dryden and Freeville in October of 1968. The most notable discussion in the plan was the routing of a planned Route 13 arterial. The plan noted that with the growth of Cornell University and the industrial growth of Routes 13 and 281 in South Cortland, Dryden would be an area sought after for residential growth. The relocation of Route 13 through the Town *would have a pronounced effect on future population growth by opening up new land for both housing and commerce and tying potential residential areas to regional work centers by high-speed limited access highway.*

At that time, the Route 13 arterial was planned for north of Freeville with local intersections at Etna-Pinckney Roads, Route 38, and Fall Creek Road. It would have bypassed the Village of Dryden entirely. This would have had a pronounced effect on the economy and vibrancy of the Village. According to a Steering Committee/Planning Board member, there was not much resistance at that time to not having Route 13 pass through the Village. As the area formerly proposed for the arterial has developed significantly with new housing, it would appear that this option would be highly unlikely in the future.

Also of interest in the General Plan was the discussion for more parking in the downtown area. The Plan recommended better signage for available parking and called upon the Village to take advantage of the availability of land adjacent to its George Street parking lot so that parking could be increased.

Tompkins County Comprehensive Plan (2004)

The Tompkins County Comprehensive Plan was completed in December of 2004 and is a general vision for the future growth of the County rather than a specific action plan for specific communities within its borders. The *Implementation of Priority Actions* section of the Plan notes a number of County-wide issues that are very relevant in the Village of Dryden. These include:

- ◆ The lack of affordable housing in the County
- ◆ The need to develop a County-wide Route 13 Corridor Management Plan
- ◆ Developing a County-wide comprehensive Park and Ride Plan
- ◆ Determining the feasibility of a rural microenterprise program
- ◆ Management of water resources
- ◆ Preserving natural resources
- ◆ Promoting walkable communities
- ◆ Working with local communities on their land use plans
- ◆ Developing model land development regulations and design standards that support development in areas with water and sewer services

Town of Dryden Comprehensive Plan (In progress 2005)

The Town of Dryden has been working on its Comprehensive Plan with the firm of George Frantz and Associates of Ithaca for most of the last five years. The Town's Comprehensive Plan process is nearing completion and the Town is engaging in the required public hearings before formally adopting its Plan.

Since input for the Plan was provided by both Town and Village residents alike, most of the recommendations of the Town's Plan complement the Village's future goals and objectives. There are, however, a number of issues in the Town which are harbingers for the Village and the Village needs to seriously consider these issues. Listed following is a brief discussion of some of the major points of the Town's Plan.

Citing Census data, according to the Town's Comprehensive Plan, the Town's population has increased by 84% since 1960 and accounts for 17.4% of all growth in Tompkins County. The greatest decades for growth were 1970 and 1980. Only 210 persons were added to the Town's population in the decade of 1990 to 2000, a 2% increase. In 1960, the combined populations of the Villages of Freeville and Dryden accounted for 24% of the population of the Town. By 2000, this percentage fell to 17%. Since 1970, the Village's percentage of households has increased by 60% while the Town's increased by 78%. Residential growth in the Town, therefore, is occurring outside of traditional centers of population. This signals good news for the Village's business sector which can continue to take advantage of a reliable source of business patronage.

The Village's greatest population increases occurred in the decades of 1960-1970 and from 1970-1980 when the Village realized approximately an 18% increase in population during both decades. In 1980-1990, the population grew by only 8% and in 1990-2000, the Village lost 4% of its population (note that the Town only grew by 2% during this time).

The Town anticipates that commercial development will continue to be centered in areas closest to the Route 13 corridor, in and near the Village of Dryden. This is because the Town does not have municipal water and sewer and its Comprehensive Plan does not advocate the Town developing its own systems. This suggests, perhaps, the Town's desire for low density housing and commercial development and a willingness on the part of the Town for areas such as the Village of Dryden to be the site of future high density housing and commercial development. This means that intermunicipal cooperation on issues of water, sewer, and annexation will continue to be significant issues for Village government leaders. It will also call into question whether there is a threshold for annexation that the Village wishes to achieve without sacrificing the present character of the Village. It would also suggest that high volume nodes of transportation, particularly Route 13, will continue to be utilized. This creates opportunity but also signals a continued issue of how to handle traffic along the corridor.

The Town Comprehensive Plan also notes that the Town is still very much a rural township. Over 90% of its land area is active or inactive agricultural land or undeveloped meadow, brush, woodlands, or wetlands. Of particular interest to the Village are the scenic Town viewsheds provided by well-maintained farms and beautiful rolling hillsides. These scenic vistas can be viewed from all directions and contribute to a wonderful ambiance in and around the Village. Conversion of farmland to residential or commercial use could disturb this wonderful asset. It is important that the Village support the Town in its efforts to protect both agriculture and open space.



Commercial and economic development goals and objectives in the Town's plan support the Village's Comprehensive Plan in that design standards should be developed for new initiatives including traffic management, parking, buffering, landscaping, and pedestrian safety, to name just a few.



The Village's Steering Committee noted that the Village of Dryden is a wonderful place to raise a family. Certainly one of a community's greatest assets with respect to raising a family is the parks and recreation programs available. The Village of Dryden relies heavily on the Town and the Dryden School District in this regard. Again, intermunicipal cooperation, in concert with the school district, is important for the future success of park facilities and recreational programs.

To save on costs, the Town and the Village share its emergency services, in varying degrees, including police, fire, and ambulance. It is a goal of the Town of Dryden Plan to work with Tompkins County and other municipalities to enhance the provision of emergency services and to minimize the cost of such services. The Town supports efforts for recruitment and retention of volunteers by volunteer fire departments and emergency services organizations. This is a shared goal of the Village.

Tompkins County Agriculture and Farmland Protection Plan (1998)

The intent of the Tompkins County Ag and Farmland Protection Plan is to economically strengthen the County's agriculture industry and protect its agricultural lands. The following goals serve as the foundation of the County's Ag and Farmland Protection Plan:

1. Agricultural Economic Development: Strengthen the economic viability of farm businesses through programs of education, business retention and expansion, and the development of diverse agricultural enterprises supplying both local and distant markets.
2. Education: Create a high level of awareness and knowledge by community decision-makers, farmers and other county residents about economic and societal values of agriculture.
3. Government Policies: Provide a supportive climate for continuation of farming through public policies and actions on land use and taxation that minimize disincentives for farming. Effective action is needed from various levels of government.

As per Village Law Section 7-722, this Village Comprehensive Plan takes into consideration the land within the Village of Dryden that is included in an agricultural district. This land is located in the southeast quadrant of the Village. Furthermore, this plan takes into consideration the Tompkins County Ag and Farmland Protection Plan by providing strategies that are either complimentary to the Ag Plan, or provides goals and actions that are not detrimental to the Ag and Farmland Protection Plan's suggestions.

Tompkins County is currently drafting new strategies and actions for the Agriculture and Farmland Protection Plan. These new strategies are categorized into the original three goals previously mentioned, and provide detailed suggestions for furthering the prosperity of farming and agriculture throughout the County.

III. INVENTORY AND ANALYSIS

HOUSING

BACKGROUND



In 2005, the Village of Dryden is overwhelmingly residential, with some 811 existing housing units. The number of businesses in the Village, including not-for-profit entities and churches is approximately 70. Most of the housing units are single family. In the Village's Consolidated Plan, it details the demographics and overall picture of the state of Dryden's housing. As mentioned, the Village desired to complete the Consolidated Plan to guide its future decision making with respect to housing since there is developable land remaining in the

community and housing is a sought after use for this land. It was also hoped that the completion of said Plan would enable the Village to better prepare and compete for funding opportunities related to housing. Appendix 3 contains the complete copy of the Consolidated Plan including detailed information on housing in the Village.

ISSUES

The Village's housing stock is aged, with 60% of housing units built before 1960 and 36% built before 1939. Forty-three percent (43%) of resident survey respondents believe their homes need repair and 53% feel someone residing in his/her neighborhood occupies a home needing repairs. It is apparent that substandard owner occupied housing is not being addressed because the income of some of the owners will not allow routine maintenance, let alone costly home repairs. Older homes are typically not energy efficient and are costly to repair. Per the 2000 Census, almost 20% of Dryden homeowners pay 30% or more for housing costs. Paying 30% or more of one's income for housing is considered a financial burden.

Of the 42 multi-unit structures included in an exterior housing conditions survey, 34, or 81%, were in substandard condition. Circumstances exist where poor housing conditions in the Village of Dryden are negatively impacting community character and quality of life. Over 1/3 of Dryden renters pay more than 30% of their income for rent. The two Tompkins County housing agencies that manage the Section 8 Housing Choice Voucher Program note the ever-increasing waiting list for voucher assistance.

The dream of homeownership for residents in Tompkins County is becoming out of reach for many income segments. Information provided by the Tompkins County Board of Realtors indicates that between the years of 2001 to 2004, the average sale price of homes in the County has risen 40%. Home ownership for lower income and middle class families encourages a sense of personal pride and accomplishment and investment in one's community. If these income segments are locked out of the housing market, this threatens a community's vitality and volunteer base.

Respondents to the housing survey would like to see more diversity in the choice of housing available in the Village. While some respondents did not view housing choice as an issue in the community, when survey respondents were segregated by income, the lower the income, the less housing choice was perceived.

The Village's residential zoning districts have generally served the community well since 1973. There is a need now, however, to review some of the district boundaries, and local laws and code enforcement related to residential neighborhoods. Other zoning issues exist in the Village and a section of this Plan provides an inventory and analysis of such issues (See Section III, *Land Use Analysis*, page 71).

Tompkins Cortland Community College (TC3) is not located in the Village, however, it is located at its northern border and utilizes Village water and sewer. By their nature, community colleges are more commuter-oriented rather than residential in nature. TC3 does have near-campus housing for its students and has recently increased its number of available beds from 280 to 414 by constructing a new dormitory. It is expected that as the cost of four-year colleges continues to be out of the financial reach of many individuals and families, community colleges will continue to enjoy unprecedented enrollments. TC3 has responded to its popularity by drafting a five-year Master Plan for the college that includes the construction of new housing, a new sports complex, and additions to its main building. TC3 does not appear to have a significant impact on the Village's housing stock at this time, per responses to the housing survey for the Consolidated Plan, but could be a factor if the planned on-campus housing units are not developed and there is a concurrent increase in enrollment.

There are housing issues for the special needs population residing in the Village, including but not limited to, frail elderly, Office of Mental Retardation and Developmentally Disabled (OMRDD) clients, persons with disabilities, etc.

Lead based paint in the Village is a moderate concern (See Appendix 3, page 50).

SUMMARY AND RECOMMENDATIONS

It is likely that the Village of Dryden is continuing on the course of remaining as a small, residential community surrounding a small commercial base that exists primarily on Route 13 through the Village. There is developable acreage in the Village and it is anticipated that much of this land will be sought after for housing development. The Village needs to update its land use regulations to better prepare itself for new development of any kind.

The condition of the Village's housing stock is a prime concern. Since the Village derives most of its tax base from residential property, it is imperative that the housing stock remains stable and attractive. The Village needs to continue to work with its Code Enforcement Officer to ensure codes are enforced. Additionally, the Village needs to continue to seek funds for both housing rehabilitation and homeownership to ensure that Dryden remains a wonderful place to live. The Village needs to consider the needs of all income segments of its population and the physical needs of those with access and other special needs when addressing housing issues. As new development is proposed in the Village, it is important that the small town rural character be preserved. Ultimately, the Village desires "attractive residences" that co-exist with vibrant businesses as stated in the Dryden Vision Statement. With this in mind, the Village of Dryden has formulated the following housing goals.

Goals

Goal #1: It is the goal of the Village of Dryden to ensure all dwelling units in the Village are safe and habitable.

Goal #2: It is a goal of the Village that there will be housing units in the Village, existing or proposed, which are affordable and accessible to all income segments of the population.

Goal #3: It is a goal of the Village that there will be dwelling units which are accessible to all and are adapted, when necessary, for the enjoyment of all.

Goal #4: It is a goal of the Village to ensure that future housing development or modifications to existing housing are in keeping with the size, scale, and character of the Village of Dryden.

Goal #5: It is a goal of the Village to update its land use regulations, especially with respect to housing.

Goal #6: It is a goal of the Village of Dryden to continue to work closely with its Building Code Enforcement Officer to ensure that all codes/local laws regarding housing are enforced.

Goal #7: It is a goal of the Village to continue its strong "town/gown" relationship with TC3.

Goal #8: It is a goal of the Village of Dryden to work with Tompkins County's housing referral network, particularly with respect to the homeless and special needs populations.

Goal #9: It is a goal of the Village to work with Tompkins County agencies regarding lead based paint and other housing safety/health issues.

Recommendations/Activities

Activity #1: The Village will seek financing sources, such as State and federal programs, to renovate housing through rehabilitation programs. Income property rehabilitation programs should be conditioned on rent subsidy programs and/or affordable rents; therefore not displacing or overburdening tenants through increased rents (1, 2).

Activity #2: The Village will continue to support comprehensive housing code enforcement efforts in the Village to maintain owner occupied and income property units in standard condition (1, 6).

[Note: *Building Code Enforcement* and *Land Use* Regulations can be referenced in Section III, page 21 and page 71 of this Comprehensive Plan].

Activity #3: The Village will encourage and promote home ownership through programs that provide assistance to low and moderate income, first time homeowners (2).

Activity #4: The Village will remain vigilant in reviewing the conversion of single family housing to multi use by using appropriate land use management practices (1, 4, 6).

Activity #5: The Village will develop a proactive approach to the development of new rental units for all income, age, and disability segments as demand and developable properties are identified. The Village will work with qualified developers who share a vision with the Village in developing new living units to meet growing needs (1, 2, 3, 4).

Activity #6: The Village of Dryden will continue to work cooperatively with TC3, especially with respect to the housing needs of the college (7).

Activity #7: The Village will remain cognizant of OMRDD clients and their housing needs, and those of other special needs populations, and assist in advocacy efforts in the Village, where needed (8).

Activity #8: The Village of Dryden will continue to work with Tompkins County for such housing-related issues, including but not limited to, homelessness, lead based paint, and other housing health and safety issues. The Village will remain cognizant of such emerging housing issues and serve as a partner with the County in the referral network (9).

*** Numbers in parentheses refer to goals listed above**

BUILDING CODE ENFORCEMENT

BACKGROUND

A Steering Committee meeting, during which the Village's strengths and weaknesses were identified and prioritized, resulted in Code Enforcement being identified as another significant Village issue. In Fiscal Year 2005, the Village of Dryden has budgeted \$10,000 for such services, which it contracts for with the Town of Dryden. The Code Office is located in the Town Hall building and there are presently four (4) persons assigned to this office including two code officers and two support staff. The Village of Dryden local law states that, "The Code Enforcement Officer shall administer and enforce all the provisions of the Uniform Code and the Zoning Laws of the Village of Dryden, including receiving building permits, applications, reviewing plans and specifications, conducting inspections.....". The following issues were noted by both the Code Office and the Steering Committee.



ISSUES

The Village's financial contribution to the Code Office somewhat limits the level of services provided. The Village appears to have a wide range of code enforcement needs and the dollar amount budgeted for an office staff of four, even though this is a shared cost with the Town, does not begin to cover the scope of services both needed and desired by the Village. This is not to imply that the Code Officer is doing a poor job. Steering Committee members expressed frustration with not being able to force reluctant property owners to bring their properties to standard condition. A member of the Zoning Board of Appeals noted that it was difficult for the Code Officer to follow up on all the requirements imposed by site plan review.

The Village also expressed the need for a more frequent review of the fees charged for permits, attorneys' fees, and for the overall review of projects, particularly when special referrals to architects, engineers, etc. are needed to fully review and understand a project's issues of concern.

These are but a few of the issues that the Steering Committee felt were not being adequately addressed.

The Code Officer noted that even if there were an adequate scope of Code Enforcement services provided for the Village, the general public doesn't always realize that there are legal constraints regarding the right of the Code Officer to enter a property and the legal right of the property owner not to have them on premises. Legal case seem to err on the side of the property owner. Since there is a significant cost to the

Village to pay its attorney to prosecute, and since municipalities are often unsuccessful in court, there is often a reluctance on the part of the Village to pursue legal action against some of its worst code violators. It also means the Village needs to remain vigilant regarding the wording of local regulations. Financial penalties for local code violations must be reviewed and updated so that the cost to the violator in terms of the penalty outweighs the benefits of continually paying a fine and not having to remedy the situation.

Despite its reluctance to prosecute, the Village must still weigh the cost of allowing visually blighting properties, or those with environmental concerns, to remain unaddressed. Allowing such properties to remain in their present state may cost the Village more in terms of reduced property values and overall poor image, an attraction and retention issue, than the cost of pursuing remedies (See also Section III, Page 68, Visual Blight).

SUMMARY AND RECOMMENDATIONS

Code Enforcement is an issue of concern in the Village of Dryden. While many agree that the present enforcement is better than what the Village had in the past, the Village has now evolved to a point where there is an expectation that more will be done. To realize a greater scope of services, it will be necessary for the Village to pay more for its Code Enforcement services or, perhaps, hire its own Code Officer. In the meantime, if the Village does not have the financial means to devote more to its Code Enforcement budget line item, it may want to pursue a periodic review of its code enforcement scope of services via an Ad Hoc committee. With respect to the issue of Code Enforcement, the following goals and activities were recommended.

Goals

Goal #1: It is a goal of the Village of Dryden to make all dwelling units in the Village safe and habitable and for all residential and non-residential properties to be safe, attractive, and environmentally friendly.

Goal #2: It is a goal of the Village to devise acceptable Code Enforcement policies which complement and enhance its Code Enforcement Program and provide the ability to meet the other goals of this Comprehensive Plan.

Goal #3: It is a goal of the Village of Dryden to review and update its building code/local laws/policies, including monetary and other penalties for non-compliance, and to make changes when needed.

Recommendations/Activities

Activity #1: The Village will increase its financial resources for Code Enforcement work as necessary and financially feasible (1, 2).

Activity #2: The Village will review its Code Enforcement policy. Stricter enforcement of the Building Maintenance Code will be the centerpiece of policy changes. Stricter enforcement of all codes will be considered. The Village will amend or adopt stricter and better defined local codes, where necessary (2).

Activity #3: The Village will periodically review and update its penalties for violators of building codes/local laws (3).

Activity #4: The Village will periodically review its building code fee/permit schedules (3).

*** Numbers in parentheses refer to goals listed above**

VILLAGE OF DRYDEN BUSINESS COMMUNITY

BACKGROUND



As mentioned, funding for this Comprehensive Plan was provided, in part, by a Technical Assistance grant from the Governor's Office for Small Cities. One of the goals of the GOSC is the revitalization of downtowns. With respect to the goals of the GOSC program, a particular emphasis is paid to the condition of the "downtown" areas. Thus, to meet the goals of the State, the downtown Dryden community was examined as part of the Village's Comprehensive planning process. The "downtown" is the general area of West Main and North Streets. Since the business community outside of the West Main and North Street area is not extensive, many of the recommendations included herein can be generally applied to the business community as a whole.

The Introduction to this Comprehensive Plan notes that as part of the Citizen Participation Plan process of the Plan, three mail surveys were conducted: (1) a *Residents' Survey* for the Consolidated (Housing) Plan which generally focused on the tenure of dwelling units; this was sent to all occupied dwelling units in the Village; (2) a second *Resident Survey* was mailed to one in three randomly selected residents and focused on questions related to the assets and liabilities of the Village community, what residents view as important characteristics in the community, and on shopping habits; and (3) a *Business Building Owner Survey* was sent to all business owners in the Village to try and gauge the strengths and weaknesses of the Dryden business climate and what could be done to improve business in the Village. The Business Owner Survey included not only the Village's "typical" commercial business establishments but also entities such as churches, the library, Town government, the school district, the Historical Society, etc. In addition, a Business Focus Group was formed to discuss, develop, and prioritize projects for inclusion in the Comprehensive Plan. Since a discussion of any downtown is multifaceted, the observances and issues related to this heart of the Village of Dryden community is discussed according to major issues noted by the above entities (See also Part IV for summary information regarding surveys and relevant meetings).

ISSUES

Downtown Character

As mentioned, the Village of Dryden sits strategically between the Cities of Cortland and Ithaca. The charm of the Village is derived from its small town residential nature which surrounds a traditional historic downtown setting and a more modern

commercial district that caters more to vehicular oriented traffic. The hillsides of the surrounding Town of Dryden are dotted with farms and other scenic vistas that further enhance the aesthetic appeal of the area.

During Steering Committee meetings, and through remarks made by survey respondents, many noted that the Village is a “nice, little Village”. Most people who live in the Village are pleased with existing services, although diversifying its retail offerings is a desire of many. There is a distinct difference in the “sense of place” between the West Main Street and North Street business areas. West Main Street more resembles a typical historic Village downtown, with attached commercial buildings built at the sidewalk. Parking is generally on-street or to the rear of buildings. Residential properties surround the area.

North Street is more “modern” and has many buildings with “commercial highway” types of architecture, easy on/off access for vehicles, deep setbacks, with most parking to the front of the parcel. As the Village continues into the first quarter of the 21st century, it is concerned with facilitating growth while, at the same time, not losing its small town identity.

Traffic

The number of vehicles passing through the Village at its four corners, according to the NYS Department of Transportation (DOT), is some 13,000 vehicles per day. The location of the Village between the two aforementioned cities, the number of commuters going to and from work every day, and the location of the Village between the Finger Lakes Region and Interstate 81 makes the Village an integral part of a very busy regional transportation corridor. This traffic provides a significant economic livelihood for the Dryden community, however, the Village is grappling with the ever-increasing numbers of vehicles and their tendency to stack up at the four corners intersection at certain times of the day. For the future, a planned Build Now NY site on Route 13 in the nearby Town of Cortlandville in Cortland County and new “big box” stores being built along Route 13 in the City of Ithaca, ensure that Route 13 will continue as a major area transportation route and increases the likelihood that traffic in the Village will increase in the future.

In Spring of 2005, the Village was the site of a DOT project at its four corners. Turning lanes from Route 38 (south of the four corners) onto Route 13 South and from Route 13/38 (north of the four corners) onto Route 13 South were being installed along with pedestrian crossing signals. It is hoped these improvements will help to eliminate traffic congestion problems (Traffic and Transportation is discussed in further detail Section III, page 38, of this Plan).

Parking

Parking in downtown Dryden is inadequate, especially for West Main Street businesses. This topic is detailed in Section III, page 34, of this Plan.

Village Post Office

The Post Office is problematic for the Village. While it is not often that a post office would warrant its own subheading in a Comprehensive Plan, the Dryden Post Office was cited by a number of Business Survey respondents and Steering Committee members as a concern.

The Village does not have door-to-door mail service for approximately one quarter of Village residents (those living 1/4 mile or less from the Post Office). There are presently 200+ free post office boxes available for those nearby households. Therefore, the Dryden Post Office is the site of much daily Village activity. Small rural post offices have been experiencing cutbacks in hours of operation as dictated at the federal level. In the past, the Dryden Post Office's hours of operation have been 8 AM until 5 PM and now these hours include a one hour lunch break from 1 PM until 2 PM where there is no window service (one can, however, access his/her post office box). The Post Office also occupies a cramped parcel of land and movement in and out of the parking lot is not easy due to the number of cars on-site at any one time. The fact that the nearby Village municipal parking lot is not well signed, and the Post Office parking lot is clearly visible from West Main Street, makes the likelihood of patrons using the Post Office parking for non-Post Office business more likely. While there is additional parking to the rear of the building, there is no rear entrance to the Post Office (which may be prohibited), therefore the rear parking lot is generally not fully utilized. The building itself is quite small for customer movement on the interior.

In April of 2005, the Post Office was assigned a new Postmaster. The Village Mayor and Postmaster have already made some overtures towards forging better relations with the Post Office. Since some time needs to evolve while new policies and procedures are put into place, the Village's activity for the Post Office should be to continue to seek the best relationship it can since the Post Office not only provides a needed service, it also creates a significant amount of foot traffic on West Main Street each and every day and this is vital to the health of the downtown.

The vehicular movement in the Post Office parking lot is discussed under the *Parking*, Section III, page 34, of this Comprehensive Plan.

Physical Layout: Building Facades/Site Plan Review/Minimum Design Guidelines

As discussed in *Community Character* above, West Main Street in the Village is the site of some of the Village's oldest building stock. North Main Street is comprised of more modern architecture, referred to in this plan as "highway commercial". As discussed in the History of the Village, West Main Street was part of the original settlement of the Village. With the construction of the railroad on the central/western side of the Village, this helped to solidify West Main Street as the heart of the community. Some of the original downtown buildings were eventually lost due to fire or demolition. Today the Village of Dryden's West/East Main Street is an eclectic mix of buildings



of varying age, architectural design, and quality. Late 19th century historic buildings and residences on West and East Main Streets are mixed with more modern buildings such as the gas station on West Main, the bank, the Post Office, and the Eckerd's Drug Store.

North Main Street consisted of large expanses of open land well into the 1950's. Buildings such as Clark's Market (built 1969) and Stafford Chevrolet (1970) heralded a new age of architecture which differed greatly in appearance from the historic Main Street area. As more and more commercial buildings were developed on North Street in the Village in the 1980's and 1990's, Village planners decided that the new development should mutually co-exist with the existing "modern" buildings' appearance. Thus, there was no real concerted effort to visually unite West Main Street with North Street via building architecture. Given the amount of commercial highway infill development that has taken place on North Main Street, particularly over the last 20 years, it would now be difficult, if not impossible, to blend the architecture of these two distinctly different areas and the Steering Committee did not feel the need to change its policy on architectural design regarding the two areas. But there are steps the Village has taken, and could take, to encourage a more unified appearance to the entire business district, regardless of building appearance.

For example, the Village recently undertook and completed a six-year project, in concert with the NYS DOT, to reconstruct Route 13 through the Village. This included new sidewalk, historic street lighting, and street trees (the historic street lights stop at the Pratt Street intersection on North Street). This project could be the start of an effort by the Village to provide a sense of "arrival" to the commercial district of the community, whether it is via West Main Street or North Street. The historic lighting could be extended northwards on North Street and some of the large expanses of blacktop to the front of North Street businesses could be "softened" with more green space and trees. This policy on future development would need to be incorporated into the Village's site plan review. Well-considered and detailed minimum design guidelines could also be adopted by the Village. The Village would need to give thought to the types of architecture, landscaping features, and other site improvements that it would like to see in future development projects. Minimum design guidelines would give developers the opportunity to plan projects in keeping with the Village's vision and hopefully would streamline the design approval process for individual projects.

With respect to the more historic section of the Village's commercial district, mainly West and East Main Street, the Village could benefit from both a façade program and an increase in its power of site plan review; again, including establishing minimum design requirements or considering a locally designated historic district. Some of the Village's historic older buildings and residences have had inappropriate additions or changes and some are in need of repair and better signage. Newer, more modern West and East Main Street commercial buildings have been constructed in the downtown area with little attention paid to the compatibility of the newer building with the existing older architecture. Also, the gas station on the corner of Library Street is more of a vehicle-oriented business, more suited to North Main Street. Traditional downtown businesses usually are more pedestrian oriented.

Recent additions to the downtown such as Times Square, the aforementioned installation of new, historic streetlights, and the fountain area near the Methodist Church

suggest a concerted effort to recapture Dryden's historic past. The photographs taken by the Steering Committee depicting positive attributes of the Village also show that the Steering Committee finds its most attractive buildings to be some of its oldest and most architecturally significant (See also Part IV, *Public Participation*).

There are and have been funding sources available through State and federal agencies that could assist in paying for conceptual designs of downtown Dryden facades/streetscapes. There is also the possibility of capturing State funds for façade improvements to Main Street buildings. The Village of Dryden seems to be on a path in recognizing the importance of its historic buildings and homes in defining the character of the community and the negative effects a loss of these buildings would have on the community. While the Village seems certain that West and North Main Streets will never have the same sense of place, there is a concern that green space and other amenities not be lost on North Main Street.

Dryden Business Climate

Strengths and weaknesses of the overall Dryden business community cited by business owners on West Main Street versus North Street in the Business Survey responses did not vary significantly. Dryden businesses have an extremely loyal customer base, with some 86% of Resident Survey respondents shopping in the Village at least once per week. Some 45% shop in the Village every day.

A number of business and resident respondents noted that the Village of Dryden has a friendly business atmosphere. Many services are within walking distance.

Some business renters do not feel there are enough commercial rental choices in the Village.

Respondents to the Business Survey mentioned the need for tax relief at the State level.

To Have A Business Organization or Not

In addition to the visual difference in the sense of place between West Main Street and North Street, there is also an organizational “disconnect” among businesses. Members of the Business Focus Group discussed the desire of the community to “unite” the businesses on West Main Street and North Street. Promoting a more cohesive business community would help to guide local business policy.

There is no local Dryden business organization. This could be the means to unite and organize community businesses. Not everyone on the Business Focus Group agreed that an organization would be effective although when group members were asked to prioritize business activities, the formation of a business organization ranked high.

Successful business organizations can provide a “voice” for business owners. They can also be the conduits for promoting local businesses through marketing and events, as well as recruiting new businesses to the community. Successful downtown

business organizations invite/hire speakers to their communities to discuss “best practices” which can be replicated and modified for the Village business community. Business organizations can also lobby local, county, and State governments for changes in taxation, health care costs, etc. Local business organizations can also benefit by partnering with county and regional business and tourism organizations in a cooperative networking for common business interests. The County Chamber of Commerce is often willing to lend support to communities in starting a local organization. The Community and Rural Development Institute (CaRDI) at nearby Cornell University can also be a valuable resource.

Downtown Events

Downtown events should be managed in concert with the local business organization/community. Village government leaders should always remain aware that the downtown is the heart and soul of a community and successful businesses breed successful downtowns and, by extension, quality communities. While community events, which are often held in downtown areas, bring a certain quality of life for residents, these events should be developed with the economic livelihood of the community as the driving force. Not every business owner will directly benefit from every event, however, it is important that these events bring visitors to the area who hopefully will return in the future and infuse money into the local economy while they are visiting.

The average volunteer in any community is usually very busy. Relying on the same people to manage the same community events eventually results in burnout. A business organization could lend support to local cultural and other venues being conducted in the Village so that there is an ample supply of volunteers. The organization would promote the downtown business community at the same time. Events should be carefully planned with respect to organization, time and money needed, and to insure there is not too much regional competition occurring at the same time. Conversely, if there is a regional event occurring in nearness to Dryden and motorists will be passing through the Village in greater numbers, this may be an opportunity to entice people to stop in Dryden.

Seasonal Decorations

The Village of Dryden has taken the time and financial resources to provide seasonal decorations in the area. Many times the efforts are financed with funds provided by local businesses. The Steering Committee wanted to recognize this effort, and its continuance, as part of the Comprehensive Plan.

Taking Economic Advantage of Visitors Traveling Through/To Dryden

The Village of Dryden needs to think more in terms of the economic advantages that are coming from outside the community. The Village is drawing a significant percentage of its customer base from outside the Village of Dryden, as noted by Business Survey respondents. This is in addition to an exceptionally loyal local customer base. There are 13,000 vehicles traveling through the Village every day.

There are also a number of institutions and circumstances that result in increased “visitorship” to the Village and surrounding area. The interscholastic sports events and other activities of the Dryden School District attract a certain number of persons to Dryden. Local downtown events such as parades and other venues attract visitors. Lastly, TC3 brings people to the Dryden community. It is anticipated that TC3 will increase its presence in the community through increasing enrollment, additions to its housing and campus facilities, and a sports complex planned for the near future. This is all part of the recently completed Five Year Master Plan for the college.

The Village needs to take advantage of the economic opportunities emanating from outside the Village. Amenities such as clearly signed, available, and ample parking will encourage motorists to stop. Cultivating more diversity in the retail mix will also be a plus, in addition to maintaining an overall attractive Village atmosphere. Well-planned Village downtown events will draw people to Dryden. This is all part of the much larger downtown picture and is an ongoing, incremental process.

Business Diversity

Both business owners and residents wish there were more diversity in the goods and services offered in the Village of Dryden. In order to diversify its available offerings and to potentially attract new business into the Village, the Dryden business community/organization needs to continue on a steady course of encouraging commercial property owners to bring their properties to standard condition; to be aware of the square footage of space available in the downtown; to encourage existing businesses to be aware of the needs of their customer base; and to make sure that there is ample parking and other amenities available to prospective businesses.

Village Promotional Materials



The Village Business Focus Group noted the lack of Village promotional materials. For example, there is no community brochure. A community brochure can be a map, a walking tour of sights in the Village, the location of restaurants, the types of products sold in the Village, etc. Brochures may be funded through the, *I Love NY/Finger Lakes Region* campaign. Placement of the brochure in local hotels, rest stops, businesses, shopping malls, large recreational facilities, etc., can help to promote the Village and its services. Radio advertising as a group of businesses and ads in the local newspaper promoting business in Dryden as a whole may be another consideration, as could be a website.

The Business Focus Group noted the lack of a kiosk or wayfinder type of structure/sign where someone traveling by car or foot could stop and find out where certain businesses/products are located in the Village.

The Village might also consider a logo and/or slogan to “brand” itself. This could be use for marketing the Village as a whole. The logo/slogan would be carried across Village and business organization letterhead, gateways to the community, advertisements, etc.

SUMMARY AND RECOMMENDATIONS

Typical downtown development is similar to a jigsaw puzzle: it involves a series of interlocking pieces to make up the whole. It is an ongoing process and is incremental in nature, as a community builds upon its past successes and learns from its past mistakes.

The Village of Dryden's downtown area has undergone a metamorphosis, particularly over the last 30 years. The typical American shopper buys at big box retail stores and is attracted to regional malls for their retail shopping experience. In this respect, the City of Ithaca and surrounding Town of Lansing provide much competition for small downtowns such as the Village of Dryden. There is much research to suggest, however, that small downtowns can continue to be competitive by offering quality service and by capitalizing on niche markets not found in malls.

The Village of Dryden has a number of things working in its favor when it comes to its downtown commercial center. First, the convenience of having a number of goods and services located in the Village and not having to drive a number of miles in inclement weather is certainly a plus for residents. Clark's Market, in particular, is a large draw in the community, as they offer that "old fashioned" customer service and provide a full array of grocery offerings. Most respondents to the business and residents' surveys noted Dryden's friendly community spirit and what a nice place Dryden is to live. The business owners noted that they have a loyal customer base and a high percentage of the community is patronizing Village businesses, with some 86% of survey respondents shopping in the Village every week.

This Comprehensive Plan, by way of the Steering Committee and the community at-large, has made some practical suggestions for the future Dryden downtown: from striving to increase its retail niche, organizing a business group, developing better promotional materials, "sprucing up" facades, providing better parking, and providing handicapped accessibility to downtown buildings, to name just a few. But Dryden should continue to hold onto those downtown assets which have continued to work well for the community such as promoting friendly customer service; patronizing local businesses; continuing downtown events and seasonal decorations; keeping sidewalks, lighting, and street trees in good condition; encouraging a walkable community, etc.

Goals

Goal #1: It is a goal of the Village of Dryden to maintain and strengthen the historic business district as the center of community life.

Goal #2: It is a goal of the Village to unify its downtown business community, by embracing a strategy which addresses physical improvements to its central commercial district and by adopting policies that promote unified efforts to maintain, attract, and expand business.

Goal #3: It is a goal of the Village of Dryden to provide more parking/more attractive parking areas where needed and to provide adequate parking signage [*Parking* included in Section III, page 34, of this Plan].

Goal #4: The Village of Dryden will seek to maintain a roadway transportation system that benefits businesses in the community [*Transportation and Traffic* included in Section III, page 38, of the Plan].

Goal #5: The Village will promote not only the advancement of private business but will work cooperatively with other entities in its downtown such as the library, Post Office, churches, not-for-profit organizations, etc.

Goal #6: The Village will seek to maintain infrastructure and utilities that benefit local businesses [*Municipal Infrastructure* included in Section III, page 43, of this Plan].

Goal #7: The Village will seek business-friendly financing sources, or work with organizations committed to such, to assist Village businesses in remaining viable. This includes supporting Tompkins County in its quest for Empire Zone designation.

Goal #8: The Village will support the creation of promotional materials as an attraction tool to area businesses.

Goal #9: The Village will support efforts for community social and cultural events that support the patronage of Dryden businesses.

Goal #10: Dryden will seek to partner with area businesses, organizations, and building owners to advance the business economy of Dryden on a local, county, and regional level.

Recommendations/Activities

Activity #1: The Village will review its land use/zoning and local law regarding the physical layout, architecture, amenities, traffic patterns, etc., of its commercial business districts. New zoning, including site plan review and minimum design guidelines, will be incorporated, as deemed necessary, to maintain and/or improve the character, safety, and aesthetics, etc., of these areas of the Village. [Land Use and Zoning Analysis recommendations included Section III, page 71, of the Comprehensive Plan] (2).

Activity #2: Village government will work with the Dryden business community to create a business organization if desired by business/building owners. This organization should consider a representative from Village government on its governing board (2, 10).

Activity #3: The Village of Dryden will seek loan program assistance for downtown businesses/development. This could include a business revolving loan program. Sources for the program include the Governor's Office for Small Cities. Local banks may partner in this endeavor (7).

Activity #4: The Village will seek to preserve historic facades and make design suggestions for newer infill properties to ensure design compatibility. [*Historic Resources* is also a separate topic in this Comprehensive Plan under Section III, page 48]. Sources of funding for façade improvements may include the Governor's Office for Small Cities and the NYS Division of Housing and Community Renewal (2).

Activity #5: The Village, in tandem with its business community, will seek to create promotional materials which could include such things as a business brochure and wayfinder sign. The Village will support business print and radio advertisements promoting downtown business and continue seasonal decorations. "Branding" the community with a logo and/or slogan will be considered. The Village will work with the business community to provide seasonal decorations throughout the year in the commercial business district(s) (8).

Activity #6: The Village and the community will strive to preserve community events such as the Memorial Day Parade, Dairy Days, Victorian Days, and other similar venues which promote the economic vitality of the downtown (9, 10).

Activity #7: The Village and local business will provide handicapped access to sidewalks, buildings, and services to eliminate barriers hindering access (5, 10).

***Numbers in parentheses refer to goals listed above**

WEST MAIN STREET PARKING

BACKGROUND

In the Village of Dryden there is limited parking available in its historic downtown area, particularly on-street parking on West Main Street. In addition to a limited number of on-street parking spaces, there is also a problem with business owners and employees occupying parking space intended for customers. Parking spaces in the downtown are being lost (South Street) as the Village provides turning lanes at its four corners. The following parking issues were observed.

ISSUES

The municipal parking that is available to the rear of the south side of Main Street businesses (George Street Parking Lot) is not clearly visible from Main Street and the signage indicating where the parking is located is poor, particularly signage on West Main Street near Mill Street. The condition of the parking lot is fair. It includes lighting but no green space, curbing, or trees. In 2005, the Village was preparing to repave the parking lot. Few businesses provide access from the rear of their buildings and the existing alleys do not invite people to park their cars and access Main Street via an alleyway. Therefore, the access to Main Street once someone parks a car is not very direct (access presently near Edward Jones or the Post Office). Presently the Village leases the lot (some 55-57 spaces) from First National Bank of Dryden and approximately half of the spaces are reserved for bank employees and customers. Bank employees are supposed to hang a "Permit Parking" tag from their rear view mirror. There is time limited parking (3 hour maximum) in this lot, however, it is not strictly enforced.

The Village also has a problem with long-term parking which may get worse over time. The Village has a small parking lot for approximately 40 cars located next to the Village Office. This lot is meant to accommodate the Village staff, including the Police Department, a small reserve for persons coming to visit the Village Hall, some overnight parking (approximately 5 spaces), and some "Park and Ride" spaces. Park and Ride persons can access the TCAT bus system (Tompkins County) on South Street and West Main Street. Some persons also park and ride at the Dryden Fire Department. Regionally there is a parking space problem at Cornell University so it is not unusual for employees to park in local parking lots and then carpool or use public transportation. While several visits to the Village Office parking lot did not reveal that the lot was full, Village staff note that there are times when the lot is fully occupied. This becomes more of an issue in the winter when there is no overnight parking on Village streets. From a safety perspective, it makes sense that the Village should know what vehicles are being parked next to their Village Office. At the very least, the Village should make parkers "register" their vehicles with the Police Department before occupying space in this lot.

As previously mentioned in the Downtown section of this Plan, the Village appears to be outgrowing its Post Office. The front parking lot of the post office is small and it is hard to maneuver. The Post Office rotated its outdoor mailboxes so someone can no longer mail a letter from inside their vehicle. This means they must park their car and get out. Additionally the parking lot is not always used strictly for Post Office business. The rear of the building has additional parking but without a rear entrance, people are reluctant to park in the rear of the building. The Post Office access drive which connects George Street to Main Street is often used as a short cut to avoid the traffic light at the four corners.

The likelihood of the Post Office having to move or expand over the next 20 years is probably great. The Village's Post Office currently leases its space. If the Post Office vacates this space or renovates it, there will be several opportunities for the Village. The Village could encourage the Post Office to relocate the footprint of the building to the front of the parcel, or to the side, thus providing more parking to the rear or side of the building. The Post Office would then occupy a building in line with the other more traditionally built downtown buildings. If the Post Office tax parcel owner was agreeable, the Village could negotiate a lease agreement for the parking lot, similar to its agreement with the bank. The Village would then have the opportunity to connect all its parking and provide more for the future.

The Village could also consider acquiring the Post Office site, demolishing the building, and giving municipal parking a West Main Street presence. This would provide a great economic opportunity for the development of West Main Street businesses, including commercial development of upper floor space. In all likelihood, this would encourage additional business development on West Main Street. Included following is a rendering of how the Post Office parcel would look if developed as a Main Street parking lot. This was completed by Cindy Teter, Landscape Architect, and sub-consultant for this Plan. Another rendering depicts the parking lot in its present state with green space, curbing, trees, reconfiguration of the parking spaces, and striping added.

Of course this parking area development scenario begs the question as to where the Post Office would relocate. Also, the relocation option results in a loss of the local tax base when the leased Post Office space is converted to municipal parking. While this Comprehensive Plan will not seek to relocate the Post Office, it will offer some ideas on how to react to this opportunity should it occur.

It is presumed that future downtown development may be enhanced by the available new parking if the Post Office no longer occupies its present site, so this should be weighed in the decision-making process as this may actually increase the Village's tax base over time. As previously mentioned, the Post Office produces a significant amount of foot traffic in the Village and should remain in the downtown area. There are some residential properties in poor condition on West Main Street that might be a suitable location for a new Post Office. If the Post Office were to move to North Street, much consideration would need to be given to the impact of this move regarding loss of foot traffic on West Main Street businesses and to pedestrian safety, especially if the Post Office was relocated on the east side of North Street. The Village should be looking into the possibility of another pedestrian crosswalk on North Street anyway,

since there is a great possibility of further housing development on the Village's east side. The Village should be striving to make sure North Street does not divide the Village from east to west, as discussed in the Transportation and Traffic section of the Plan.

Pages 37A through 37F following include renderings of George Street parking lot improvements and how the Post Office might look if it occupied the gas station site on West Main Street.

SUMMARY AND RECOMMENDATIONS

Small downtowns such as the Village of Dryden were not designed to handle the number of vehicles it now must accommodate. Originally storeowners tended to live over their shops and citizens walked to the store, eliminating the need for a vehicle. Families had but one car and commuting to work was not always the norm. Park and Ride was not part of the American lexicon. But now the Village does have to face the parking situation and realizes that the parking it has created to date will not serve its purpose over the next 25 years. Without additional parking provided in the downtown, particularly on West Main Street, business retention and attraction will be a challenge. The Village has the opportunity to immediately make improvements to its George Street Parking lot by reconfiguring parking space, providing better lighting, and providing a better, safer access to the street. Better signage to direct users to the lot is essential. The Village could also enforce a better management system of its available parking and, in concert with the business community, encourage business owners and employees not to occupy parking intended for customers. As time and money allows, the Village has the opportunity to perhaps acquire more land to create more parking.

Goals

Goal #1: It is a goal of the Village of Dryden to provide a sufficient number of municipal parking spaces in its downtown area to facilitate area businesses and customers. Parking should be well-maintained, sufficiently lighted, and should be safe for users.

Goal #2: The Village will strive to maintain the proper signage to alert/direct motorists to municipal parking areas.

Goal #3: The Village will work to meet Americans With Disabilities Act requirements with respect to the number and design of handicapped parking spaces in its downtown.

Goal #4: The Village will work with a downtown business organization(s) and business owners to mitigate the negative impact on business derived from business owners and employees parking on-street in spaces meant for customers.

Goal #5: It is a goal of the Village of Dryden to work cooperatively with the Post Office on parking and other matters of safety.

Recommendations/Activities

Activity #1: The Village will seek to improve its George Street municipal parking lot. This may include new signage, curbing, and trees and better pedestrian access to West Main Street (1, 2, 3).

Activity #2: The Village will take advantage of opportunities that arise which will result in the creation of more downtown parking. One parcel for parking expansion that will be examined carefully is the existing Post Office site (1).

Activity #3: As a first step to managing its existing parking, the Village will review its long-term parking policy and may consider a policy of users having to register with the Village. Permitted parking will be instituted as it becomes necessary to better manage municipal parking lots (1).

Activity #4: The Village Police Department will actively review parking requirements, both existing and proposed, in the Village's downtown (1, 4).

Activity #5: The Village will seek to increase its number of handicapped parking spaces, and the design of such, in keeping with the requirements of the Americans With Disabilities Act (3).

Activity #6: The Village and business organization(s) will emphasize the importance of leaving the on-street parking available for customers. Police Department support and enforcement will be used to mitigate the problem (4).

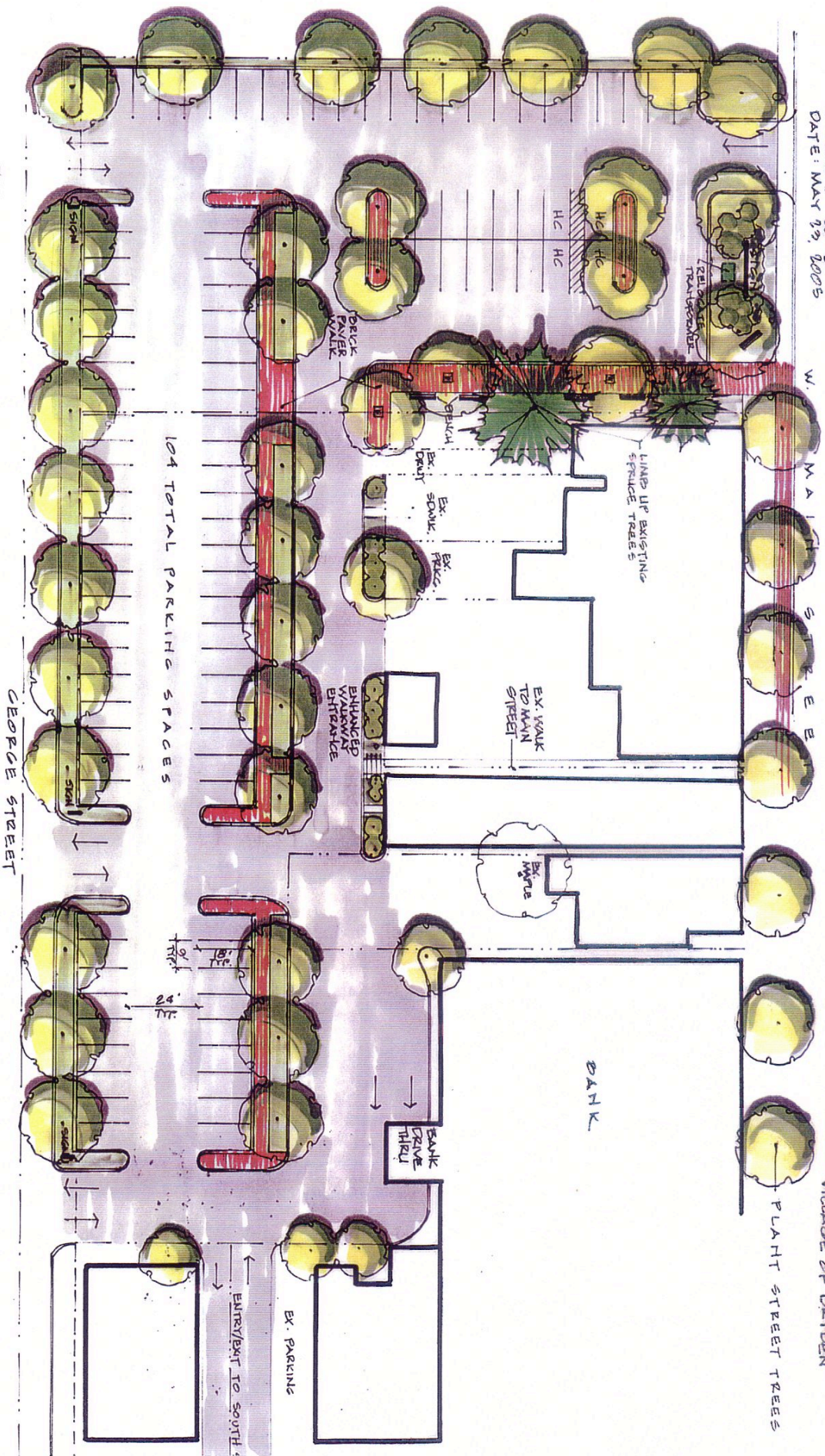
Activity #7: The Village will work with the Post Office to address matters of immediate concern such as the parking in the front of the building and the safety issue associated with the access drive.

***Numbers in parentheses refer to goals listed above**

SCALE: 1" = 30'-0"
DATE: MAY 22, 2005

SCALE: 1" = 30'-0"
DATE: MAY 22, 2005

VILLAGE OF DRYDEN



Village of Dryden Parking Lot Improvements

Design Objectives:

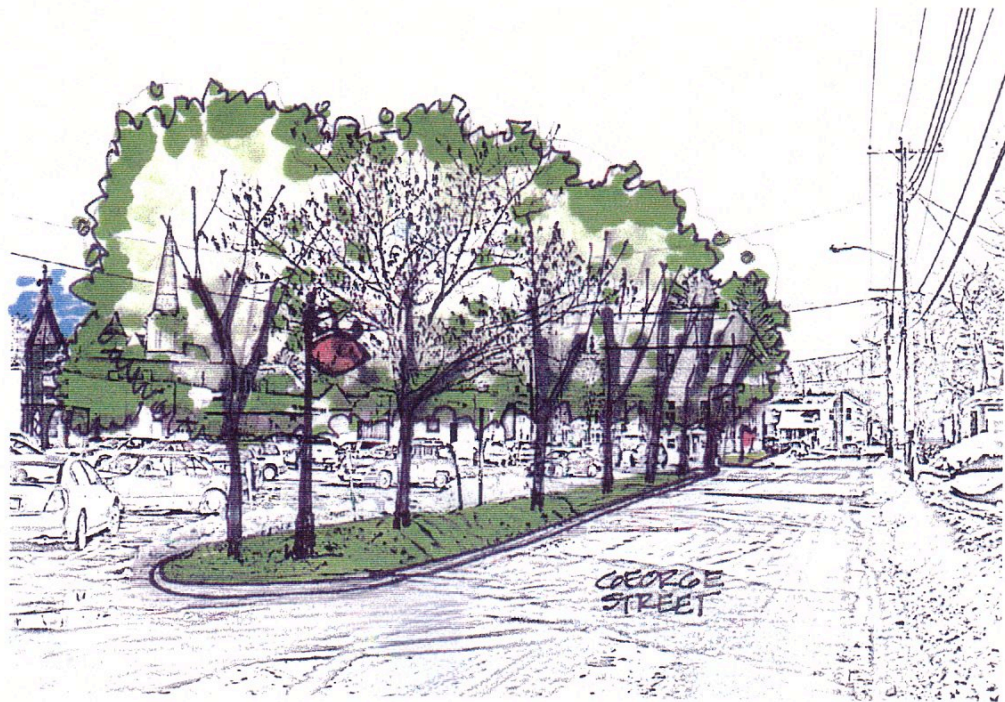
- Improve appearance of large, open, dreary parking lot with rear of buildings defining northern and eastern edge;
- Simplify confusing one-way lanes, ingress & egress points, & angled parking;
- Provide an adequate number of parking spaces (54 existing spaces);
- Illustrate potential for expansion of parking lot into Post Office property & adjacent drive-thru;
- Enhance pedestrian walkway connection to Main Street;
- Provide location for attractive signage;
- Provide for continuance of bank drive-thru, tenant parking, and other existing uses and patterns.

Proposed Design Concept:

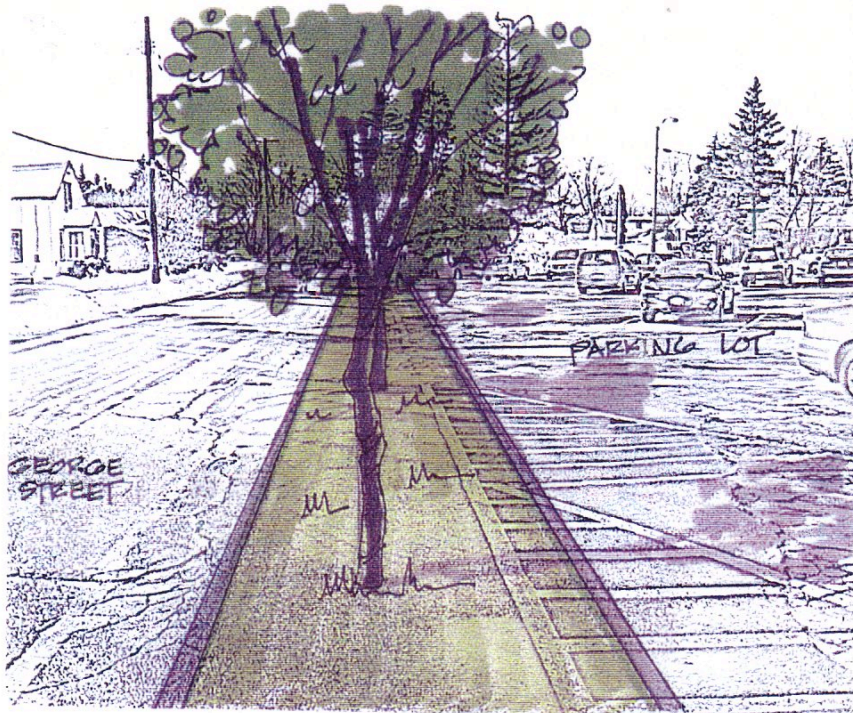
- Two-way entrances at all three locations to simplify scheme;
- 90 degree parking for 54 cars;
- Continuation of existing patterns of bank queuing, parking and entrance walks;
- Addition of two layers of trees and green strips helps to break up empty expanse of parking lot and empty open space, also screens and softens unattractive rear sides of buildings;
- Expansion onto Post Office property provided if desired;
- Enhancement of pedestrian walkway to West Main Street by construction of an attractive metal or wooden arbor gateway which will provide a visual cue to users and encourage its use of the walkway;
- Move northernmost aisle away from buildings to create planting areas for flowering shrubs and trees;
- Provision of two locations for wrought-iron poles and brackets for hanging wooden signs indicating parking area;
- Provision of curbed islands to define traffic lanes, protect trees, and prevent cars from encroaching onto lawns & planted areas;



New Grass Islands and Trees, Enhanced Walkway Entrance Tower, Looking North



New Grass Island and Trees, Walkway Entrance Tower, Looking East



New Grass Island with Trees, Looking West from First Entrance



CONCEPTUAL SKETCH FOR PARKING LOT IMPROVEMENTS

SCALE: N.T.S.

DATE: MAY 23, 2005

VILLAGE OF DRYDEN



CONCEPTUAL SKETCH - POST OFFICE RELOCATION

N.T.S.

TRANSPORTATION AND TRAFFIC

BACKGROUND

Transportation related elements within the Village of Dryden involve a range of information that can be categorized in three ways. First is the identification of exactly what the system is: roads, railroad, trails, sidewalks, etc.; what entity has jurisdiction over these elements: County, State, etc.; and who uses them: private, public, etc. Following is an evaluation of the condition of these various components and related issues.

ISSUES

Roadways

Within the Village of Dryden there is full network of roads which are within the jurisdiction of several levels of government. There are two primary routes through Dryden, both of which are New York State highways. The most prominent is Route 13, which connects to Cortland to the northeast with Ithaca to the southwest. It also serves as a major “shortcut” route connecting Cortland (Interstate I-81) with Elmira and Route 17/I-86. As previously noted, in the vicinity of Dryden, the estimated traffic volume on Route 13 is in excess of 13,000 vehicles per day.

The other NYS road that passes through Dryden is Route 38 which comes in from the south (Owego) and continues northerly towards Groton and Moravia. Routes 13 and 38 overlay on North Street in the Village. As East Main Street leaves the Village limits it immediately becomes NYS Route 392 (a fairly lightly traveled route) heading towards the Town of Virgil in Cortland County. All of the other roads within and around the Village are Village, Town of Dryden, or Tompkins County roadways. As with any



public thoroughfare, all of these roads are utilized by the general public. It should be noted that for a Village incorporated nearly 150 years ago, Dryden has a substantial amount of open land that has no public streets or other infrastructure within it. While it may appear that development could happen in these areas, there are various physical constraints most notably, potential flooding constraints, which are detailed under Natural Resources, Section III, page 63).

Concerning the condition of roads within the Village (NYS routes and local streets), the overall condition is satisfactory with no blatantly obvious problems. As would be expected, as a particular road begins to deteriorate it will be slated for an upgrade (milling and resurfacing, new shoulders, etc.) and every attempt should be

made to also include other infrastructure improvements in conjunction with such work (water main replacement, etc.). Freeze and thaw patterns in this area of the State are always a challenge for local municipalities in terms of roadway maintenance such as the cost of salting and sanding in the winter months and pothole and other street repair throughout the spring and summer.

The number of cars traveling through the Village, particularly on Route 13, has been discussed under the topics of *Village of Dryden Downtown* and *Parking* in this Plan, since these topics are intertwined. While Route 13 is not Dryden's only roadway, it is certainly the one that presents the most opportunity and, at the same time, the most challenges to the community. The economic benefits to be derived from the number of vehicles passing through the Village every day have been previously discussed. The issues presented by Route 13, for some Village residents, serves to diminish the positive impacts to be derived from the roadway because of the traffic problems and noise generated by so many vehicles in the Village during any one given day.

As previously discussed, in the late 1990's, the NYS DOT began a major reconstruction of Route 13 through the Village, including a widening of North Main Street, curbing, sidewalks, storm drains, burying utility lines, and streetscape improvements. The positive impact of the original DOT project cannot be overstated. The new sidewalks help to further the Village's goal of a promoting a walkable community. The street trees contribute to the "sense of place" referred to in the *Downtown* section of the Plan and help in traffic calming. Street trees also help to "unify" different architectural styles of buildings. This project also serves to perpetuate a contrast in the sense of place found in the Village versus the sense of place one encounters traveling Routes 13, 38, and 392 in the surrounding township area.

In the spring of 2005, additional improvements were completed in the vicinity of the downtown four corners intersection of Routes 13 and 38. The work to be undertaken focuses on the installation of left turn only lanes for both directions of Route 13 and pedestrian crosswalks. This will significantly improve traffic flow by segregating the left turn traffic and allowing all other vehicles to move freely through the intersection. The actual construction included some minor widening and new curbing and striping. Some parking spaces were removed on Route 38 south of the intersection in order to accommodate the new turning lanes. In conjunction with this project, there were also some minor upgrades of the storm water system in the area by improving the functionality of buried pipes, catch basin grates, etc. The Village hopes to eliminate traffic congestion at this busy intersection. If the traffic problem is improved but not mitigated with respect to the four corners intersection, there may be the possibility of adding turning lanes to Routes 392 and Route 13 west. This would result in a loss of parking spaces on Route 13 west, already an issue in the downtown.

An acknowledgement of economic development projects planned for the near future along Route 13, particularly in the City of Ithaca and Town of Cortlandville in Cortland County, indicates that traffic on Route 13 will continue to increase. While the Village is steadfastly working not to be the bottleneck for this traffic, it must also not allow traffic to move too quickly through the community. This could create a situation whereby the community is "cut in half" by swiftly moving traffic, especially the east side from the west side on North Street and, to a lesser extent, from the north and south sides of West

Main Street. This situation would serve to compromise driver and pedestrian safety. Working with the DOT to limit the curb cuts on Route 13 by encouraging the construction of more service access roads should be another goal of the community.

There are no particular issues with Route 38 as it passes through Dryden and generally the closed pipe storm water collection system for both Routes 13 and 38 appear to function properly.

Public Transportation

Available to the Dryden community are two separate public bus transportation systems which provide bus service to both the Ithaca and Cortland areas. The Tompkins Consolidated Area Transit (TCAT) has two routes that connect downtown Ithaca with Dryden and the TC3 campus. TCAT Route 41 (via Cornell, Etna and Freeville) has six (6) busses leaving Ithaca (earliest 6:10 AM) and four (4) return runs with the latest arriving back at 6:43 PM. Route 43 (via Cornell and Varna) is similar, with seven (7) outbound runs and six (6) return trips, with the earliest leaving at 7:50 AM and latest returning at 5:58 PM. Connections to Cortland are provided by the Cortland Transit Company with a route that provides seven (7) outbound and seven (7) inbound opportunities with the earliest leaving Cortland at 6:45 AM and the final bus returning to Cortland at 10:00 PM. Both companies provide these services only on a Monday through Friday basis. There is no rail service in the Village.

The TCAT bus system of Tompkins County and, to a lesser extent the Cortland Transit Company, provide workers, students, and other riders with a reliable alternative mode of transportation, thus reducing the number of single passenger vehicles on the road. The TCAT bus system appears to be well advertised and its schedule of pick up and delivery in the Village is easily available.

Pedestrian

The only other “transportation” resources are those for people on foot or bicycles. Falling into this category are the sidewalks provided within the Village and the available Jim Schug Trail that passes through the heart of the Village. Most of the Village streets have at least one sidewalk although some of the developments from the 1970’s were not required to include them and consequently are still without.

Overall the condition of the sidewalks is satisfactory and the Village has made a particular effort in recent years to replace sidewalks in poor condition. There is more to be done and the DPW is committed to continue to upgrade the sidewalks. Newer development in the Village has not always included the provision of sidewalks. Since there is some developable land in the Village and there is the opportunity for the Village to annex more parcels into the Village, the Village should require that sidewalks be a part of new development or be required for annexed properties.

In order to maintain its identity as a pedestrian oriented community, especially along Route 13, the Village should be striving to make sure pedestrians have ample opportunity to cross Route 13 safely. This could mean placing pedestrian crosswalks

with traffic cones in areas outside the four corners such as an area near Clark's Market on North Street and somewhere near the library on West Main Street. Another option is a "bulb out" where a small peninsula extends from the sidewalk on either side of the road. The Village should also be mindful of other areas in the Village where it becomes difficult for pedestrians to cross the street and address these issues.

The Jim Schug Trail is another means of pedestrian travel. Several Steering Committee members wished the trail were complete. This is discussed in further detail in the Open Space and Parks, Section III, page 58, of this Plan.

SUMMARY AND RECOMMENDATIONS

The greatest concern relative to the transportation system in and around the Village of Dryden is the volume of traffic. With NYS Route 13 serving such a vital role in connecting the Cortland area with Ithaca and beyond, the numbers of vehicles passing through the Village are likely to increase. As the volumes increase, the issues and concerns associated with driver and pedestrian safety, as well as overall traffic congestion, will similarly mount. As traffic volume increases on Route 13, drivers will be tempted to use smaller neighborhood streets as shortcuts, thus creating traffic and safety concerns elsewhere in the Village. While this issue is fully understood by the NYS Department of Transportation there is, at this time, no long range capacity projects being considered. The Village streets and those serving the immediate surroundings have no particular deficiencies other than the usual routine maintenance that must be attended to. If, however, other types of construction projects requiring new roads, or serviced by existing roadways, are anticipated, it is strongly recommended that other needed improvements to the drainage, shoulders, etc. of the area to be impacted be evaluated and considered.

The same should be said in conjunction with the sidewalks in the Village. Serious consideration should always be given to incorporate sidewalk improvements into any infrastructure and roadway type projects being considered. Relative to the connectivity of the walks, it would be a clear improvement to extend and fully connect the walks of the area to any and all recreational trails, parks, etc. To a large extent, these connections are already in place. Sidewalks should be incorporated in any new streets and development. The physical environment that communities build has a direct effect on how often people will choose to walk or bike. Providing the infrastructure for a range of transportation choices has many benefits including recreational opportunity, improved health conditions for people who choose to walk or bike, new ways of connecting community features, reduction in the reliance on the automobile, and the added element of visual interest.

Goals

Goal #1: It is a goal of the Village of Dryden to provide an integrated multimodal transportation network consisting of all vehicle and pedestrian infrastructure.

Goal #2: It is a goal of the Village of Dryden to maximize the usage of the Park and Ride bus system while minimizing the issues of safety and long-term parking.

Goal #3: It is a goal of the Village of Dryden to make sure all transportation systems in the Village are efficient, easy to access, user-friendly, pedestrian-friendly, and well maintained.

Goal #4: It is a goal of the Village of Dryden to encourage traffic calming on its transportation network.

Recommendations/Activities

Activity #1: The Village of Dryden will continue to maintain and expand its transportation network, including the vehicular network and the pedestrian network (1, 2, 3, 4).

Activity #2: The Village will continue to work with the NYS DOT on mitigating traffic concerns in the Village, particularly Route 13/38. If turning lanes are determined to be needed in every direction at the four corners, the Village will work with the DOT on this matter, especially in encouraging a four-way stop signal for pedestrians. The Village will seek to replace lost parking spaces, particularly on West Main Street, as a result of the construction of these turning lanes. The Village will also work with the DOT on placing an emergency stop light in front of the Fire Station (1, 3, 4).

Activity #3: The Village will work with the DOT to create additional pedestrian crosswalks on North Street and West Main Street (1, 3, 4).

Activity #4: The Village will require sidewalks throughout the Village where it is physically feasible to have sidewalks. Annexed properties and new development will be required to provide sidewalks. Sidewalk local law regarding sidewalk installation and maintenance will be enforced (1, 2).

Activity #5: The Village will continue to provide historic street lighting, benches, waste receptacles, bus shelters, etc. which enhance the transportation system as the municipal budget allows (1, 2).

Activity #6: The Village will continue to support the public bus system by continuing to provide Park and Ride areas, allowing for bus shelters to be built, and by providing advertisements of the bus schedule to be available in municipal buildings (1, 2, 3).

***Numbers in parentheses refer to goals listed above**

MUNICIPAL INFRASTRUCTURE

BACKGROUND

As in any municipality, there are a wide variety of infrastructure elements that play a significant role in both establishing the conditions within that community, as well as determining the potential for improvements and change. For purposes of discussion, these elements are categorized into five primary groups: water supply, wastewater disposal, fuel sources, storm water management, and electricity/telecommunications. A discussion of each follows.

ISSUES

Water Supply

The Village of Dryden public water supply primarily serves the residents and businesses within its limits but also has several out-of-area users. The system has sufficient capacity to current demands. The sources of the water are four distinct wells, two of which serve as the primary source. The main well that pumps 24 hours per day is located on South Street opposite the DPW garage and delivers approximately 100 gallons per minute (GPM). The other primary well typically operates for four to six hours per day at the same 100 GPM rate and is located at the end of Jay Street. The two other wells (Lake Road area) serve as backup sources and are capable of pumping at approximately 50 to 60 GPM each but they cannot be operated simultaneously. Based on previous aquifer investigations, it appears that each well draws from a separate aquifer. Recently, during subsurface investigation work being conducted in the Dryden Lake area, a high yield aquifer was revealed that may or may not represent a “new” aquifer in the area. There is the possibility that it is the same aquifer as that utilized by the South Street well which has a greater yield than the 100 GPM pumping rate presently used. With modifications to the South Street pumps and chlorination system, the yield from that well could be increased.

The average daily flow rate for the Village is 170,000 gallons per day (GPD) with a typical static pressure of 70-75 psi. There are two storage tanks on the system. One is the 300,000 gallon Lee Road concrete tank dating to the 1960’s (when it functioned as an open pond) and the other is the 300,000 gallon buried concrete tank on Ferguson Road. The original construction date of the Ferguson Road tank is uncertain, but circa 1990 the interior concrete coating was refurbished, the outside re-pointed, and additional earthwork was done to protect the exterior.

The size of the network of piping within the Village varies significantly from 2” to 18” and, in general, fire flows are adequate except as you progress up the hill towards the Ferguson Road reservoir. The majority of the system’s piping is either 8” or 10”, with 12” mains on both North Street and West Main Street. The 2” line is on a short dead-end street while the 18” main is connected to the Jay Street well to provide adequate

contact time to allow for proper disinfection. There are approximately 730 service connections. Several areas within the Village are not presently served by the public water system. These include: the west end/portion of Ellis Drive, the northern two thirds of Springhouse Road, the south side of Freeville Road in the vicinity of Springhouse Road, the upper part of Ferguson Road west of Hilton Road, and in the southeast corner of the Village including all of Lake Street Extension, McClintock Road, and Southworth Road east of the Lake Road intersection.

As previously mentioned, the Village water supply does provide limited service beyond its municipal limits, with the two major customers being TC3 and the Dryden Middle and High School complex to the west on Route 38. The college averages a consumption of 60,000 GPD while the high school/middle school is approximately 10,000 GPD. In addition, there are approximately 10 services along Route 13 just north of the Village line. These locations are fed by only a 1-½" main. There has been discussion regarding the annexation of all or a portion of these areas into the Village.

Concerning the overall condition of the system, there are no urgent issues but there are several items that need to be addressed in the future. Some of the more important concerns are: (1) the small diameter service line up Route 13 (1-½") is inadequate and needs to be replaced, (2) corrosion problems with pipe bolts in the vicinity of East Main Street, (3) the eventual need for replacement or major restoration of the Lee Road storage tank, (4) a review of the pumping capabilities of the existing wells versus a new high yield well, and (5) extending the service area to those portions of the Village not presently served, as demand requires. All of these issues must be viewed in light of the anticipated growth patterns that are being discussed in the Town of Dryden immediately surrounding the Village, and the necessary planning that should be conducted to meet those potential future demands.

Wastewater Disposal

The Village is presently served by a central wastewater treatment plant (WWTP) which includes a collection system throughout most areas of the Village. The Village system also accepts sewerage from three other outlying areas, the Dryden Middle/High School, TC3, and an area along North Street to just beyond Mott Road. For both TC3 and the Dryden School, separate sewer contracts have been executed. The Mott Road area contract is within the Town of Dryden's Cortland Sewer District. The WWTP is located on Wall Street.

Information provided in an engineering report by PLS Engineering (2003) notes that the original construction of the Dryden WWTP was 1966. There have been numerous extensions to the sewerage system. In 1985 the original WWTP was upgraded to include a Rotating Biological Contactor (RBC) to provide a second stage for the conversion of dissolved pollutants (including ammonia) to a solid form and a final settling tank to separate these additional solids from the wastewater. The plant was again upgraded in 1997-1998 to replace the 1985 BRC which had experienced bearing failures. The drying beds and solid waste storage area were also increased.

The WWTP is currently rated to provide treatment for an average daily flow of 0.4 million gallons per day (GPD) and a peak flow of 0.8 million GPD. Currently the system

is exceeding its monthly flow limits four or five months of the year. According to PLS, flows from major users are projected to increase by 72,000 GPD over the next 20 years. An additional 322,000 GPD are anticipated from currently undeveloped properties in the Village.



The areas within the Village presently not served by public sewer include the following: (1) all of Springhouse Road except for the group of houses closest to Route 13 at the south end; (2) the south side of Freeville Road from the high school west to Schoolhouse Road; (3) Mill Street south of the Virgil Creek Bridge; (4) Ferguson Road west of Mill Street to Hilton Road; (5) the upper portion of Hilton Road; (6) the last four homes on the east end of East Main Street; (6) Berkshire Drive; (7) Lake Street east of James Street, including none of McClintock and Southworth Roads. At present there is a significant sewer improvement project being undertaken by the Village to upgrade the treatment system and improve the collection system from the TC3 vicinity. While preliminary engineering work and cost estimates are complete, the Village is still investigating potential funding sources.

In conjunction with the much needed treatment system upgrade, two other areas of the Village appear important to include within the collection system . One is to fully sewer the eastern end of East Main Street to not only complete service to the existing homes but also to allow for likely development in that general vicinity. The other area witnessing growth is the Hilton Road vicinity and it would be imperative to provide sewer collection throughout that vicinity.

Storm Water Management

Passing through the Village of Dryden, from the southeast quadrant toward the northwest is Virgil Creek, a relatively small stream which originates near the Town of Virgil in Cortland County and then ultimately makes its way to the Village of Freeville. In the late 1990's, the Crispell Flood Control Dam Project was constructed on Virgil Creek as a protection to the Village from flooding of the Creek. The dam and its 5-foot diameter outlet pipe provide temporary water storage during high volume flow conditions, thus dampening any heavy surges of floodwaters through the Village. The facility is located just southeast of Dryden, off of Southworth Road, and is maintained by both the Town and Village.

Within the Village itself, more than half of the streets are served by a closed storm water collection system (catch basins, culverts, etc.) Ultimately these systems discharge the runoff into either open ditches or other pipes which finally outlet into Virgil Creek. In general the system works satisfactorily. There is one area where seasonal flooding is a problem. Surface runoff enters Dryden from the nearby sloped areas just east of the Village and, when combined with storm water in the vicinity of the Dryden Elementary School off of Union Street, the volume is sometimes too great for the existing system to handle and flooding occurs.

Fuel Sources

At present, the Village is served by a network of natural gas piping provided by New York State Electric and Gas (NYSEG). Consequently, most homes and other establishments are connected to the system and do not rely on any combination of fuel oil, propane gas, coal and/or wood as the primary source of fuel energy.

Electricity, Telephone and Cable TV

The Village is served with electricity, telephone and cable TV by NYSEG, Frontier and Verizon, and Time Warner, respectively. There does not appear to be any unique problems or particular issues with any of them.

SUMMARY AND RECOMMENDATIONS

Upon review of the information described above, there are several items that require additional attention. These are listed following.

Water Supply

Critical to any community is a reliable and safe water supply. While the existing system is clearly adequate and well maintained, there are several elements that need to be addressed and the groundwork undertaken to improve each. The key items include: (1) upgrading the Lee Road reservoir to a safe and reliable storage facility, (2) continuing to replace inadequate/undersized water mains and to extend the system to areas in need and (3) evaluate the efficiency of the existing well system and associated pumps relative to future demands and opportunities to upgrade. Any planning efforts of the Village of Dryden and any new Village development must include the provision of public water.

Wastewater Disposal

Similar to public water, the safe disposal of wastewater is very important to residents and business owners of any community. This fact is well demonstrated by the significant upgrading of the wastewater treatment plant now being initiated. Once completed, the Village system will be much improved, with increased capacity and the ability to operate safely for many years to come. The one item that should be examined further is the need for constructing additional collection mains in areas not presently served.

Storm Water Management

While not a critical issue, improvements to the existing system should be included in conjunction with any and all other projects that may be undertaken within the

Village. Particular attention should be paid to the Union Street area so that a remediation plan can be developed and implemented.

Fuel Sources

With natural gas already available in the Village, there is no immediate concern. However, it is strongly recommended that NYSEG be included in any discussions concerning expanded service areas for either sewer or water so that the efforts of all can be coordinated and completed as efficiently as possible.

Electricity, Telephone and Cable TV

The only consideration for these elements is the opportunity to bury them in selected locations so as to enhance the aesthetics of the Village. The significant cost of such an undertaking may preclude this possibility but due consideration should always be given.

Goals

Goal #1: It is a goal of the Village of Dryden to maintain and expand its municipal water, sewer, and storm water systems to serve all areas of the Village.

Goal #2: It is a goal of the Village of Dryden to require annexation of those areas of the Town needing municipal water and sewer.

Goal #3: It is a goal of the Village of Dryden to facilitate the installation of utilities in the community that are reliable and affordable to residents and businesses.

Recommendations/Activities

Activity #1: The Village of Dryden will seek federal and State funds to assist in the financing of needed upgrades to the municipal water system, the wastewater treatment plant, the sewer collection system, and the storm water system (1).

Activity #2: The Village will work with the Town on annexing those properties in the Town of Dryden needing municipal water and sewer (2).

Activity #3: The Village will study its storm water collection system to identify, and eventually serve, areas which are problematic for the Village (1).

Activity #4: The Village will continue to work with utility companies to ensure that the Village receives quality services at affordable rates (3).

***Numbers in parentheses refer to goals listed above**

HISTORIC, CULTURAL, AND EDUCATIONAL RESOURCES

BACKGROUND



Not unlike many small Upstate New York villages, the community of Dryden evolved from a Revolutionary War military tract. As the prosperity of the early 1700's settlers grew, many original settlement homes and commercial establishments were rebuilt to reflect the owners' newfound wealth. It was not unusual for village life to focus on a small downtown area, with homes built in and around the central commercial district: within walking distance of goods and services. Much of the building construction resurgence in these small

communities happened about the time of the post Civil War industrial expansion period, from the mid-1800's to the turn of the 20th century.

Although downtown Dryden was the site of several significant fires which destroyed buildings and resulted in the infill of modern buildings, the Village has been fortunate to have preserved some of its most significant older architecture. In fact, a portion of the Village includes a federal and State listed historic district. Since these buildings are 100 to 150 years and older, it is a necessity that the Village work with building owners to preserve these important structures or else they will be lost to the community.

Regarding cultural resources, the Village is small in size and does not have significant resources although there are some which are discussed following. Perhaps this is an area of the Village that could be expanded upon.

Similar to other small villages across the State, Dryden is home to a small elementary school and has a middle/high school situated on its northern border, in addition to a nearby community college. The Dryden School District, by far, is the Village's largest employer. These educational entities infuse significant economic and quality of life vitality into the community.

ISSUES

Historic Resources

The Village of Dryden has a large and varied collection of historic properties, including a National Register Historic District which is described following. Much of the Village's architecture was inventoried via a Cultural Resources Survey completed between 1981- 1983 by the Community Design Assistance Program of the Cornell University College of Architecture, Art, and Planning. The survey revealed a fairly large concentration of structures with a moderate to high level of architectural integrity and historic importance along East Main Street, Elm Street, James Street, Union Street, and West Main Street, as well as individual buildings scattered elsewhere in the Village.

Many architectural styles dating from all eras of Dryden's history are represented in the Village, including Federal, Greek Revival, Italianate, Second Empire, Queen Anne, Craftsman, Colonial Revival, and Modern, to name a few. Unfortunately, a relatively significant amount of the Village's historic architecture and character has been lost due to lack of building maintenance and inappropriate renovations.

The results of a photographic exercise which was completed by the Steering Committee to visually document the Village's assets and liabilities showed that, consciously or unconsciously, the Village's historic architecture is considered an important asset, as many participants took photographs of architecturally significant properties as a representation of what was good about the Village's character.

A community's architecture, perhaps more than any other single trait, defines its character, tells the story of its history, reflects its socioeconomic standing, and demonstrates its values. The maintenance and preservation of Dryden's older architecture is important in communicating a positive image of the community to residents and visitors alike.

Properties/Districts in the Village that are listed on the National Register of Historic Places include:

Dryden Village Historic District - The Dryden Village Historic District includes a several block area just south and east of the intersection of East Main and South Streets. The district, consisting of commercial and residential properties, is bordered by East Main Street, James Street, Lake Street, and South Avenue, and includes Union and Pleasant Streets. It consists primarily of residential properties, with several commercial buildings on South and East Main Streets.

Rockwell House, 52 Main Street - This private residential structure was built circa 1860-1866 for the E. Rockwell family. It is a large, wood framed Italianate structure with heavily bracketed eaves and a decorative front porch.

Southworth Library, 24 West Main Street – The library was constructed in 1894 with the express purpose of housing a public library. It was the result of a gift from the estate of

Jennie McGraw-Fiske in 1881. The hallmark tower was added to the massive stone Richardsonian Romanesque building in 1897.

Luther Clarke House, 39 West Main Street – This symmetrical five-bay Federal style residence was built in three sections at differing times in the early 1800's. It is the only intact and most "pure" example of the Federal Style in the Village.

Lacy-VanVleet House, 45 West Main Street – This residential building was built in 1828 for Dr. Daniel Page, one of two physicians in the Town at that time. The building is an excellent local example of a structure with both Federal and Greek Revival features. It is currently operated as a bed and breakfast.

Jennings-Marvin House, 9 Library Street – This impressive residence was constructed in 1897 in the Shingle Style, although it shows Queen Anne and Colonial Revival influences. Its most prominent features are the three story conical roofed tower and wrap around porch. In recent years the property has fallen into a state of disrepair, however, in 2005 the structure was undergoing significant repairs.

Southworth House a/k/a The Homestead, 14 North Street – This two story brick residence is unique among the predominately wood frame structures of the Village. Built in 1836 for Thomas Southworth, the home retains much of its original features, including wavy glass window panes, and wallpaper imported from France.

United Methodist Church, 2 North Street - The large, white, Romanesque Revival style church is the dominate structure on the four corners in the downtown. Constructed in 1874, the high central gable is flanked with two towers of differing sizes. The church is perhaps Dryden's most recognizable building.

Dwight House a/k/a Towering Elms, 12 East Main Street – This large Italianate structure was built by Jeremiah Dwight in 1865. Mr. Dwight was an early Village merchant who also built the Stone Block, the only stone commercial building in the Village.

It should be noted that many buildings not officially designated as historic nonetheless contribute to the character of the community and are worthy of preservation.

Cultural Resources

Dryden does not have a large or varied collection of cultural resources, which is not atypical for a community of this size. For the purposes of this Plan, Cultural Resources are divided into: (1) Cultural Institutions such as museums, galleries, libraries, and theaters, and (2) Cultural Events generally consisting of annual community events not associated with a particular Institution.

Cultural Institutions

Dryden Historical Society - The Historical Society serves the entire Town of Dryden. The organization operates out of a former residential structure on West Main Street. The facility is used to store artifacts relating to Dryden's history, and is open to the public each Saturday, for special events, and by appointment. There is an exhibit room, with

exhibits relating to local history changing every few months. In addition, the Society sponsors a series of programs throughout the year, in various locations throughout the Town, with most programs being held in the Village Hall. The Society is outgrowing the current facility, and it has no place to store or exhibit larger items.

Southworth Library – The Southworth Library is owned and operated by the Southworth Library Association and its seven member Board of Directors. The Library is located in its historic 1894 building, built to house the Library, and is open various hours, Monday through Saturday. The Library has an inventory of over 20,000 volumes including collections for adults, young adults, and children. These materials consist of fiction, nonfiction, biographies, books-on-tape, videos, magazines, and reference titles. The Library also contains collections of local history, old newspapers, large print books, home schooling information, and a unique "old books" collection. They also provide public Internet access and various reading programs, including a pre-school story hour during the winter months, a nighttime family story hour on the Library lawn during the summer, and an adult book discussion group.

Cultural Events

In addition to traditional Cultural Institutions, the Village has various cultural events throughout the year, the largest of which are as follows:

Dryden Dairy Days – This annual event is sponsored by the Dryden Grange. Held every second Saturday in June, the event features a parade, exhibits, craft sales, a chicken barbecue, and demonstrations.

Victorian Winterfest – This event, first held in 2004, takes place in early December. Events include a tree lighting ceremony with Santa Claus, carolers, the school chorus, roasting chestnuts, youth activities, and an open house at the firehouse.

Memorial Day Parade – The American Legion and Veterans of Foreign Wars hold an annual parade each Memorial Day.

Concerts in the Park – The Town of Dryden Recreation Commission sponsors weekly concerts in Montgomery Park. Usually consisting of an eight-week series starting in late June, the concerts feature a wide array of music including jazz, folk, and rock.

It is important to note that the nearby cities of Cortland and Ithaca both provide numerous cultural institutions and events that are easily accessible to Village residents.

Educational Resources

The Village of Dryden has only one educational institution within its borders, the Dryden Elementary School, which is part of the Dryden Central School District. In addition, the Dryden Middle/High School and Tompkins Cortland Community College are located on the Village's northwestern and northeastern borders, respectively.



There are no secondary learning institutions located within the Village. There are several larger secondary educational facilities located within 10 to 15 miles of Dryden, of which SUNY Cortland, Ithaca College, and Cornell University are the largest.

The educational institutions that most impact the Village include:

Dryden Central School District - The school district serves not only the Village and Town of Dryden, but parts of the neighboring Towns of Cortlandville, Lansing, and Harford. Although there are two elementary schools located in outlying areas, the majority of students go to class in or near the Village. Therefore, the School District is responsible for bringing a significant number of people to the community on a daily basis, including students, faculty, staff, parents, vendors, and visitors. The District also provides recreational and cultural resources to the community. Below is detailed demographic information regarding the District:

	2000-2001	2001-2002	2002-2003
K-12 Enrollment	2049	2012	1928
Student Dropouts	39 (1.5%)	13 (2.3%)	8 (1.5%)
Annual Attendance Rate	93.5%	98.1%	95.2%
Student Suspensions	89 (4.2%)	88 (4.3%)	92 (4.6%)
Total Graduates	138	106	109

Teachers	174
Other Professional Staff	33
Total Paraprofessionals	60
Teaching out of Certification	12

Tompkins Cortland Community College - The TC3 campus is located on 220 acres . It currently offers approximately 30 Associate Degree Programs. Although not in the Village, the College is growing, and its impact on the community is likely to grow in the future. Detailed information regarding TC3 is provided below:

	2001	2002	2003	2004
Total Fall Enrollment	2,889	3,085	3,277	3,201
Full-time	1,750	1,971	2,137	2,129
Part-time	1,139	1,114	1,090	1,072
Total Graduates	n/a	378	518	459

Total Staff	426
Full Time Faculty	65
Adjunct Faculty	204
Other Professional Staff	69
Classified	88

SUMMARY AND RECOMMENDATIONS

Historic, cultural, and educational resources help to define a community and are most often yardsticks which one uses to rate a community's quality of life. In deciding to remain or move into an area, the community's commitment to preserving such resources, and their quality, is often an individual's or family's major reason for staying in a community, relocating into a community, or moving somewhere else. Therefore, it is incumbent on the Village of Dryden to assist in whatever manner it can to both preserve the resources it has and cultivate new. This is not solely a Village government responsibility but a community responsibility as well.

Goals

Goal #1: It is a goal of the Village of Dryden to recognize that its historic architecture defines its community's character and contributes to the Village's sense of place. The Village will strive, therefore, to preserve and celebrate its historic buildings.

Goal #2: It is a goal of the Village of Dryden to enact local legislation/zoning that includes not only its historic district but a newly formed Central Business District as well. This goal promotes not only the preservation of historic structures and protects them from inappropriate additions or alterations but also provides design guidelines to ensure new development is compatible with existing historic architecture.

Goal #3: It is a goal of the Village of Dryden to preserve and enhance its cultural and educational resources by working with community groups and school officials to provide quality resources.

Recommendations/Activities

Activity #1: The Village will enact a local law/zoning and/or strengthen its power of site plan review in a newly created Central Business District and its existing historic district to preserve its historic structures and ensure that alterations/changes to existing structures are historically appropriate (2).

Activity #2: The Village will support community programs that promote the Village's historic past (1).

Activity #3: The Village will work with community groups, not-for-profit organizations, and educational institutions, etc., to continue to advance quality cultural events, resources, and educational opportunities which benefit the citizens of the Dryden community.

***Numbers in parentheses refer to goals listed above**

EMERGENCY SERVICES

BACKGROUND

The Village's emergency services center around three entities: the Village Police Department, the Dryden Fire Department (also known as Neptune Fire Hose Company), and ambulance services. Listed following are issues and concerns that were noted.

ISSUES

Police

The Village's Police Department shares space with the Village government offices in the Village Hall on 16 South Street. The present Department includes six (6) full time officers, and is approved for 11 part time officers (there are currently eight (8)). There is a clerical person who works 30 hours per week but since some paperwork is time sensitive, police officers often share clerical duties. In addition to providing Village police services, the Dryden Police currently contracts with the Village of Freeville for 50 hours of police services, the equivalent of one officer's salary. If the Village ever completes a significant annexation of land into the Village, it may have to consider the addition of more officers.

In 2005, it is likely that the Village will add police services for the Dryden Town Court to its list of intermunicipal services. Lastly, the Police Department contracts with the Dryden School District for a specific scope of services at the Dryden Middle/Senior High School including football and basketball games and school dances.

When Steering Committee members undertook the SWOT analysis (Part IV of this Plan) related to the assets of the community, the Village Police Department ranked high on the Steering Committee's list. It would appear, therefore, that the Village's Police Department is valued and is not in jeopardy of being abolished or consolidated.

As police technologies, liabilities, and responsibilities expand, and as Homeland Security and other mandates have been enacted, the space allocated for the Police Department inside the Village Hall has had to expand. This has resulted in competition for space between the Police and Village government. It also leaves little or no space for someone such as the Code Enforcement Officer to have a desk. The second floor of the Village Hall contains a large meeting room where the Village Board of Trustees meets. The room is also rented or used by outside community groups. The building is handicapped accessible from the front entrance on South Street, however, the elevator to the second floor is accessed by traveling through the Village and Police offices. There is certainly a security issue, especially for the Police Department. For security reasons,

the door to the Village Hall on George Street, which is not handicapped accessible, is locked.

The Mayor's Office is located at the front of the building, with the Police Department to the rear. The Village may want to give serious consideration to the security of this office location.

It is evident that there continues to be a space crunch in the Village Hall on the first floor. There is little room to expand the footprint of the building without losing scarce parking. The Village will probably need to consider a building space utilization study, especially for the use of the second floor, or consider relocating Village government offices or the Police Department. The Village may want to give thought to a public safety building where police, fire, and ambulance are headquartered, as more and more communities are giving this serious consideration.

Fire Department

The Dryden Fire Department is located on North Street and has 501(c)(3) not-for-profit status. The Dryden Fire Department is the largest of the Town of Dryden's seven fire companies. These other companies rely heavily on the Dryden Fire Department for training and other matters specific to the safety of emergency personnel.

The Dryden Fire Department contracts with both the Village and the Town of Dryden. Since the fire station is located wholly in the Village, it is considered a Village fire department and the entire Village is located within its immediate response area. The Dryden Fire Department also provides fire protection to a major portion of the Town, primarily in the eastern portion, including some 10,000 residents. It is recognized as the Emergency Operations Center for the Village and the portion of the township under its



fire protection. Being that the fire station is the focal point in emergency situations, fire and emergency medical personnel, the community, law enforcement, and several branches of local government rely heavily on the Department to provide constant emergency communications among all public safety responders through the implementation of the Emergency Operations Center. This includes a staging area for emergency and public

safety personnel, rehabilitation through the provision of continuous food and beverages, and acting as the primary evacuation site for the Willowbrook Manor senior citizen housing complex located behind the fire station. They are first responders for TC3, the Dryden Elementary School, and Middle/Senior High School. Automatic Mutual Aid is provided by other Town departments and departments outside of the Town.

Since the Fire Department is located in the Village, the Village approves the contract with the Town. Estimated contractual amounts are \$75,000 for the Village and \$175,000 for the Town in 2005. The Village also contributes to the Department's

equipment reserve account and pays their Workman's Compensation for a total contribution of approximately \$100,500. The Department has an annual operating budget of \$255,000. The Fire Department is financially responsible for all building maintenance and upgrades and all equipment purchases.

The current Fire Department is an all-volunteer department and has a roster of 35-40 active firefighters. Nationally there is a problem with recruiting and retaining volunteers. The current number of active volunteers for Dryden appears to be adequate at this time although not all fire personnel are readily available at all times of the day. Since the Town has been in a growth mode over the last decade, it may be necessary to consider expanding fire services.

EMS Services

Present ambulance services are privately contracted by the Town of Dryden. A portion of the Town's tax bill includes a tax for ambulance services. Since the Village is located in the Town and the Certificate of Need is for the entire Town of Dryden through the Department of Health, the contract covers the Village as well. The ambulance service currently leases space in the Dryden Fire Department building.

SUMMARY AND RECOMMENDATIONS

The Village of Dryden Police Department enjoys a solid reputation with the citizens of Dryden. Village government has worked hard to ensure that it is doing the best it can to maximize its police services, and thus reduce costs, by cost sharing with the Town, the Village of Freeville, and the Dryden School District for specific services.

Security, training, technology upgrades, etc. for the Police Department are a serious financial consideration for the Village. If the Village were to annex a significant portion of land, which it has the potential to do, this would necessitate the need for further study of the number of officers needed to adequately serve the Village. In particular, annexing an entity such as TC3 would almost certainly trigger an increase in the number of officers needed in the Village. Decisions on annexation must consider the effect on the Police Department.

When the Village has an application before it requiring a building code permit, site plan review, etc., it should continue to consider the needs of its emergency services regarding, among other things, quick and safe response, for both emergency personnel and those they protect. Therefore, it is incumbent upon the Village to include applicable emergency service providers in its discussion of new development so that proper design and safety considerations can be factored into the project.

Goals

Goal #1: It is a goal of the Village of Dryden to provide emergency services to its citizens so that they can live peaceably, healthfully, and safely in the community.

Goal #2: It is a goal of the Village of Dryden to equip its fire and police personnel with the necessary equipment and technology to do their job and to protect paid and volunteer personnel.

Goal #3: It is goal of the Village to house its emergency services in adequate facilities.

Goal #4: It is a goal of the Village of Dryden to ensure that all municipal buildings have the proper security equipment and procedures, and to ensure that employees, and elected and appointed personnel are adequately protected.

Goal #5: It is a goal of the Village to consider the impact of any new development on emergency services.

Recommendations/Activities

Activity #1: The Village will continue to assist its emergency services entities in searching and applying for grant funds when opportunities become available (1,2,3,4).

Activity #2: The Village will continue to fund its Police Department and continue cost savings measures such as sharing services with nearby municipalities and the Dryden School District (1).

Activity #3: The Village will hire new officers as necessary, especially if there is a significant annexation of property into the Village (1).

Activity #4: The Village will purchase the necessary technological and safety equipment as mandated for the Police Department as the need arises and its budget allows (2).

Activity #5: The Village will conduct a space utilization study of its Village Hall (3, 4).

Activity #6: The Village will install better security equipment in municipal buildings as needed and as affordable (4).

Activity #7: The Village will continue the financial support of the Dryden Fire Department with special consideration given for mandated costs (1,2).

Activity #8: The Village will continue to work cooperatively with the Town in securing other emergency response services such as ambulance (1).

Activity #9: The Village's Planning and Zoning Board of Appeals will continue to include the fire and police departments in their discussions regarding proposed projects to ensure that the proper manpower and equipment is available upon completion of the project and to ensure the project is designed with the public's safety as a prime consideration (5).

***Numbers in parentheses refer to goals listed above**

OPEN SPACE AND PARKS

BACKGROUND

For a village the size and population of Dryden, the availability of recreational open space within the heart of the community is somewhat limited. The only true park is Montgomery Park located on Elm Street. The park is comprised of two separate parcels



totaling approximately 2.3 acres and is located no more than two blocks from the main four corners intersection of the Village. The immediate neighborhood of the park is residential in nature, however, it is located very close to the commercial properties that line Route 13. The park is open year round from 7 AM to 10 PM. The park's only entrance is on Elm Street.

In addition to the Montgomery Park, there are several other open spaces within the Village that are available and used for public recreation. One is the recently completed Times Square Park, a very small open space (0.11 acres) located on the northwest corner of the Routes 13 and 38 intersection in the downtown. Another is the Village property adjacent to the wastewater treatment facility located near the intersection of Elm and Wall Streets. Based on tax map information, the parcel is approximately 1.85 acres in size and can be accessed directly from Wall Street. A baseball/softball field was recently developed on this site.

Another public space is the abandoned railroad right-of-way (ROW), which passes through the Village and on which the Jim Schug Trail is located. This multi-use recreational trail begins in the northwest quadrant of the Village at Springhouse Road and continues southeasterly until exiting in the vicinity of Jay Street. Within the bounds of the Village the total area associated with the ROW totals approximately 12.5 acres although the truly available portion (the trail itself) is far less. The trail continues southeasterly, connects to Dryden Lake and terminates further south at Purvis Road in the Town of Dryden.

In addition to the spaces noted above, there are also two other municipally owned areas that are available to the public. They are the "Village Green" area in front of and between the Presbyterian and Methodist churches on North Street which the Village partially owns and partially leases from the churches under a long-term lease agreement and the undeveloped green space (1.23 acres) just off of Goodrich Way.

ISSUES

For a perspective on the adequacy of Montgomery Park and the other available park spaces mentioned above relative to the population of the Village of Dryden, there are two standards which should be referenced, both of which are national organizations: (1) NRPA: National Recreation and Park Association and (2) AAHPERD: American Alliance for Health, Physical Education, Recreation, and Dance). Both organizations support a similar ratio of open space/park acreage to population of one acre per 100 persons. With a 2000 census population of 1832 persons in the Village, this would translate to a minimum requirement of approximately 19 acres of open space/parkland.

When tabulating all of the park and open land spaces noted above, the total is approximately 18 acres. In addition to these open spaces and parks, there are also the athletic fields and open land associated with the Dryden Central School facilities located within the Village (Elementary School on Union Street) and the Middle/High School just outside the Village limits on Route 38. The reader is cautioned not to rely solely on “standards” that oftentimes are not applicable to a community due to its own unique circumstances. At first glance it may be said that the available park space is reasonably close to the “standard” but in this case that would be a misleading statement. With the Jim Schug Trail providing 12.5 acres of the 18 acre total, this has skewed the numbers erroneously high. While the trail is a wonderful asset, its unique linear shape, the limited usable amount of the available 12.5 acres, and its singular purpose must all be taken into consideration. Without the trail, the total acreage would be approximately 5.5 acres which is significantly below the guidance standards typically referenced. As an overview assessment, it is clear that the Village is very fortunate to have direct access to the Jim Schug Trail but the remaining available acreage associated with traditional open spaces, athletic fields, playgrounds, and parks is inadequate. The single largest deficiency may well be the lack of any single facility that is large enough to provide multiple activity areas and uses (both passive and active), the necessary amenities (bathrooms, etc.), while serving as an aesthetically pleasing location to host larger events (community band concerts, arts and crafts fairs, music festivals, etc.). Such a space can serve as a focal point of community pride and activity.

As evidenced by the above, there are limited facilities at any one location, with Montgomery Park being the most developed. The overall condition of Montgomery Park is good, but without routine maintenance and attention, some areas will begin to deteriorate: be it the asphalt of the basketball courts, the infield of the softball field, or the roof of the gazebo. It is essential that the fields, courts and structures be in good condition, attractive, and well maintained. In that regard, the overall park does not present itself with a sense of vitality and energy which can play an important role in how the residents perceive the facility. Another concern is the age and safety of the playground equipment. With strict standards now in place for all new equipment, the Village should take a hard look at the existing equipment, evaluate its condition, and develop a safety inspection strategy to insure its safe usage and replacement or upgrading where appropriate. Relative to the asphalt surfaced courts, any surface cracking will deteriorate over time and begin to crack the asphalt and eventually breakup. Patching and other remedial actions will extend the life of these courts, but at some point in time a more comprehensive renovation (resurfacing) and/or replacement

project will be required. Concerning the Jim Schug Trail, this facility is well maintained by both the Village and Town, but again, repairing eroded areas, replacing the surface stone as needed and trimming/mowing any encroaching vegetation are vital routine maintenance activities.

As with any recreation facility, the routine maintenance and continued upkeep of the park is essential for reasons other than the physical condition of the element itself. If the downward spiral of deterioration and degradation begins, it becomes increasingly difficult to stem the tide and reverse the trend. In conjunction with this are the concerns for vandalism and the potential for any given facility to become labeled as being unsafe. Vandalized property must immediately be repaired to set the tone that the park/space/field is very important to the Village.

The use of the park and other fields is somewhat limited. As with any parkland, demand and usage is generally limited to the good weather months of April through November, with the bulk of activity taking place during the summer months. Some examples of the structured/organized activities that take place include: summer day camp and softball and baseball leagues. The use of the other miscellaneous open spaces varies with the two downtown “mini” parks being utilized as places to sit and relax while the undeveloped area adjacent to Goodrich Way is primarily used only by the neighborhood youngsters whose homes abut the space.

SUMMARY AND RECOMMENDATIONS

While there are many leisure activity opportunities that can be found within the general Village of Dryden vicinity, it remains critical to the quality of life for any community to provide high level facilities and opportunities for recreational purposes with easy access. Based on community input through the Steering Committee, it is interesting to note the lack of attention the local parks and open spaces received. The only facility mentioned was the linear park (Jim Schug Trail) which was viewed as both a strength and weakness during the SWOT analysis. Montgomery Park was never mentioned as a positive or negative attribute or as an asset or liability. It would appear that this lack of attention is indicative of the community’s relatively complacent view of these facilities, likely due to their limited use and lack of strong identity. Regardless, there are three key factors that must be considered as part of any comprehensive planning effort. They are: (1) maintenance and preservation, (2) present and future use and (3) relationship/connectivity with other community and regional assets and activities. A brief discussion concerning each follows.

Maintenance and Preservation

As discussed earlier, the continued utilization of the existing parks, open spaces, and trails in the Village will only be insured if they are well maintained. By maintaining and improving these facilities and their amenities, their true potential can be realized. It is fully recognized that all of these efforts require funding and a variety of possibilities

should be pursued to that end including: private and public agency funding programs, foundation grants, private donations, local fundraisers, community volunteerism, etc.

Present and Future Use

While the existing parks and open spaces presently see a fair amount of use, there is clearly the potential for greater use. There are, however, the inherent limitations of these parks and spaces due to either the limited available space and/or the limited facilities. It would appear that serious consideration should be given to obtaining and developing a larger parcel of land within the Village as a new park/recreational facility. With such a facility, the Village can broaden the scope of programs, events, and activities that it offers to the community at large. As consideration is given to this concept, it is important to remember that the goal of hosting any event or activity at the park is to provide both the user and the community with a positive experience that benefits both. Good planning is essential.

Connectivity to Other Assets and Activities

This aspect of open space and parkland focuses on the broader view of the interrelationship between the various spaces and activities that take place in the area. Although Montgomery Park is centrally located within the Village, it does not have a direct pedestrian link to the downtown. Both the Times Square Park and the Village Green area are located in the heart of the downtown/four corners area and the central services therein. From a leisure activity/recreational link perspective, Village Green and Times Square provide a positive and pleasing opportunity to enjoy the downtown and take a break at the same time. The Goodrich Way space is very isolated and truly provides a recreational opportunity only to those of the immediate neighborhood. The ball field at the Sewage Treatment Plant is similarly isolated and is essentially an open area with limited variety uses. The feature that provides a unique opportunity of linkage is the Jim Schug Trail. With its connection to the Dryden Lake Park and plans for continuing northwesterly to Freeville, it becomes the natural link from the Village to other surrounding available spaces and opportunities. This is an example of the type of thinking that can and should take place as the Village envisions its future in providing both outdoor recreational space as well as opportunities to participate in pleasurable leisure activities.

In summary, the possibility of providing a larger public open space/park area that can bring the entire Dryden community together should be considered during any planning discussions. At the same time, due to their locations and limitations, the existing facilities should continue to serve their particular clientele and any opportunity to enhance and upgrade them should be considered. As the Village moves forward, it is also imperative that they coordinate their efforts with the Town of Dryden and all the other key agencies, institutions, and organizations that serve as recreation providers in the area. This is particularly true at this point in time as the Town itself is considering the development of a Recreation Master Plan.

Goals

Goal #1: It is a goal of the Village of Dryden to maintain, preserve, and expand both passive and active recreational programs and facilities in the Village of Dryden.

Recommendations/Activities Related to the Goal Above

Activity #1: The Village will upgrade the facilities at Montgomery Park as the need and budget allows.

Activity #2: The Village will increase its policing of the Park, and all other park and open space areas, to minimize vandalism and to reinforce to the community the importance of community green space.

Activity #3: The Village will study other areas in the Village where parks and open space can be developed and will require green space to be developed with any large scale housing development planned in the Village.

Activity #4: The Village will continue to work with the Town of Dryden and the Dryden School District to maintain and preserve recreational programs for all age groups in the Village.

Activity #5: The Village will continue to work with the Town of Dryden on the completion and maintenance of the Jim Schug Trail.

Activity #6: The Village will continue to work with the Town on the development of a recreational master plan.

NATURAL RESOURCES

BACKGROUND

The Village of Dryden is characterized by diverse natural features and resources including: slopes, topographic changes, wetlands, water bodies, floodplains, geologic features, forests, unique natural areas, and wildlife species. Natural resources and sensitive environmental areas in the Village were identified based on information provided by Tompkins County.

Communities should make decisions that consider the preservation, maintenance, and responsible uses of natural resources. The following issues were observed regarding the Village of Dryden's natural resources.



Slope and Topography

Slope and topography describe the shape and relief of the land. Topography describes the elevation and changes in elevation, while slope is a measurement of the percentage change in elevation over a particular distance.

The Village of Dryden is composed of both flat areas and sloped terrain. The highest elevations in the Village are about 1,280 feet above sea level in the southwest corner and about 1,260 feet above sea level in the northeast corner. Each of those elevations continues to climb where the hills peak outside the Village. Elevation throughout most of the Village is around 1,100 feet above sea level, which is where much of the developed land is located. The landscape in the northwest quadrant of the Village is the lowest elevation and does not have much change in elevation. Virgil Creek flows diagonally through the Village, flowing from the southeast to the northwest.

Soils

Soil characteristics affect a variety of human activities, from land use patterns, to transportation routes, to the installation of other necessary community infrastructure needs. For example, soil characteristics help determine the productivity and viability of agriculture. In addition to being evaluated in terms of agricultural viability, soil types have been assessed by the Natural Resources Conservation Service (NRCS) in terms of their suitability for other types of development. Soil characteristics are assessed for depth to seasonal high water table, depth to bedrock, flood potential, and permeability. These issues may affect both building foundation and septic system siting.

There are approximately 17 different soil types found in the Village of Dryden. There are four soil types that cover a significant area of the village. The major soil types are Chenango Gravelly Silt Loam (0 to 8% slope, CnB on Soils Map); Erie Channery Silt Loam (3 to 8% slopes, EbB on Soils Map); Eel Silt Loam (Em on Soils Map); and Wayland and Sloan Silt Loams (Ws on Soils Map). Ws soils are deep, fertile, poorly drained to very poorly drained, frequently flooded, and wet-tolerant plants are dominant in such soils. As one would expect, the Ws soil classification in the Village corresponds closely with the floodplain areas.

Water Bodies

Water bodies are typically critical to the public health, economic, and environmental well being of a community. Economic and environmental activities dependent on the integrity of local water bodies and water supplies include tourism, agriculture, industry, recreation, education, and real estate.

Virgil Creek is the most significant water body within the Village of Dryden. There are several small tributaries, and sometimes-seasonal streams, that feed into Virgil Creek. The creek flows northwesterly through the Village. The New York State Department of Environmental Conservation has classified the stream as C(T), meaning the stream could support a trout population, and its best use is for fishing. Certain waters of the state are protected on the basis of their classification. Streams and small water bodies located in the course of a stream that are designated as C(T) or higher (i.e., C(TS), B, or A) are collectively referred to as "protected streams," and are subject to the stream protection provisions of the Protection of Waters regulations.

Stream Classification	Best Use
AA	Drinking (after chlorination)
A	Drinking (after chlorination and filtering)
B	Bathing
C	Fishing
C(T) or (TS)	Fishing (T-supports Trout population) (TS-Supports Trout spawning)
D	Secondary contact recreation

Source: NYS Department of Environmental Conservation

The Virgil Creek stream is not a good source for drinking water or bathing. Currently the Village's wastewater treatment facility is located adjacent to Virgil Creek and the facility is rated to provide treatment for up to 400,000 gallons per day and is required to meet a monthly average flow discharge limit of 400,000 gallons per day.

Wetlands/Floodplains

Wetlands are areas that contain soils that are saturated by surface or groundwater. Often times, the saturated conditions allow for growth of vegetation that is well suited for these wet conditions. Wetlands generally include swamps, marshes, bogs, wet meadows, and other similar areas. Wetlands perform numerous functions, such as removing and recycling nutrients from the water that flows through them. These

functions, in turn, provide benefits to the environment and the community. For example, the benefit derived from nutrient removal is improved water quality. This water purification function is valuable for a number of reasons. Such reasons include clean drinking water, safe recreation, and secure fish and wildlife habitats. Another benefit of wetlands is that they store floodwaters and reduce the magnitude of flood events. Wetlands also provide a valuable habitat for a diverse flora and fauna, including many rare, threatened, or endangered species. There are two types of wetlands in the Village including National Wetland Inventory (NWI) sites, (sites greater than 0.5 acre), and a DEC regulated wetland, which are sites that are 12.4 acres (5 hectares) or larger.

The only DEC regulated wetland is in the northeast quadrant of the village, east of North Street, and south of Lee Road. Generally, the NWI wetlands are located in the northwest quadrant of the Village. This is the area just south of State Route 38, and east of Springhouse Road.

There are two distinct areas classified in the 100-year floodplain. Each surrounds the streams within the Village and can be viewed on the attached map (Page 67-B). This flood zone appears to impact many parcels in the Village. The industrially zoned property off of Springhouse Road is located in the 100-year floodplain, as are properties in the Multiple Residence, Residential B, and Commercial zones. The flood zone appears to limit future development in particular areas of the Village, especially where wetlands are also present. A small portion of the remainder of the Village is located in the 500-year flood zone, located just outside the areas delineated in the 100-year flood zone.

Unique Natural Areas

Tompkins County has classified Unique Natural Areas (UNA) based upon specific criteria. There are particular environmental qualities about a UNA that trigger special attention for preservation and protection, according to the Tompkins County Environmental Management Council. One such UNA is located within the Village of Dryden. The area is called the Dryden Firehouse Wetland, which is a DEC regulated wetland. This Unique Natural Area is 50 acres in size, and is located at the terminus of Neptune Drive and extends northward to the rear property lines on Lee Road.

Critical Environmental Areas

Under the New York State Environmental Quality Review Act, local agencies may designate specific geographic areas within their boundaries as Critical Environmental Areas (CEA). The designation of a CEA provides some regulatory protection for a site and functions as an indicator to developers, local officials, and other governmental agencies that the site is of significant environmental value. There are no designated Critical Environmental Areas in the Village of Dryden. The only CEA in Tompkins County is Coy Glen, located in the Town of Ithaca.

ISSUES

The Village of Dryden has numerous natural resources that are significant to both the character and environmental health of the community. Areas of the floodplain remain undeveloped, but are zoned for potential dense residential growth, commercial, and industrial activity. This is not prudent for public safety and potential loss of property due to flooding. It is important that natural areas be delineated to ensure that planning and development decisions do not diminish the environmental health of the Village. The Village should consider restricting uses in the 100-year floodplain to agriculture, open space, forestry, and recreation to promote environmental protection. Furthermore, this will help ensure public safety and potential loss of property.

Topography and slope should be considered when developing site plans for any construction project. Consideration of slope is important to reduce construction costs, minimize risks from natural hazards such as flooding and landslides, and to minimize the impacts of proposed development on natural resources such as soils, vegetation, and water systems.

Along with other concerns, the Village should concentrate on the conservation and protection of natural resources and environmentally sensitive areas while reviewing new development projects to assure compatibility with the environment. The Village should consider enhancing the protection of important ecological and environmentally significant lands. The Village could look into designating the sole DEC wetland, which is also a Unique Natural Area as classified by Tompkins County, as a Critical Environmental Area. The criteria for designation of a CEA includes the presence of an exceptional or unique character covering one or more of the following: 1) a benefit or threat to human health; 2) a natural setting (i.e. fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality); 3) agricultural, social, cultural, historic, archaeological, recreational, or educational values; and 4) an inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any change. Designation as a Critical Environmental Area would give an area added protection by requiring a more detailed review of environmental impacts under the SEQRA.

Goals

Goal #1: Conserve natural resources and environmentally sensitive areas including air, water, and land through conscientious development.

Goal # 2: Assure that future development within the Village will complement the natural environment.

Recommendations/Activities

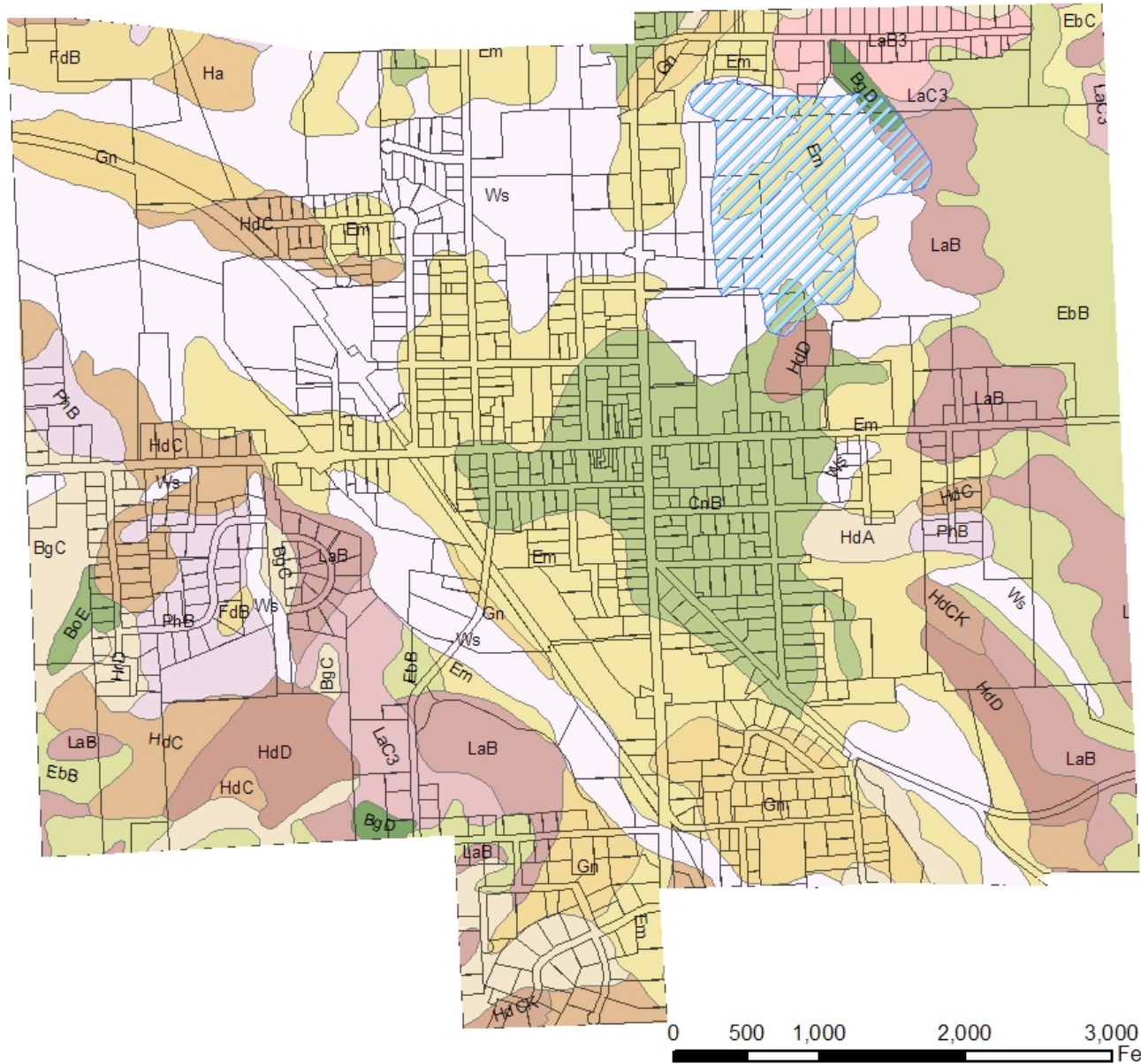
Activity #1: The Village will amend land use regulations and design guidelines that will seek to protect and enhance natural resources of the community. Creation of an “Open Space” zone will preserve environmentally sensitive areas in the Village. (1, 2)

Activity #2: The Planning Board, elected officials, zoning officer, and developers will use soils maps, flood maps, and wetlands maps to identify areas suitable for development of homes, industry, agriculture, and recreation. For example, a soil map may indicate poorly drained areas, which should not be used for residential development because of the need for costly drainage facilities. (1,2)

Activity #3: Comply with SEQRA for projects that require such review. (1,2)

***Numbers in parentheses refer to goals above**

Village of Dryden, Soils Map



LEGEND

	DEC Wetland		LaB3		Em
	Dryden Parcels		LaB		EbC
Soils					
	<all other values>		HdD		EbB
SOILNAME					
	Ws		HdCK		CnB
	PhB		HdC		BoE
	LaC3		Ha		BgD
			Gn		
			FdB		

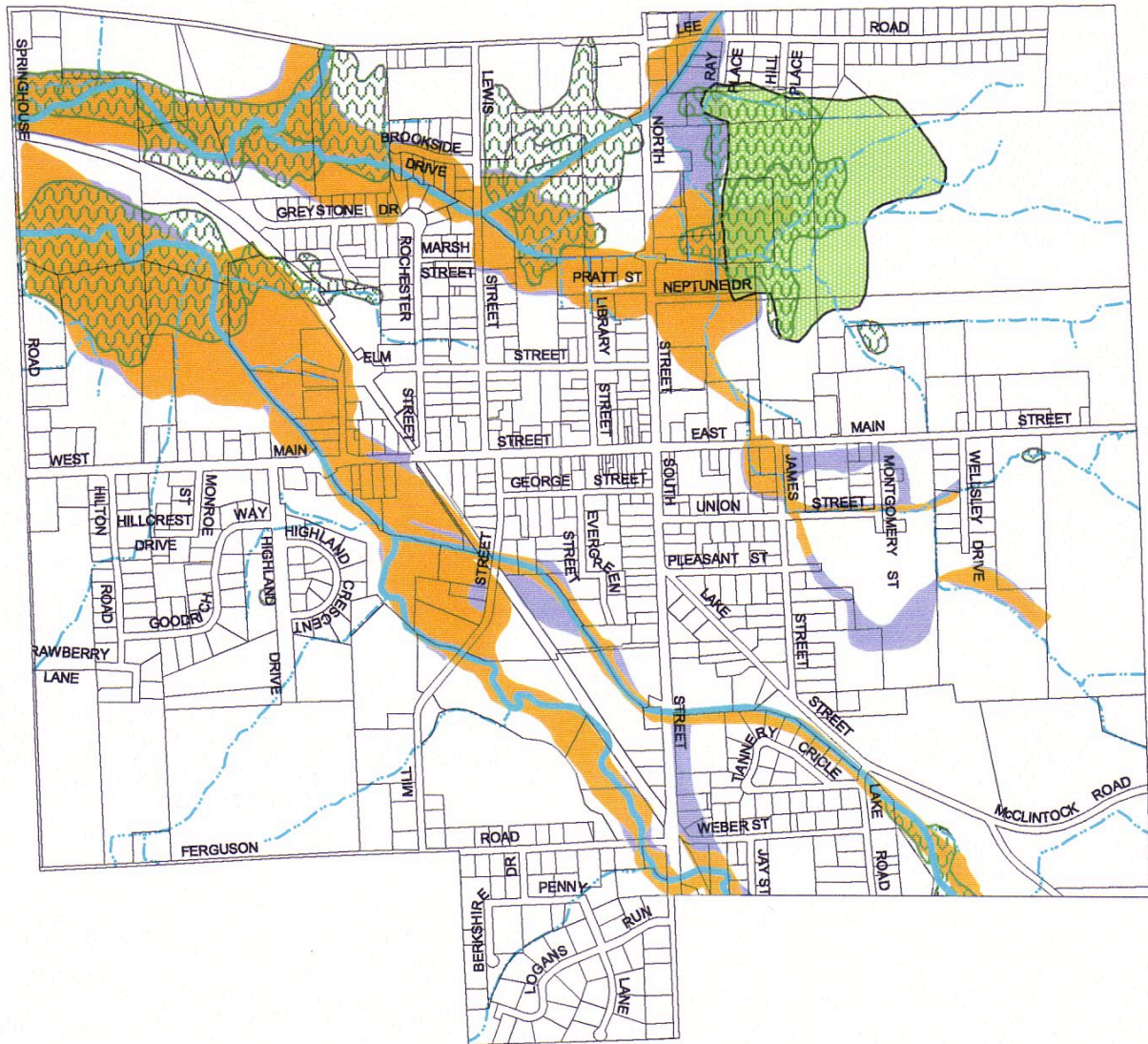


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Created June 16, 2005

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Village of Dryden



Legend

- Tax Parcel Boundaries
- Hydrography
 - Intermittent
 - Perennial
- National Wetlands Inventory - South (>.5 acres)
- DEC Regulated Wetlands
- Flood Hazard Areas
 - 100 Year Base Flood Hazard Area
 - 500 Year Base Flood Hazard Area



500 0 500 1000 1500 Feet



Prepared by
Tompkins County Planning Department

VISUAL BLIGHT

BACKGROUND

Visual blight creates a situation where a community's values and expectations clash with the presence of an object or scene, which by the majority's standards, creates an eyesore and/or environmental and safety concern. Visual blight could include overhead utility wires, utility poles, high voltage transmission lines, oversized and



cluttered signage, sprawling and poorly designed strip commercial architecture, deteriorated streets and sidewalks, inappropriate use of a particular property within a neighborhood, and poorly maintained private and public property. Visual blight is usually quickly identified by someone's gut feeling. The term "curb appeal" can be applied to the perception and image someone has of a community or particular property. Curb appeal is the gut feeling someone has as they look at a property or even an entire community.

Communities that invest in eliminating visual blight significantly increase their chances of further financial investment in the community, foster community pride, and better position themselves in attracting beneficial economic development. In most cases the return, whether aesthetic or economic, far outweighs the costs associated with blight removal.

Reducing or eliminating visual blight within the Village of Dryden will benefit private property values and community image, as well as potentially attract economic development. The Village of Dryden has already undertaken a successful streetscape improvement project to improve the attractiveness of the community along Route 13. This is a significant positive change for the community due to the elimination of wire clutter that could have detracted from other upgrading attempts including building facades. Removing overhead wires also resulted in the opportunity to plant street trees without an overhead obstacle.

Another example that shows the Village is actively reducing visual blight in the community is the acquisition of the property at the four corners and subsequent development of the Times Square pocket park. A vacant gas station stood on the premises of the newly created green space. An unused facility such as a gas station can be an eyesore when located in such a prominent location of the Village. The development of the pocket park has enhanced the ambiance of the four corners area, and now serves as a landmark which contributes to a positive community image. People can now reference this attractive site in many circumstances, and enjoy the beauty it provides for the community.

Causes of Blight

Blighting influences in the Dryden community may exist for any number of reasons. There may be vacant properties or underutilized improved lots within the Village that are being neglected from lack of use or maintenance. Use of property that is inconsistent with Village character and with the goals of the adopted Zoning Local Law is another example. Even developed properties that are well utilized can be visually blighting influences, not necessarily because of the active use, but because some commercial development was not designed with aesthetic consideration and the overall image the Village would like to portray.

Development of community infrastructure that doesn't take into consideration stated public goals or solicit public opinion can cause visual blight. Entities constructing the physical environment should consider the local community's ideas and designs before a final decision is made. Street designs created solely for use by automobiles and not considering other modes of transportation, may not be a prime example of visual blight, but the addition of sidewalks and bike lanes provide an increased visual interest.

It is incumbent on the Village of Dryden to address existing visual blight and to guide future development to minimize community blight in the future.

ISSUES

The Village of Dryden has already taken action on eliminating some blighting influences in the community's right-of-way. Code enforcement efforts have been ongoing to enforce the local laws of the Village and to serve as the catalyst for making property owners mitigate blighting property conditions. The process of reducing visual blight will continue to be an issue in the community, as the Comprehensive Plan Steering Committee has indicated they feel it is an important issue to address. Visual blight should be addressed for the benefit of Village residents and the community as a whole. Depending on what the blighting influence is, the Village may need to create or put into action the means to correct the negative community influence. The following are a sample of steps the Village should consider to reduce visual blight.

Goals

Goal #1: It is a goal of the Village of Dryden to eliminate visually blighting influences within the Village limits.

Recommendations/Activities

Activity #1: The Village will identify properties that contain visually blighting influences.

Activity #2: The Village will work with the owners of such properties to reduce and/or eliminate blighting influences. If property owners are not cooperative, the Village will use its municipal powers that may cause the elimination of the blighting influence including partnering with other government agencies.

Activity #3: The adoption of a method by which, through amortization, nonconforming uses (violations to/inconsistencies with the zoning law) would be removed. In the meantime, the requirement of suitable buffering in the form of vegetation, fencing, or landscaping to block the view of uses that have a blighting influence should be instituted. Additionally, imposing requirements related to setback, vermin control, licensing, height stipulation, burning and dismantling procedures, and other aesthetic considerations should be instituted.

Activity #4: Require site alterations such as fencing, vegetation, or some form of screening, as well as setback requirements for particular uses and non-conforming uses.

Activity #5: Consider a provision for establishing environmentally significant land for future park, recreation, and conservation purposes.

Activity #6: Establish regulations on lands subject to seasonal or periodic flooding.

Activity #7: Prepare a street plan anticipating future growth, by providing for the extension of existing streets, and access to undeveloped properties.

Activity #8: Enforce codes and land use regulations related to housing, building construction, and related items to insure adequate and safe housing for Village residents.

Activity #9: Consider acquisition and demolition of dilapidated properties.

Activity #10: Promote aesthetic considerations such as landscaping within the North Street commercial area and other “industrialized” areas or sites.

Activity # 11: Provide for pedestrian ways free from motor vehicle movement.

***Numbers in parentheses refer to the goals listed above**

LAND USE

BACKGROUND

There are approximately 983 acres of real property in the Village of Dryden, which is just about one and one-half square miles (approximately 1.5 sq. miles, excluding transportation routes). This figure reflects the recent annexations on the north end of the Village. A 21-acre vacant parcel was annexed in 2004, and most recently a 6-acre commercial parcel was annexed in 2005. Map 84-A following page 84 shows current land uses as determined by mapping tax parcel categories. Each tax parcel is assigned a code that represents the type of land use that is primarily being taxed. In this map, the entire tax parcel is coded as a single use, although there may be circumstances where a single parcel has more than one use. For example, there may be a residence with vacant acreage, forestland, or other ancillary use, but the primary use is indicated as a residence. Furthermore, this map does not show the separation of one family, two-family, or three-family residential uses, nor differences in commercial properties. More detailed analyses can be represented through mapping, but this land use map should be considered a general approximation of land use activities in the Village. Unfortunately, digital data was not available to show the recent annexations on the Village's Land Use Map.

OBSERVATIONS

It is evident that most commercial activity in the Village of Dryden is taking place along New York State Route 13, with specific concentrations at the intersection of Route 13, Route 38, and Route 392, as well as North Street. There is also a scattering of commercial sites on West Main Street. There are more residentially classified parcels (570 parcels consisting of about 393 acres) in the Village than any other type. Residential land use classification accounts for about 41% of all land in the Village. Significant clustering of residences can be found in the northwest, southwest, and southeast quadrants of the Village. There are a number of residential streets in these areas that accommodate a range of housing choices.

Community services such as the Village Office, cemetery, churches, library, and the elementary school are located at various sites throughout the Village, abutting both residential and commercial areas. Agricultural land classifications are found only on the extreme western side of the Village and account for only 4% of the land. This feature is expected, as adjacent land just outside the Village is classified and used as agricultural land. The public service category has a minor presence in the Village consisting of only 5 parcels and about 17 acres altogether. Public services include the Village's wastewater treatment facility and water department facility, and a telephone company.

Public parkland is situated close to the central business district, and other recreational classified uses include the parcel that contains a vacant bowling alley on

Route 13 and an open space on Goodrich Way. It is interesting to note that the new Times Square pocket park is not classified as a recreational use, but as vacant. There are a limited amount of industrial uses in the Village at this time; however, there is a significant amount of land zoned for industrial use. The properties used for industrial purposes only account for 6 acres in the Village, and only three parcels are classified as such. All three parcels are located at the terminus of Elm Street.

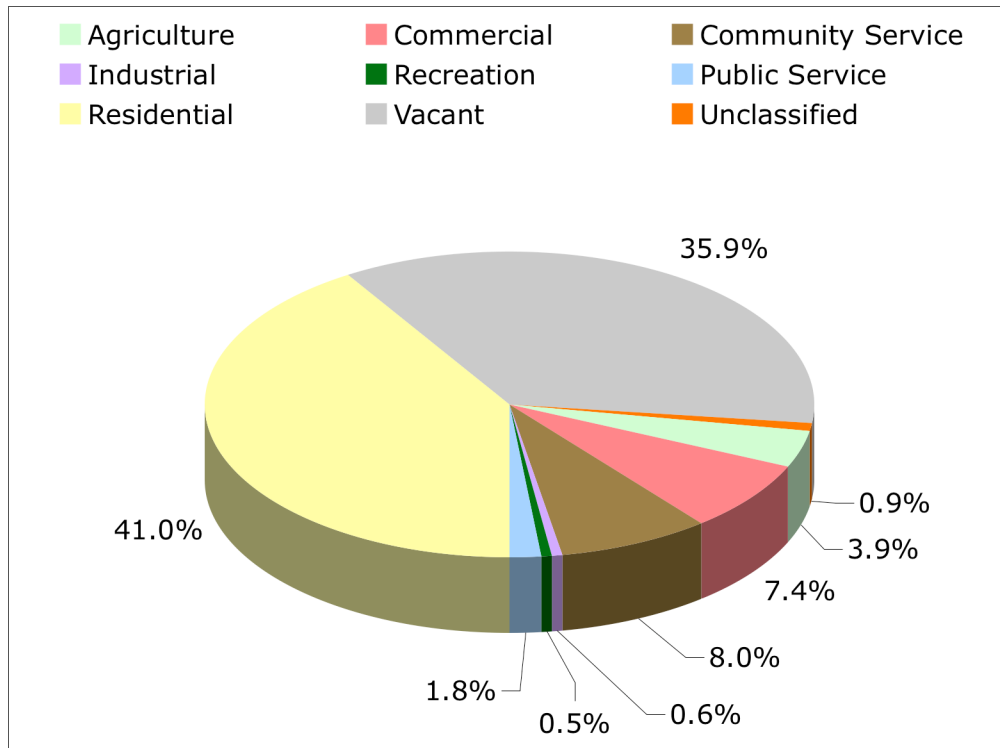
There are a total of 85 parcels classified as vacant. This is a significant number that translates to about 343 acres or about 36% of all land in the Village. The vacant classification does not mean the property is underutilized or not utilized at all. Several of these properties may serve as open yard space for adjoining residential properties. Finally, there are five parcels of land that are “unclassified” according to Tompkins County data, which constitute about 8 acres of land. These parcels are located in the Lee Road area and one on Union Street. The following is a comparison of land use:

TABLE 4: COMPARISON OF LAND USE

Land Use	Acreage	Percentage of Total Land Use	Number of Parcels
Agriculture	37.7	3.9%	3
Commercial	70.7	7.4%	75
Community Service	76.6	8.0%	16
Industrial	6.0	0.6%	3
Recreation	4.7	0.5%	4
Public Service	16.9	1.8%	5
Residential	392.6	41.0%	570
Vacant	343.0	35.9%	85
Unclassified	8.4	0.9	5
TOTAL	956.6	100%	766

Note: Table does not reflect land that was annexed into Village in 2004 or 2005

GRAPH 1: COMPARISON OF LAND USE



ZONING ANALYSIS

Common land use regulations include zoning ordinances or local laws, subdivision regulations, and site plan review regulations. Land use regulations are tools that can be used to implement a municipality's comprehensive plan. Such regulations are adopted in municipalities to protect and advance the health, safety, morals, and general welfare of the community. There is a public interest being served by the adoption and enforcement of land use policies.

Local governments are authorized, but not required, to adopt zoning provisions. The decision is purely a matter of local decision. The provisions of the zoning local law dictate the types of uses to which land may be put, the density at which development may happen, the height, size, and shape of buildings, and the mix of commercial, residential, public, and other land uses in each zoning district. Zoning is a key method by which society encourages the development of jobs and housing, protects natural resources and the environment, and defines the character of communities. The zoning local law that was initially adopted in 1973 by the Village Board of Trustees guides land use in the Village of Dryden. Since then, numerous amendments have been enacted to deal with evolving needs of the community.

According to a 1994 survey by the Legislative Commission on Rural Resources, 100% of cities, 67% of towns, and 87% of villages in New York State had adopted zoning regulations. Municipalities seem to have adopted zoning in areas where there are significant development pressures, environmental challenges, or difficult economic circumstances.

Zoning regulates three elements: the use, intensity or density of use, and the siting of development. A zoning regulation generally contains a zoning map and a written text that is used in concert with the map. The map graphically shows a municipality divided into several land use districts, including but not limited to, residential, commercial, industrial, and open space. Varying degrees of districts are established according to a community's needs and goals. The written zoning regulation describes the permissible land uses in each of the various zoning districts identified on the map. The written regulation also includes dimensional standards for each district, including the height of buildings, minimum distances (setbacks) from property lines, and the density of development.

The Village of Dryden is divided into five zoning districts. Three of the districts are primarily targeted to accommodate residences; nevertheless, residences are also an allowed use in the Commercial District. Therefore, residences are allowed in four of the Village's five zoning districts. The only district that does not allow a residential use is the Industrial District.

The most restrictive zoning district in the Village is the Residential A (RA) District, which allows one-family dwellings, gardens, and accessory appurtenances. Home occupations, professional offices, garages, or parking spaces for two non-commercial motor vehicles, temporary buildings, living quarters in a private garage, and the taking of

not more than four roomers are all allowed accessory uses according to the zoning law. Uses permitted by Special (Use) Permit include parking of a commercial vehicle, utility trailer, or unoccupied camping trailer.

The locations of the Residential A Districts are generally on the south end of the Village. The northeast corner of the Village also encompasses an RA District, which includes the Lee Road area. It appears that the RA District encompasses more land in the Village than any other district. Upon a site visit to the Village to observe the character and conditions in each zoning district, it is apparent that the developments in the Residential A Districts are in keeping with the intended purpose of the zoning local law. Generally, these areas appear to contain single-family dwellings that contribute to quiet residential neighborhoods. The allowed uses, accessory uses, and uses allowed with a Special Permit seem to be in character with what constitutes a quiet single-family neighborhood. Even though these areas appear to be preserved as residential areas, not all of the dimensional requirements imposed by the zoning local law have been adhered to. For example, there are lots that do not meet the minimum lot size requirements or minimum frontage requirements. This does not create a problem, and is typical in many communities that have adopted zoning laws.

The Residential B (RB) zoning district also covers a significant portion of the Village. This district allows all the uses that are allowed in the RA zoning district. Furthermore, it allows two-family dwellings, churches/places of worship, and schools/other educational institutions. It should be noted that certain acts of government may be exempt, or “immune” from zoning. Historically, New York courts have recognized that certain entities are entitled to absolute immunity from zoning regulations. Such entities include the federal government, State government, State urban development corporations, and public schools. These entities are not required to comply with local land use regulations. Therefore, even though a public school is not listed as an allowed use in the RA zoning district, but is allowed in the RB, such a public school may locate in an RA District, or in any other zoning district of the Village because they have absolute immunity from local land use regulations. (Further information on this topic may be found in the NYS DOS publication entitled “Governmental Immunity from Zoning”). Other than single-family dwellings, two-family dwellings are the only other type of residence allowed in the RB District.

It is evident that the RB zoning district is maintaining a higher density of residences and other uses than the RA District. Generally, the RB zoning district is where the older homes in the Village can be found, and where two family dwellings are predominantly located. Moreover, the RB Districts are more connected to the Commercial Districts than the RA zoning districts. Therefore, the Zoning Local Law is well suited by stipulating that uses such as schools and churches can be located in the RB Districts. The RB District essentially serves as a transition zone between the Commercial District and the RA District.

There are four areas in the Village that have the Multiple-Residence (MR) zoning classification. Permitted uses in this district include one and two-family dwellings, gardens and accessory appurtenances, churches, schools, multiple family dwellings, fraternity and sorority houses, hospitals, sanitariums, rest homes, and other similar uses. It appears that the largest two areas zoned as MR remain undeveloped. The site

located on the eastern border of the Village, just north of East Main Street is the largest area zoned as MR, and could potentially be the most developable site of the four MR areas. Not only is this site the largest in terms of acreage, but the property appears to be owned by one entity because it is a single parcel of land. Considering these factors and the characteristics surrounding the other three areas zoned as MR, this area of the Village may lend itself to be the most desirable location for a multiple-family residential use, or any use allowed within the MR District.

The second largest area zoned as MR is in the northwest section of the Village. The only access to this land appears to be on Springhouse Road; although, access may also be available through commercially zoned property fronting on Freeville Road (NYS Route 38). The majority of this area is located in a one-hundred-year floodplain, and is part of the National Wetlands Inventory. This area is currently undeveloped, and the characteristics of the land in this area may create difficulties for any future development.

The final two areas that retain the zoning classification of MR are located in the south-central part of the Village. One small lot fronts at the intersection of South (NYS Route 38) and Lake Streets. The other fronts on Mill Street and is also bordered by the Green Hill Cemetery. Both of these areas already contain some form of development. A small multi-family, two-building complex is located near the intersection of South and Lake Streets, while there are some single-family homes located in the MR district on Mill Street.

The MR zoning district is allowing for high-density residential development with other moderate density uses. Additional uses allowed in this district are not residential in nature, and create a higher level of activity than the areas zoned for lower density development. Nonetheless, this district does not allow for commercial activity, so the uses allowed in this district shouldn't pose a threat to multiple-family residences.

The only zoning district that is not classified "residential", but still allows residential uses is the Commercial District. This district not only allows for the business development of the Village, it also allows any use permitted in all the residential districts, even allowing for higher concentrations of residential uses. Therefore, single and two family dwellings, and multiple family residences are allowed uses in the Commercial District. Other allowable uses in this district include retail stores, hotels, motels, personal service shops, banks, businesses, professional offices, and bus stations. Mobile home parks are an allowable use in the Commercial District, but require the property owner to obtain a Special Use Permit from the Zoning Board of Appeals before such use may be established. Currently, there are no mobile home parks located within the Village of Dryden. Other uses that require a Special Use Permit include restaurants, garages, and filling stations. The development located within the Commercial Districts of the Village is keeping with the intended purpose that the zoning law has established. The only concentration of residential development in the Commercial District is the Willowbrook senior housing complex located on North Street (NYS Route 13/38).

The Village's Industrial zoning districts are located in two separate areas. The first area runs between Springhouse Road and Elm Street. The district is adjacent to Virgil Creek, and a significant portion of this area is within the 100-year floodplain. Additionally, a portion of this area is a wetland according to the National Wetlands

Inventory. This isn't the most appropriate place for industrial uses, as potential for property damage that results from flooding may occur. Wetland areas can also be home to a wealth of plant and wildlife species. The second area zoned for industrial activity is the property that was annexed into the Village north of Freeville Road and abutting Enterprise and Ellis Drives. This land is currently vacant, but the area is a better location for industrial uses given there is only a small portion of the area that is located in a floodplain or wetland. Industrial development in this area can easily separate itself from these environmental conditions. This area is also separated from most residential uses.

FUTURE ZONING SCENARIO

Based upon community characteristics, and needs of the Dryden community, the attached Zoning Scenario map was produced for consideration by the Village to serve as a focal point in amending the zoning local law. This scenario proposes adding three new zoning districts throughout the Village, as well as minor adjustments to existing zoning district boundary lines. The Residential A, B, Multiple-Residence, and Industrial districts should be maintained. Meanwhile, the new zoning districts distinguish the different "commercial" areas of the Village by dividing the existing commercial district into three categories. A new district should be created to provide for open space protection in environmentally sensitive areas and areas that are susceptible to periodic or seasonal flooding.

The existing Commercial zoning district should be divided into three distinct districts for the following reasons. The Village center or "central business district" has its own unique character and style. It is a pedestrian scaled segment of the community where parcels are small and buildings have little if any setback from the sidewalk area. As identified on the Zoning Scenario map, this area of the Village should retain the classification of a Central Business District zone. The area on North Street, which is now zoned as Commercial, should retain the "Commercial" zoning district status. This area contains larger "commercial" lots with ample parking for vehicles. Development in this area is more vehicular oriented, as opposed to the central business district. Finally, The West Main Street area, outside the central business district, also contains commercial development. There are a number of residential style buildings along this corridor, and the community has expressed an interest in retaining these structures. The West Main Street area would be suited well for a "Professional Office" zoning district classification. This district could maintain its residential style, but allow for professional offices to be operated in such structures.

Another new zoning district to consider is the addition of an "Open Space" zoning district. The Village of Dryden has numerous natural resources that are significant to both the character and environmental health of the community. Areas of the floodplain remain undeveloped, but are currently zoned for potential dense residential growth, commercial, and industrial activity. This is not prudent for public safety and potential loss of property due to flooding. It is important that natural areas be delineated to ensure that planning and development decisions do not diminish the environmental health of the Village. The Village should consider restricting uses in the 100-year floodplain to

agriculture, open space, forestry, and recreation to promote environmental protection. Furthermore, this will help ensure public safety and potential loss of property.

The following is an example of what uses would be allowed in each particular zoning district under the new zoning scenario. The Village may want to consider that some allowable uses listed here be subject to the provisions of the special use permit and/or site plan review.

Central Business District

Uses permitted:

Retail Trade – Food, drugs, liquor stores; eating and drinking establishments; variety stores; apparel and accessories shops; hardware stores; book stores; office and art supply stores; hobby shops; florist shops; camera and photography shop; news stand; jewelry stores; gift and souvenir stores.

Services – Finance, insurance, and real estate services; employment agencies; medical and dental offices; private household and personal services; beauty salon; barber shops; dry cleaning facility; post offices; day care centers; hotels and motels; libraries; museums; galleries; churches and other places of worship.

Uses permitted subject to Special Use Permit:

Single-family and two-family homes, second and third floor residential units.

Commercial District

Uses permitted:

All uses that are permitted by right in the CBD.

Uses permitted subject to Special Use Permit:

Vehicle repair shops, garages, gasoline service stations, automobile sales and service, fast food restaurants, veterinary hospitals, bowling alleys, automobile car washes, shopping centers, greenhouses and nurseries, hospitals and nursing homes, agency or group homes (boarding facility).

Professional Office District

Uses permitted:

Professional offices including, but not limited to the following: architect, artist, chiropractor, planner, dentist, engineer, insurance broker, lawyer, musician, optometrist, physician, accountant, real estate broker, teacher, funeral home, provided that: Such office or studio maintains either the residential character, or neighborhood character of the surrounding environment.

Industrial District

Uses permitted:

Storage, warehousing, and distribution facilities, manufacturing facilities, milling facilities, lumber yards, motor vehicle sales and service, gasoline service stations, automobile car washes, utility centers, recycling facilities.

*It should be noted that the Steering Committee was concerned with the allowed uses in the Industrial District. The Village may also want to consider two industrial districts, including a light industrial district. This light industrial district may be appropriate in the area of the Route 13/Enterprise Drive area.

Uses permitted subject to Special Use Permit:

Adult entertainment businesses

Multiple Residence District

Uses permitted:

All uses permitted by right in the Residential A and Residential B districts, multiple-family dwellings, rest homes, nursing homes, agency or group homes

Uses permitted subject to Special Use Permit:

Home occupations, nursery schools, churches, and other establishments of worship, libraries, cemeteries, community centers.

Residential B District

Uses permitted:

All uses permitted by right in the Residential A District, two-family dwellings.

Uses permitted subject to Special Use Permit:

Home-owner-occupant physician, attorney, dentist, architect, engineer, day care provider.

Residential A District

Uses permitted:

One-family dwellings, gardens, and accessory appurtenances.

Uses permitted subject to Special Use Permit:

Home occupations or professional offices conducted by the resident only, provided that there be no external evidence of such use except an announcement of a profession by a non-illuminated sign in compliance with the section on signs.

Open Space District

Purpose: Promote the public health, safety, and general welfare of the community, to minimize public and private losses due to flood conditions in specific areas, and to protect environmentally sensitive areas.

Uses permitted:

Parks, nature preserves, recreational trails, agriculture, forestry.

Uses permitted subject to Site Plan Review:

Single-family and two-family dwellings provided that all new construction and improvements shall be constructed with materials and utility equipment resistant to flood damage, and that all new construction and improvements be constructed using methods and practices that minimize flood damage.

SITE PLAN REVIEW AND SPECIAL USE PERMIT

The Village's Site Plan Review Law applies to allowed uses in the Commercial Business Districts, Industrial Districts, and Multiple-Residence Districts. Additionally, site plan review is required in residential zones where pre-existing nonconforming uses are located. The Village's Site Plan Review Law clearly states what must be indicated on a proposed site plan, but gives very little indication of what local community expectations are. For example, the Village could specify what types of building materials could be required for structures and fencing. Perhaps stone, wood, iron, or plant materials could be required where fences are installed. The Law could further state that chain link or other similar metal fences, concrete block, plastic, fiberglass, or plywood fences would generally be deemed inappropriate. The Law does not require landscaping to be of certain height, quality, or density, nor does it specify where such vegetation is required. The Law merely asks for a general landscaping plan and planting schedule, leaving the placement and type of vegetation completely up to the applicant prior to the review. Minimum design standards for landscaping, lighting, building materials, and signage could be developed to assist an applicant with preparing a site plan to accommodate the Village's stated goals.

The Planning Board has been designated as the "Site Plan Review Board". However, according to the Zoning Local Law, a site plan must also be submitted to the Zoning Board of Appeals for uses that require a special permit. Site plan review is a function that is better suited for the Planning Board. In the case of a special permit, very little direction is given to either an applicant or the zoning board as to what requirements must be met with the site plan, and what considerations the reviewing body will impose. There is little mention of the elements that should be included and what standards the site plan should meet.

The Village should clarify the site plan issue in its relationship to the Special Use Permit. Special use permits are a common technique for allowing a municipality to review a proposed development project in order to assure that the project is in harmony with the zoning and will not adversely affect the neighborhood. The Village of Dryden requires an applicant for a special use permit to submit a site plan that describes the proposed use to assure compatibility with the surrounding environment. The same standard should be applied to all site plans in the Village. The Site Plan Review Law should require that all uses requiring a special use permit shall also require a site plan, and the review process will be conducted by the Planning Board. Since the Village has designated the site plan review authority to the Village Planning Board, consideration of delegating the special use permit review and approval to the Planning Board should also be given to streamline the special use permit/site plan review process.

NON-CONFORMING USES

A use of land that lawfully existed prior to the enactment of a zoning ordinance or local law, and which is maintained after the effective date of the ordinance although it

does not comply with use restrictions applicable to the area in which is situated, is commonly referred to as a “ non-conforming use”. A use that is present in a particular district that does not conform to the allowable uses in the district, but the property owner obtained a use variance from the zoning board of appeals, is not considered a non-conforming use. Such a use is conforming because the property owner sought out relief from the strict provisions of the zoning law and a use variance was issued for that particular property. The non-conforming use is an inevitable byproduct of zoning regulations used to implement a community’s comprehensive plan. The purpose of such zoning regulations is to separate incompatible uses so that no residence has a commercial neighbor, no business is subjected to the noise and dirt of industry, and manufacturing may be conducted in a place where neighbors won’t complain about such an operation.

Generally, zoning laws protect the continuance of non-conforming uses. A use of land that was lawfully maintained prior to and on the effective date of a zoning regulation may be continued as a non-conforming use. The Village of Dryden Zoning Law does not adequately address the continuance of non-conforming uses. Municipalities have the ability to impose a wide variety of limitations upon non-conforming uses. The goal and attention should be placed upon preserving the neighborhood during the life of a non-conforming use. This can be done by requiring the non-conforming use to operate indoors, or the use must be conducted in a manner that it is screened from public view and requires landscaping or other similar buffers. Another example is to not allow the expansion of existing non-conforming uses. The Village may want to consider the continuance of an existing non-conforming use, but place a restriction on the change of use. The Village could require that when a property changes use from a non-conforming use, it must change to a use that conforms to the zoning law. Under a provision such as this, one non-conforming use may not be substituted for another non-conforming use. Such a change would be unlawful even though the new use is similar to the old use. Where the principal use of a building is lawful, but a secondary or accessory use is maintained or established in violation of the zoning law, the Village may not want to allow the continuance of the non-conforming secondary use.

A change in ownership of a parcel of land that is considered a non-conforming use does not affect the right to continue such use. This is because zoning regulations are a form of land use regulations that deal with land use and not land ownership.

ANNEXATION

Land that is annexed into the Village of Dryden is subject to the local laws and ordinances of the Village, including its building code and zoning regulations. In an event where newly annexed territory becomes part of the Village, such land will not fall within the boundaries of a zoning district until such time that zoning districts have been redrawn to include the annexed land. Obviously, redrawing zoning district boundary lines is an amendment to the Village zoning local law. Therefore, the Village may zone annexed territory by amending its zoning local law.

A use of land that legally existed prior to annexation does not become unlawful simply because the use is prohibited by the zoning local law of the Village of Dryden. In the case where the Village has annexed land, and amended its zoning to limit the allowable uses on the annexed land, pre-existing lawful uses that do not comply with the Village's new zoning should be considered a non-conforming use, and be subject to the provisions of non-conforming uses.

SIGNS

Signs are vital for communication, and are also important to community character. Negative attitudes arise when signs are poorly located, improperly constructed, or become too large or numerous. Without a regulation or guideline, signs can be detrimental to a community's character by reducing the effectiveness of communication and causing traffic safety issues. A well thought out sign regulation can result in positive images of the community once the regulation is put into place and it is followed.

Sign controls generally seek to limit the size and shape of signs. However, local governments sometimes extend their regulations to include the content of a sign. For example, a municipality placing a time restriction on how long a political sign can be displayed would be considered a content-based sign regulation. The U.S. Supreme Court has examined municipal sign regulations and how they pertain to freedom of speech. Generally the Court has found that content-based sign regulations are invalid, as they infringe on ones First Amendment rights.

The existing sign regulation in the Village of Dryden contains content-based language. A regulation that seeks to restrict or regulate sign content (copy, graphics) or to limit signage expression based on a limited class of "speakers" is a content-based regulation. A content-neutral regulation will apply to any sign regardless of the content of the message conveyed or the identity of the messenger, focusing only on the time, place, and/or manner in which the sign is displayed. These regulations generally apply to signs as classified by type. Such examples include: freestanding, projecting, wall, or roof signs. The regulation addresses physical or dimensional characteristics such as height, face size, and location. The best approach for local governments is to regulate the size, height, number, and design of signs without regulating the content.

GOALS

Goal #1: The Village of Dryden will amend zoning districts to accommodate the varied needs of the community.

Goal #2: The Village will require that quality development plans be submitted to allow the Village to review specified development projects to assure compatibility of scale, character, and layout.

Goal #3: The Village will define necessary terms in its zoning local law.

Goal #4: Further annexation into the Village will be zoned by considering present use of the land, as well as the desired future use of the property.

Goal #5: The Village will protect its Unique Natural Area, floodplains, and wetlands.

Goal #6: The Village will have a content-neutral sign local law.

ACTIVITIES/RECOMMENDATIONS

Activity #1: The Comprehensive Plan Steering Committee will suggest new zoning districts to accommodate varied commercial development along Route 13 (1).

Activity #2: The Village Board will provide zoning tools such as an “Open Space” zone, “Agricultural” zone, and site plan review requirements to protect the unique environmental qualities of the Dryden Firehouse Wetland, and the wetland along Virgil Creek on Springhouse Road, and other environmentally significant areas (1,5).

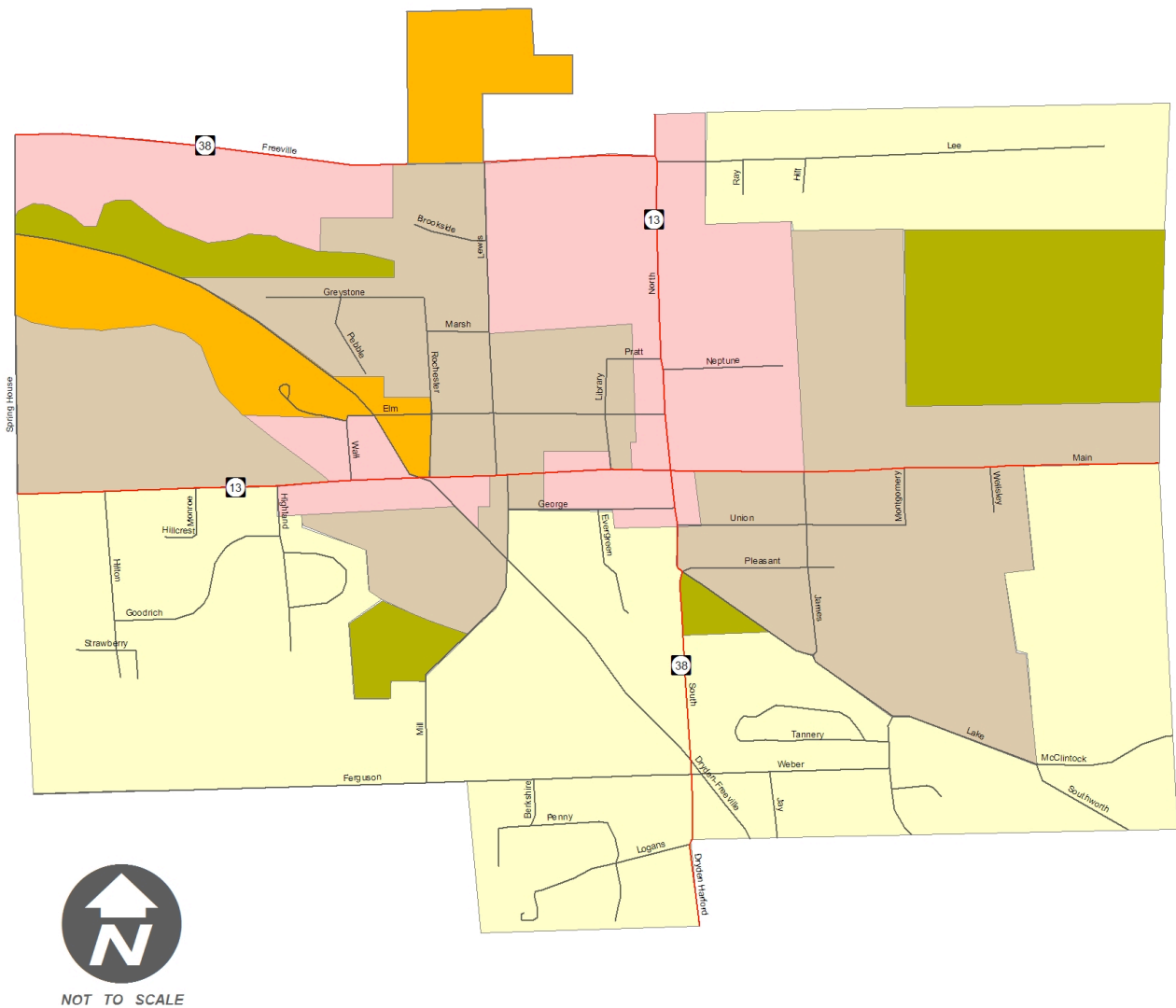
Activity #3: The Village Board of Trustees will specify, through the Zoning Local Law, what uses or what zoning districts require Site Plan Review. Further, Site Plan Review will become a function of the Planning Board (2).

Activity #5: Local government officials including the Board of Trustees, Code Enforcement Officer, and Village Attorney will collaborate on addressing non-conforming uses (1).

Activity #6: The Village will amend its sign local law to regulate such features as size, dimensions, materials used, and illumination of signs, rather than basing regulation on the signs content. The regulation of signs will be justified by a compelling governmental interest (6).

***Numbers in parentheses refer to goals listed above**

Village of Dryden, Zoning Map



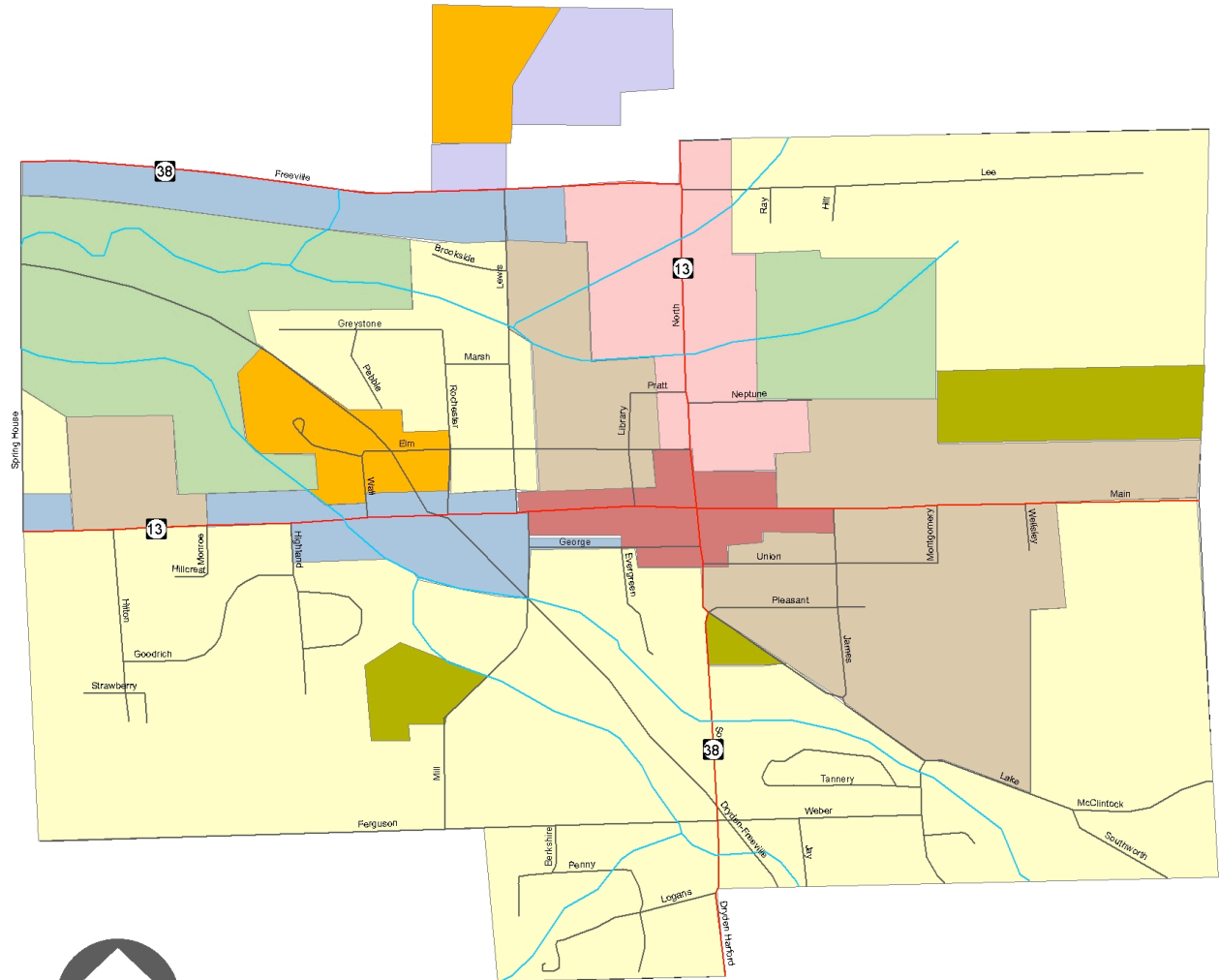
LEGEND

- State Roads
- Local Roads
- Commercial District
- Industrial District
- Multiple Residence District
- Residential B District
- Residential A District

Created: May 25th, 2005

Note: This map was created by referencing the Dryden, NY, Official Zoning Map of the Village of Dryden. This map is for casual reference only, and should not be used to make an official determination as to where zoning district boundaries are located.

Village of Dryden, Zoning Scenario



LEGEND

Streams	Open Space District
State Roads	Professional Office District
Roads	Multiple Residence District
Central Business District	Residential B District
Commercial District	Residential A District
Industrial District	Municipal Boundary
Light Industrial	

Created: May 24, 2005 / Edited: April 24, 2006 / March 7, 2008

This map does NOT represent existing zoning district boundaries in the Village of Dryden. This map was created as a tool for discussing the future development of the Village.

INTERMUNICIPAL COOPERATION

More and more, municipal leaders are challenged by constituents with high expectations for government services coupled with a distain for increases in taxes to pay for such services. A creative strategy for dealing with the demands of the office is the strategy of intermunicipal cooperation.

The Village of Dryden does not operate in a vacuum. It is an integral part of the Town of Dryden; a partner with the Village of Freeville; an important municipality in Tompkins County, in the Finger Lakes Region, and beyond. This Comprehensive Plan has demonstrated the many areas in which the Village cooperates with its neighbors, including but not limited to, sharing emergency services, sharing recreational program costs, working cooperatively with the Town in the development of its Comprehensive Plan, working with the Town on annexation, infrastructure, and other development, and sharing code enforcement efforts with the Town.

On the County level, the most interaction between the Village and the County occurs as a result of emergency services, especially the County Sheriff's Department and the County's Emergency Management Office. The Village has taken advantage of County-wide program efforts to improve Village facades and is willing to partner with the County on other programs, especially the designation of an Empire Zone in Tompkins County.

Future intermunicipal cooperation will be steered by the following conditions:

Economies of Scale – Buying power is often less when done in terms of quantity. A larger municipality may be able to purchase a system, materials, and supplies, and offer these services to smaller municipalities which may not be able to justify the cost with their own limited resources.

Convenience – One government may be in a better position to provide a particular service. The Village of Dryden is already doing this with its Police Department.

Unequal Distribution of Natural Resources – Natural resources may be more readily available in one community and may be shared with another municipality. Contracting for water service is a typical example.

Surplus Facilities - Population shifts may result in the shifting of local priorities. Physical facilities may not be utilized much compared to the past, and it may be more advantageous for facilities such as office space, for example, to be shared.

Duplication of Services – The Village is already doing a good job in combining its emergency services with the Town of Dryden and the Village of Freeville. The Village should be challenging itself to insure that other services it provides are scrutinized to eliminate duplication which results in inefficient expenditures of time and money.

The Village of Dryden realizes that to achieve its intergovernmental cooperation goals, political bipartisanship must be at the core. Turf issues must also be considered.

In addition, the Village must weigh certain factors such as liability, contract term, personnel assignments, and property agreements, to name just a few, before it decides to share services with another municipality.

Intergovernmental cooperation allows the Village of Dryden to continue to cost share the use of its staff, equipment, facilities, infrastructure, etc., in a manner which benefits the average Village resident and business through reduced taxes. This cooperation facilitates a feeling of good will, and inspires even further cooperation on the Town, County, regional, and State level. It is a shared goal of the community to continue this effort.

IV. PUBLIC PARTICIPATION

The comprehensive planning process included many opportunities for the public to voice their concerns, opinions, and beliefs. The following activities were conducted with participation from residents, business owners, landowners, and stakeholders in and around the Village:

- Steering Committee Kick-off meeting and SWOT Analysis: September 2004
- Photo Assignment/SWOT Analysis: October 2004
- Village Resident Mail Survey: October 2004
- Visioning Session: November 2004
- Planning Board Meeting: November 2004
- Village Business/Building Owner Mail Survey: December 2004
- Business Focus Group Meeting: January 2005
- Goal Development Meeting: May – June 2005
- Presentation of Plan and first Public Hearing held by Steering Committee: November 2005
- Village Board of Trustees Public Hearings: January 2006 and September 2006

SWOT ANALYSIS

During two Steering Committee meetings in September and October of 2004, Thoma conducted a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis. The purpose of the exercise was to get the community and Steering Committee to discuss the built and natural environment in which they live, and to shed light on the issues that are important to them. The first exercise during the first meeting called for participants to brainstorm on what are the strengths, weaknesses, opportunities, and threats of the Dryden community. As the group discussed these out loud, they were recorded on large pads of paper in the front of the room. The results follow in random order.

Strengths

- | | |
|--|--|
| • Four corners/Green space Main Street | • DPW: good sidewalks, streets: pedestrian friendly |
| • Municipal water/sewer | • Friendly neighborhood feeling Village design: services by foot |
| • Streetlights | • Community events |
| • Linear Park | • Railroad walk to Freeville |
| • Police/Fire Departments | • Zoning |
| • Centralized location | • Available essential services |
| • Community spirit | • Busses/Public transportation |
| • Youth programs | • Local universities |
| • Library | • Local Restaurants |
| • School system | |

Weaknesses

- Too much traffic
- Transients
- Busses as conduit for crime
- Haphazard growth
- Slumlords
- Sewer plant weaknesses
- Lack of housing choices: seniors, others
- Single family housing conversion to multi-family
- Code violations/Need for enforcement
- Unfinished projects: linear park
- Youth: lack of jobs/Too much spare time
- Threats to water supply

Opportunities

- Developable land in Village
- Preservation land for wildlife (wetlands)
- Completion of sidewalks
- Water and sewer upgrades for future development opportunities
- Land annexation
- Business attraction
- Beautification, especially municipally-owned lands

Threats

- Water pollution
- Water drainage
- Dwindling volunteerism: fire/ambulance
- Over-regulation (Example: DEC)
- Over-development
- Route 13 by-pass
- High taxes
- Inability to meet Village budget
- Lack of commercial development
- Regional development

The Steering Committee was given an assignment for the next meeting. They were given disposable cameras and told to take equal numbers of photographs of sites in the Village that they were most proud of and sites which embarrassed them or did not portray a positive image of their community. When the Steering Committee convened at the next meeting, they were divided into groups, given poster boards, and asked to fill one board with positive photographic images of the community and the other with negative images. Positive images included the library, downtown, the school, attractive businesses, beautiful trees with Fall foliage, well-kept homes, places of worship, fire department, police department, signs representing community organizations, essential services such as the post office and grocery store, trails, Main Street, etc. Negative images included poorly kept residences (owner occupied and income property), abandoned buildings, poorly designed properties, the junkyard, truck traffic, etc. These photographic images, combined with the SWOT issues detailed above, were displayed for all to see and discuss. Group members were then asked to list positive and negative attributes of the places depicted in the photos and/or the places/issues noted in the SWOT exercise. These attributes are listed following:

Positive Attributes

- Great architecture
- Historical significance
- Well-maintained
- Viable businesses
- Pride in ownership
- Adherence to local laws
- Strong infrastructure
- Positive image to outsiders
- Modern conveniences, services
- Diversity in services
- Positive values: churches
- Community concern for strong schools
- Strong community support, pride, spirit
- Active service organizations
- Self-sufficiency
- Nice choices in housing
- Strong emergency services
- Convenient location

Negative Attributes

- Poor design
- Poor placement
- Appearance
- Lack of pride
- Challenges to the law
- Vacant structures
- Lack of enforcement
- Poor image
- Visual and environmental pollution
- Traffic congestion

The purpose of the exercise was to have Steering Committee members define what was most important to the overall character of the Village, what assets were important to preserve, and what were the characteristics of an asset. Negative influences that needed to be changed were also discussed in tandem with the characteristics of these liabilities. A review of negative and positive attributes helped to further define how someone felt about certain assets or liabilities. The word “asset” was used interchangeably with the words “strengths and opportunities” and the word “liability” with “weaknesses and threats”.

A listing of the assets (strengths/opportunities) and liabilities (weaknesses/threats) of the community, as defined during the first meeting, were listed on large sheets of paper that were attached to a wall in the meeting room. Each group member was given 16 stickers and asked to place them next to the assets they believed were the most essential to Dryden (8 stickers) and then next to the liabilities in Dryden that they felt needed to change (8 stickers). No more than two stickers could be placed on any one item.

The results follow (the number next to item denotes how many votes the item received; the higher the number, the greater its importance):

Assets

- Police department (9)
- Municipal water/sewer (9)
- Library (8)
- Fire department (7)

- Essential services/businesses (6)
- Restaurants (6)
- School (5)
- Main Street (5)
- Streets and sidewalks (5)
- Low crime (5)
- Zoning (5)
- Streetlights (2)
- Four corners/green (2)
- Land for annexation (2)
- Community events (1)
- Village's centralized location (1)
- Youth programs (1)
- Developable land (1)
- Land for wildlife (1)
- Linear park (0)
- Village design (0)
- RR Trail to Freeville (0)
- Bus/transportation (0)
- Universities (0)

Liabilities

- Code violations (11)
- Slumlords (10)
- Traffic (9)
- Transients (8)
- Lack of commercial development (8)
- Busses (crime) (6)
- Lack of volunteerism: fire/ambulance (5)
- High taxes/local budget constraints (5)
- Weak sewer plant (4)
- Water pollution/threats to the water supply (4)
- Youth: lack of jobs; too much spare time (3)
- Lack of housing choices (2)
- Conversion of single family homes to multifamily (1)
- Unfinished projects (1)
- Development outside the Village (1)
- Drainage (0)
- Over-regulation (0)
- Over-development (0)
- Haphazard growth (0)

These tasks, in addition to building consensus among Steering Committee members, gave the consultant a better understanding of what elements and features are in the community, how they affect the community, and the community values people share. When it came to the goal setting portion of the Comprehensive Plan, and determining needed actions, the Steering Committee was reminded of those SWOT Analysis issues that were a community priority.

VISIONING SESSION

After a review of the SWOT Analysis and after the asset and liability exercise was completed, the Steering Committee set out to develop a Vision Statement for the Comprehensive Plan. The vision statement would not only set the tone for the work related to the Comprehensive Plan, it would serve as a statement of what the Village would be like 20 to 25 years from now. The Steering Committee was given three very different vision statements from three other communities to review. Since the statements from the other municipalities were very different, it reinforced to the Committee that there was no single path or template in developing their own unique

vision. Steering Committee members contributed key words and phrases which were typed into a laptop computer and displayed on a screen in the front of the room. The group discussed the ramifications of some of the words and added and deleted words until they were satisfied with the final product:

VISION STATEMENT FOR THE YEAR 2025

The Village of Dryden, enriched by its past, will have a healthy “small town” atmosphere where attractive residences and vibrant businesses co-exist. The quality of life for our diverse and involved population is sustained by a sound infrastructure of roads, systems, and services. To achieve this quality of life, and to preserve and enhance our community, we will have reasonable and enforceable policies.

BUSINESS FOCUS GROUP

A Business Focus Group of five persons appointed by the Mayor, consisting of the Mayor, business owners and downtown area residents, convened on January 26, 2005 to discuss a number of issues related to the business climate in the Village of Dryden. The group then engaged in a SWOT Analysis similar to the process undertaken by the Steering Committee and the public at the first two Comprehensive Plan meetings.

The funding source for this Comprehensive Plan project, the Governor’s Office for Small Cities’ Technical Assistance Program, has set as one of its goals the revitalization of small downtown areas throughout the State. Since this was a major emphasis of the funding source, the Village paid particular attention to the future development of its downtown business community as part of this Comprehensive Plan. The Focus Group noted the following regarding the Village of Dryden downtown’s problems/concerns and suggested actions to improve the Dryden business climate. The concerns, and actions to address the concerns, were recorded on large sheets of paper for all group members to see. To prioritize the greatest concerns and indicate the most popular actions, the Business Focus Group was given 10 stickers for concerns and 10 stickers for actions and asked to place no more than 2 stickers next to the issues and activities they believed were most important. The number in parentheses indicates the tally for each issue.

Village of Dryden Downtown Issues and Concerns

- Encouraging people to stop and patronize Dryden businesses (5)
- Post Office: design and service (5)
- Parking/Security (4)
- Traffic flow, noise on Route 13 (3)
- Better Dryden business name recognition: need for a business brochure; need for “wayfinder” signs or an informational kiosk in the Village (3)
- Lack of a business organization (2)
- Business owners need to “step up to the plate” (2)
- Easier accessibility to the fronts and backs of businesses (2)
- The “disconnect” between West Main and North Streets (2)
- Signage/Attractiveness of the downtown area facades (1)
- Encourage employees not to park in spaces in the front of buildings (1)
- Slumlords (1)
- Transients (1)
- More guidance in site plan design for developers (0)
- Too many government regulations (0)
- There is no local “one-stop-shop” for new start up businesses (0)
- Business owners need to better advertise their inventory (0)

Activities to Improve the Dryden Business Community

- Develop a business brochure (5)
- Pressure the post office to improve (4)
- Work at advertisements/work with County Chamber of Commerce for assistance (4)
- Develop a Dryden business organization (4)
- Village to effectively communicate and work with businesses re: sign regulations, land use regulations, site plan guidelines (3)
- Improve downtown relations with the entire business community (3)
- Revise the Village's land use regulations (2)
- Work with the DOT on traffic issues (1)
- Develop projects to “connect” West Main Street to North Street (1)
- Improve internet communications (0)

There was also a lengthy discussion among Business Focus Group members on what constitutes the “downtown” area of the Village of Dryden. Since there is a difference in the “sense of place” one derives from West Main Street and its older historic buildings versus North Street with its more modern buildings which are set back and have parking lots in the front, the Business Focus Group members were asked their opinion on how these two areas should develop over the next 20 years.

The Group determined that the “downtown” should extend from the westernmost boundary of the Village along West Main Street and continue through the four corners going east to James Street. The southern “terminus” should be Union Street and the northern boundary should be Route 38. From a future planning perspective, if acceptable to the Steering Committee in its Comprehensive Plan goals and objectives, there would

be a concerted effort on the part of the Village, through zoning, to have the Village's North Main Street move towards a "sense of place" which would be similar to West Main Street. Future development would call for building façades that blend with the historic feel of West Main Street, signage would retain a more historic look and feel, and public amenities, such as lighting, sidewalks, and other appurtenances would be the same for both areas. Building setbacks would also be discussed (As noted in the *Village of Dryden Business Community* section of this Plan, while the Steering Committee felt there was a need to soften/add to the landscaping of the North Street area and provide similar public amenities, it was determined that no concerted effort to blend the architecture of North Street with the architecture of West and East Main Streets would be recommended in this Plan).

The recommendations put forth by the Business Focus Group were presented to the Comprehensive Plan Steering Committee when it met to discuss Comprehensive Plan Goals and Objectives.

RESIDENT SURVEY

Thoma developed questions for a written survey that was mailed to Village residents. Input from the Steering Committee chairperson, was also sought. A total of 273 surveys were randomly mailed to approximately one in three households. Additional surveys were made available at the Village Office for household occupants that wanted to fill out their own and surveys were available on the Village's web site. A total of 126 surveys were returned, which is equivalent to a 46% response rate. This response rate should be considered as an estimation given the unknown number of surveys that were picked up at the Village Office (it is estimated that this was an extremely small number). The response rate only considers the number of surveys that were mailed to residents. The mailing list was generated by the Village Office using water billing data. Income property owners were contacted in a few instances to determine the number of units in a particular income property. The survey was conducted to measure particular values and characteristics of Dryden residents. The complete survey and results can be found in the Appendices of the Plan. Any percentages referred to throughout the narrative in the Comprehensive Plan, based on survey responses, are based on the number of responses to each question, as not all respondents answered all questions.

Snapshot of Respondents

The majority of respondents were homeowners (89.6%) as compared to renters (10.4%). The greatest percentage of respondents was 46 to 55 years old (27%), followed very closely by persons aged 65 years or older (24.6%). The age group with the least responses was the 18 to 25 year olds (4.8%). It appears that the longer one lived in Dryden, the greater the chances of them returning a survey. It is also noted that not many heads of households in the Village are 25 years of age or younger. 23% of respondents have lived in Dryden for 30 or more years and a similar percentage, 23%, have lived in Dryden 11-20 years. In fact, 60% of all respondents have lived in the Village 11 years or more. 7.9% of respondents have lived in the Village for less than one year.

The three major reasons why someone has chosen to live in the Village are: (1) close to work, (2) cost of housing, and (3) proximity to close relatives or friends. These were followed closely by: (4) rural atmosphere and (5) scenic beauty. Over 98% of respondents do not use their properties for any other purpose than a residence.

Only three persons responded that they were college students. This question was included in the survey to determine the impact, if any, of TC3 on the average Dryden household profile. Of the three respondents who noted they were college students, one attended TC3 and the other two attended Cornell University.

Community Character

When asked how the Village has changed over time for survey respondents living in Dryden, 33.1% responded that the Village has not changed noticeably in its desirability as a place to live and an additional 32.2% of respondents noted the Village was a more desirable place to live. 14.9% of respondents indicated the Village has become a less desirable place to live. Dryden's existing conditions, i.e., its rural atmosphere, quality of services, parks, neighbors, school, housing conditions, small businesses, and streetscape on Main Street were rated good to excellent by most respondents. Sidewalks were more in the "satisfactory to good range. Traffic was ranked in the satisfactory to poor range.

Respondents were asked to name three factors that would cause them to consider leaving Dryden. Far and away, the highest vote getter was high taxes which received almost twice the number of "votes" of any other response. A distant second was loss of community character followed by the area becoming overly developed.

All of the environmental issues related to Dryden, including drinking water, stream water quality, wetlands/floodplains, to name just a few, were considered by respondents to be important to extremely important.

Community Services

When asked how often one purchased goods or services in the Village of Dryden, the highest response rate was "once a day" (45.2%), followed closely by "once per week" (41.3%). This means approximately 86% of respondents are shopping in Dryden at least once per week. This is an exceptional number and is reflective of the many services available to Village shoppers. The majority of respondents (49.2%) shop for groceries in Dryden, followed by 43.7% shopping for groceries in Cortland. The top three places Village respondents shop for goods and services are Cortland (80.2%), Dryden (77.8%), and Ithaca (61.1%). A detailed list of the types of business or services Village respondents would like to see in Dryden can be found in the Appendices following.

Land Use Management/Housing

When residents were asked their opinion on what land uses should be regulated the top three were: (1) specified areas for residential and commercial development, (2) mobile homes, and (3) signs. When asked what aspects of the community were important in considering a future project's impact on the community, every aspect ranked important to extremely important. Those receiving more responses in the "not that important" category were business signs, historic character, and preserving large trees at commercial sites.

Dryden respondents clearly support guidelines for the development of layout and design of future non-residential projects. Almost 89% were in favor.

When asked about safety improvements (traffic/pedestrian) in specific areas of the Village, the four corners and the post office, by far, were mentioned most often.

When ranking issues that should be given the most emphasis in the Comprehensive Plan, parking and circulation, neighborhood preservation, and availability of public recreational facilities and trails ranked one, two, and three.

Despite the fact that not many households in the Village of Dryden have a member who is attending TC3, 93% of respondents feel the college has an impact on the Village. In order, the top three impacts mentioned by respondents include: (1) students/employees/visitors patronize Village businesses, (2) TC3 provides a good education at a reduced cost, and (3) TC3 facilities are used by Village residents. Clearly, the community college enjoys a positive reputation per survey respondents.

When asked an open ended question regarding how respondents wanted the Village to look in five to ten years less traffic and noise, cleaner, improved properties, and more commercial and job growth were themes mentioned often.

BUSINESS OWNER/BUILDING OWNER SURVEY

A survey was mailed to 69 business/building owners in the Village of Dryden in November of 2004. It is noted that most of the businesses in the community are clustered in and around the West/East Main Street and North Street areas. Commercial businesses were included in the survey as were not-for-profit businesses such as churches, the library, the historical society, and the school, plus government entities such as the Town of Dryden. The purpose was to include as many non-residential properties as could be identified. The mailing addresses were provided by the Village Clerk's Office. The Village received 33 responses, a 48% response rate. It is noted that 79% of respondents own their own business space.

Business owners were asked a series of questions regarding their general business hours, number of employees, and their available parking since the lack of

parking was mentioned as a top community concern during the Steering Committee meetings. 79% of respondents noted that their business included private parking spaces for their employees or customers. It was also noted that the average business is drawing their customer base from a radius of almost 27 miles. So in addition to the loyal local customer base detailed in the *Residents Survey* above, Village businesses are also bringing in business from the outside which was told to the Steering Committee and used as a basis for discussing improvements to the downtown.

Survey respondents were asked to rank different aspects of the Dryden downtown including topics such as type and mix of shops and services, appearance and character, parking and traffic flow, sidewalks, security, commercial space rental costs, special events and promotions, and adequacy of hours of business operation. They were asked to rank these individually, with 1 being a “poor” rating, up to and including a 5 which was a “very good” rating. Most of the answers (which are included in the Appendices in the Plan) indicated that most attributes of the Dryden downtown rank somewhere in the middle at a “3”. The three areas of concern for respondents were availability of parking and traffic flow, special events and promotions, and type/mix of shops and services. The three most positive attributes of the downtown were safety and security, adequacy of hours, and appearance/ambiance/character.

When asked open ended questions related to the downtown such as strengths and weaknesses and what could be done to improve the downtown, Route 13 and associated traffic was seen as both an opportunity and a threat. Respondents liked the new improvements afforded by the Route 13 reconstruction project, they liked Dryden’s small town, friendly atmosphere, and their loyal customer base.

Threats to the downtown, besides Route 13, included parking, lack of business diversity, high taxes, and problems associated with the service and the site design of the post office. These concerns mimicked the concerns of the Steering Committee and the public during the SWOT Analysis.

GOALS AND ACTIVITIES DEVELOPMENT

The average Dryden citizen is not usually an expert when it comes to matters related to community planning. The average citizen is an expert on what they would like done in their community and where they want it done. This is because visioning is based on values and desires. In the arena of wants and desires, everyone’s opinion has equal value and carries equal weight.

For the Dryden Comprehensive Plan, a series of goals and activities were presented to the Steering Committee by Thoma Development Consultants. The goals were based on input from previous public, Steering Committee, and Business Focus Group meetings, in addition to the information derived from the aforementioned mail surveys. During the course of two Steering Committee meetings in May and June of 2005, committee members focused on the comprehensiveness of the goals and activities and added and deleted such, as a consensus of the membership dictated.

Language and wording of the goals and activities were a topic of concern for the Steering Committee. This was discussed with the consultant and changes were made until Committee members were satisfied with the final product. Steering Committee members were fully apprised of the adoption process including the required reviews and public hearings.

V. ACTION PLAN MATRIX

Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Adoption of Comprehensive Plan				
<ul style="list-style-type: none"> Formally adopt Comprehensive Plan according to Village Law Section 7-722 to enable implementation 	<ul style="list-style-type: none"> Village Board 	Short Term	N/A	N/A
Housing				
<ul style="list-style-type: none"> Seek funds for housing programs that emphasize housing rehabilitation, affordable housing, and home ownership Assist in the development of new rental units for all income, age, and disability segments Work with County agencies on housing-related issues such as lead paint, homelessness, and other housing health and safety issues 	<ul style="list-style-type: none"> Village Board Village Code Officer Property Owners Village Planning Board Village ZBA Office for Aging Qualified Consultant Broome Dev. Disabilities Tompkins County Action Ithaca Housing Authority Better Homes for Tompkins County Catholic Charities Red Cross 	Ongoing	<ul style="list-style-type: none"> CDBG Program HOME Program NYS Affordable Housing Program USDA Rural Housing Program 	Goal: 1, 2, 3, 4, 8, 9 Page: 19
Building Code Enforcement				
<ul style="list-style-type: none"> Increase financial resources for Code Enforcement work Review Code Enforcement policy; stricter enforcement of building codes Update fee schedules for code violations and for permits, attorney's fees, engineering reports, etc. 	<ul style="list-style-type: none"> Village Board Village Code Enforcement Officer Village Planning Board Village ZBA Village Ad Hoc Committee 	Short Term	<ul style="list-style-type: none"> Municipal Budget 	Goal: 1, 2, 3 Page: 22

Short Term = from time of adoption until about 3 years out
Long Term = 4-8 years from the time of adoption
Ongoing = Constantly applying the strategy in the community

Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Village of Dryden Business Community				
<ul style="list-style-type: none"> • Review and update land use/zoning and local law regarding design, architecture, amenities, etc. in commercial business districts (See also Land Use) • Preserve commercial district facades 	<ul style="list-style-type: none"> • Village Board • Village Planning Board • Village ZBA • Village Attorney • Qualified Consultant • State Historic Preservation Office 	Short Term	<ul style="list-style-type: none"> • Municipal Budget • GOSC Technical Assistance • New York State Council for Arts • Rural New York Grant Program • Preservation League of NYS • NYS Environmental Protection Funds • NY Main Street Program/DHCR • DOS Quality Communities Program • Local Businesses • Local Civic Groups 	Goal: 1, 2 Page: 32
<ul style="list-style-type: none"> • Work with the business community to establish a business organization • Seek State and federal funds for business loan program; include local banks 	<ul style="list-style-type: none"> • Village Board • Business Owners • Local Lenders • County Chamber of Commerce • Tompkins County 	Ongoing	<ul style="list-style-type: none"> • Local Businesses • Local Commercial Building Owners • CDBG Program • Appalachian Regional Commission 	Goal: 2, 5, 7, 10 Page: 32

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Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Village of Dryden Business Community (cont'd)				
<ul style="list-style-type: none"> • Create Village promotional materials such as brochures, print ads, wayfinder/kiosk signs • “Brand” the Village with a logo or slogan 	<ul style="list-style-type: none"> • Village Board • Future Village Business Organization • County Chamber of Commerce • County Tourism • Qualified Consultant 	Short Term	<ul style="list-style-type: none"> • Village Business Organization • Local Businesses • New York State Council for Arts • Rural New York Grant Program • Preservation League of NYS • I Love NY Funds • County Occupancy Tax 	Goal: 8 Page: 32
West Main Street Parking				
<ul style="list-style-type: none"> • Improve George Street municipal parking lot including new signage, curbing, trees, and better pedestrian access to West Main Street 	<ul style="list-style-type: none"> • Village Board • Village Business Owners • Commercial Building Owners • 1st National Bank of Dryden • Future Village Business Organization 	Short Term	<ul style="list-style-type: none"> • Village Business Organization • Local Businesses • CDBG Program • Main Street NY/DHCR • NYS DEC Urban and Community Forestry Grant 	Goal: 1, 2 Page: 36

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Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
West Main Street Parking (cont'd)				
<ul style="list-style-type: none"> • Create more downtown parking, particularly near West Main Street 	<ul style="list-style-type: none"> • Village Board • Village DPW • Village Business Owners • Village Building Owners • U.S. Post Office • Downtown Parkers • 1st National Bank of Dryden • Village Business Organization 	Ongoing	<ul style="list-style-type: none"> • Municipal Budget • CDBG Program 	Goal: 1 Page: 36
<ul style="list-style-type: none"> • Create a long term parking policy to better manage municipal parking • Increase the number of handicapped parking spaces in the Village • Enforce on-street parking restrictions to provide available parking for customers; utilize Police Department support and enforcement. 	<ul style="list-style-type: none"> • Village Board • Village Police Department • Village Business Owners • Village Building Owners • Park and Ride Users • 1st National Bank of Dryden • Future Village Business Organization • Downtown Parkers 	Ongoing	<ul style="list-style-type: none"> • Municipal Budget • Business Organization 	Goal: 3, 4 Page: 36

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Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Transportation and Traffic				
<ul style="list-style-type: none"> • Maintain and expand the transportation network, including vehicular, bicycle, and pedestrian elements • Work with the NYS DOT on mitigating traffic concerns in the Village, particularly along Route 13/38 • Request the DOT to place an emergency stop light on Rt. 13 in front of the Dryden Fire Department • Request the DOT to place a four-way stop signal for pedestrians at the four corners • Request the DOT to provide pedestrian crosswalks on West Main Street and North Street 	<ul style="list-style-type: none"> • Village Board • NYS DOT • Village DPW • Dryden Fire Department 	Ongoing	<ul style="list-style-type: none"> • Municipal Budget • NYS Multimodal Funds • TEA-21 • Legislative Member Item 	Goal: 1, 3, 4 Page: 42
<ul style="list-style-type: none"> • Install sidewalks throughout the Village where it is physically feasible to have sidewalks. Annexed properties and new development will be required to have sidewalks. • Enforce sidewalk local law regarding sidewalk installation and maintenance 	<ul style="list-style-type: none"> • Village Board • Village DPW • Village Code Enforcement Officer • Village Citizens • Village Business Owners • Developers 	Ongoing	<ul style="list-style-type: none"> • Municipal budget • NYS Multimodal Funds • CHIPS Funds • Legislative Member Item 	Goal: 1, 3 Page: 42

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V. ACTION PLAN MATRIX

Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Transportation and Traffic (cont'd)				
<ul style="list-style-type: none"> • Provide historic street lighting, benches, waste receptacles, bus shelters, etc., in areas where appropriate • Provide Park and Ride areas, allow bus shelters to be built, and provide bus schedules to be available in municipal buildings 	<ul style="list-style-type: none"> • Village Board • Village Business Organization • Village Businesses • TCAT • Cortland Transit 	Ongoing	<ul style="list-style-type: none"> • Municipal Budget • NY Main Street/DHCR • Village Business Organization • Village Business Owners • Legislative Member Item • TCAT • Cortland Transit 	Goal: 1, 2 Page: 42
Municipal Infrastructure				
<ul style="list-style-type: none"> • Seek State and federal funds to assist in the financing of needed upgrades to the municipal water, sewer, and storm sewer systems • Work with the Town of Dryden on annexing those properties in the Town needing municipal water and sewer • Study problem areas in the storm water collection system • Work with utility companies regarding quality services at affordable prices 	<ul style="list-style-type: none"> • Village Board • Town of Dryden • Village Attorney • Village Planning Board • County SWCD • NYSEG • Frontier/Verizon • Time Warner • Village Businesses • Developers 	Ongoing	<ul style="list-style-type: none"> • Municipal Budget • CDBG Program • USDA Rural Development • NYS Revolving Loan • NYS Clean Air/Clean Water Bond Act 	Goal: 1, 2, 3 Page: 47

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Long Term = 4-8 years from the time of adoption

Ongoing = Constantly applying the strategy in the community

Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Historic, Cultural, and Educational Resources				
<ul style="list-style-type: none"> • Enact/amend local law/zoning, and/or strengthen the power of site plan review in a newly created downtown historic district to preserve historic structures. • Support community programs that promote Dryden's historic past • Work with community groups, not-for-profits, etc., to continue to advance quality cultural events, resources, and educational opportunities 	<ul style="list-style-type: none"> • Village Board • Planning Board • Village Attorney • Village Businesses • Village Residents • State Historic Preservation Office (SHPO) • Dryden Historical Society • Dryden Library • Dryden Central School District • Local Colleges and Universities • Music, theater groups, etc. • Local Organizations/Civic Groups 	Ongoing	<ul style="list-style-type: none"> • Municipal Budget • NYS Council for the Arts • Rural NY Grant Program • Preservation League of NYS • SHPO • Local Civic Organizations • Local Foundations 	Goal: 1, 2, 3 Page: 53
Emergency Services				
<ul style="list-style-type: none"> • Seek grant funds to maintain/expand Village emergency services • Purchase the necessary technological and safety equipment for the Police Department as the need arises • Install needed security equipment in municipal buildings 	<ul style="list-style-type: none"> • Village Board • Village Police Department • Dryden Fire Department • EMS Service 	Ongoing	<ul style="list-style-type: none"> • FEMA • NYS Fire Programs • NYS Homeland Security • NYS Byrne Memorial Fund • Legislative Member Item • CDBG Program • USDA Community Facilities Program 	Goal: 1, 2, 3, 4 Page: 57

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Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Emergency Services (cont'd)				
<ul style="list-style-type: none"> Conduct a space utilization study of Village Hall 	<ul style="list-style-type: none"> Village Departments Currently Housed in Village Hall 	Short Term	<ul style="list-style-type: none"> Municipal Budget 	Goal: 3 Page: 57
Open Space and Parks				
<ul style="list-style-type: none"> Upgrade facilities at Montgomery Park as the need and budget allows Increase policing of the Park and all municipal green spaces 	<ul style="list-style-type: none"> Village Board Village DPW Town of Dryden Recreation Program Village Police Department Neighborhood Watch 	Ongoing	<ul style="list-style-type: none"> Municipal Budget NYS Environmental Protection Funds Community Organizations Civic Organizations Village Businesses Local Foundations Users' Fees 	Goal: 1 Page: 62
<ul style="list-style-type: none"> Require green space for any large scale development Work with the Town of Dryden, the Dryden School District, and local organizations to maintain and expand recreational programs for all age groups in the Village Work with the Town on the completion of the Jim Schug Trail Work with the Town on the completion of a Recreation Master Plan 	<ul style="list-style-type: none"> Village Board Village Planning Board Town of Dryden Dryden School District Local Sports Programs Town Recreation Program 	Ongoing	<ul style="list-style-type: none"> NYS Environmental Protection Funds Local Foundations Users' Fees TEA-21 Grant NYS DOS Quality Communities Grant 	Goal: 1 Page: 62

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Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Natural Resources				
<ul style="list-style-type: none"> • Amend land use regulations and enact design guidelines to protect and enhance natural resources. Create an Open Space zone to protect environmentally sensitive areas • Reference soil, wetland, floodplain, etc. maps to identify areas suitable for development • Comply with SEQRA 	<ul style="list-style-type: none"> • Village Board • Village Planning Board • Village Attorney • Tompkins County • Property Owners • Village Code Enforcement Officer 	Ongoing	N/A	Goal: 1, 2 Page: 66
Visual Blight				
<ul style="list-style-type: none"> • Identify properties that contain visual blight • Work with property owners of visually blighting problems to eliminate blighting influences and/or use municipal powers to remove visual blight • Require suitable buffering to screen visual blight from surrounding properties • Require the demolition of unsafe and dilapidated properties when appropriate 	<ul style="list-style-type: none"> • Village Board • Village Attorney • Village Code Enforcement Officer • Village Planning Board • Village ZBA • Village Property Owners 	Ongoing	<ul style="list-style-type: none"> • Municipal Budget • NYS Environmental Protection Funds • TEA-21 Funds • Community Organizations • Civic Organizations • Village Businesses 	Goal: 1 Page: 69

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Implementation Measure/Activity	Stakeholders	Time Frame	Possible Funding Source	Plan Reference
Land Use and Zoning Analysis				
<ul style="list-style-type: none"> • Amend zoning districts to accommodate the varied/changing needs of the community • Require quality development plans be submitted to allow the Village to review development projects • Define necessary terms in the zoning law • Zone annexed property by considering the present use of the land as well as the desired future use • Through zoning, protect the Village's Unique Natural Area, floodplains, and wetlands • Enact/amend a content-neutral sign law 	<ul style="list-style-type: none"> • Village Board • Village Planning Board • Village Attorney • Tompkins County • Village Code Enforcement Officer • Qualified Consultant 	Short Term	N/A	Goal: 1, 2, 3, 4, 5, 6 Page: 84

Short Term = from time of adoption until about 3 years out
Long Term = 4-8 years from the time of adoption
Ongoing = Constantly applying the strategy in the community

VI. ADOPTION and MAINTENANCE

FORMAL ADOPTION

The Village Board appointed a special board, namely the Comprehensive Plan Steering Committee, to prepare the proposed Comprehensive Plan. By State statute, it is necessary for the Steering Committee to hold at least one public hearing, and by resolution, recommend the proposed Comprehensive Plan to the Village Board of Trustees for adoption.

Prior to the Village Board of Trustees formally adopting the Comprehensive Plan, the Plan must be submitted to the Tompkins County Planning Board for review and recommendation as required by State law. Within 90 days of the Steering Committee's recommendation, the Village Board needs to hold a second public hearing.

A village comprehensive plan is subject to the provisions of the State Environmental Quality Review Act (SEQRA).

PERIODIC REVIEW and FILING

As time passes, community conditions, values, and attitudes may change. If the Comprehensive Plan does not continue to reflect the values of the Village, the Plan should be revisited, changed, and amended according to the community's desire. Revisiting the Plan on a periodic basis for amendment considerations, rather than ignoring the Plan, will keep the Village's Comprehensive Plan up-to-date. Therefore, the Village Board of Trustees will review the Comprehensive Plan every five years, which will be the maximum interval for a review process.

After adoption, this Plan must be filed in the Village Clerk's Office, and a copy must also be filed with the Tompkins County Planning Department.

EFFECT OF ADOPTION

Should the Village of Dryden decide to update/amend its land use regulation, the regulation needs to be in accordance with this Comprehensive Plan. In addition, all plans for capital projects of another governmental agency on land included in the Village of Dryden Comprehensive Plan shall take this plan into consideration.