

RESOLUTION NO. \_\_\_\_ (2005)

Councilperson \_\_\_\_\_ offered the following resolution and asked for its adoption:

**APPROVING TOWN OF DRYDEN COMPREHENSIVE PLAN  
DATED MARCH 31, 2005**

WHEREAS, Town Law 272-a contains the legislative authority and procedure for the development of a town comprehensive plan, and

WHEREAS, the Town of Dryden enacted a Master Plan in 1968, prior to adopting the Town's first zoning ordinance, and

WHEREAS, opinion surveys of town residents have been conducted in the intervening years including 1990 and 1999, which survey results were distributed to and reviewed by the planning board and town board, and

WHEREAS, in 2001 the Town contracted with George R. Frantz and Associates to review the existing master plan and assist in the development of a town comprehensive plan pursuant to Town Law 272-a, and

WHEREAS, in December, 2001 George R. Frantz presented a "state of the town" report, and

WHEREAS, by resolution the Town Board directed the planning board, in concert with George R. Frantz and Associates, to prepare a proposed town comprehensive plan, and

WHEREAS, the planning board held three information sessions in various parts of the town in order to solicit residents comments, suggestions and concerns in connection the development of the comprehensive plan, and

WHEREAS, as required by Town Law 272-a(6)(b) the planning board held a public hearing on a draft comprehensive plan on February 17, 2005, and

WHEREAS, thereafter on May 19, 2005 the planning board formally recommended a proposed comprehensive plan to the town board, and

WHEREAS, a draft Full Environmental Assessment Form and a copy of the draft Comprehensive Plan dated March 31, 2005 were submitted to the Tompkins County Department of Planning for review and comment pursuant to General Municipal Law 239-l and 239-m, and

WHEREAS, by letter of June 30, 2005 the Tompkins County Department of Planning made

certain recommendations regarding matters which the Department of Planning felt could have negative inter-community or county-wide impacts, and

WHEREAS, as required by Town Law 272-a(6)(b), on July 14, 2005 the Town Board held a public hearing on the proposed comprehensive plan dated March 31, 2005, after having first given the notice required by law, and

WHEREAS, the Town Board has thoroughly reviewed and thoughtfully considered comments made by the public, the Tompkins County Department of Planning and written comments received from Deborah Gross, Town of Dryden Environmental Planner, Barbara H. Caldwell, chair of the Town of Dryden Planning Board, Zorika Henderson of 7 Sunny Knoll, George R. Frantz, Town of Dryden consultant to the planning board and town board, and

WHEREAS, there appears to be some public misunderstanding or objection to that part of the proposed Comprehensive Plan which proposes the concept of bicycle and pedestrian paths over or near private property, which proposal requires further study, review and comment, and

WHEREAS, except for the above noted objection there appears to be overall strong public support in favor of approving the proposed Comprehensive Plan dated March 31, 2005, and

WHEREAS, the Town Board, after completing the environmental review mandated by Article 8 of the New York Environmental Conservation Law – the State Environmental Quality Review Act “SEQR,” adopted a resolution making a negative determination of environmental significance (“Negative Declaration”) and determined that an Environmental Impact Statement would not be required,

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The Town Board of the Town of Dryden hereby adopts the proposed Town of Dryden Comprehensive Plan dated March 31, 2005, except for those provisions in the chapter labeled “Transportation” under the subsection labeled “Bicycle/Pedestrian Paths,” which subsection is hereby revised to read as follows following the first paragraph...

2. The Comprehensive Plan as revised and hereby adopted shall be filed in the office of the town clerk.

3. A copy of the Comprehensive Plan as revised and hereby adopted and a certified copy of this resolution shall be filed in the office of the Tompkins County Department of Planning.

Second Councilperson \_\_\_\_\_

the quality of life for residents on those streets. Cul-de sac streets also increase the cost of winter plowing and deicing, especially in cases where turn-arounds are not adequate to accommodate snowplows.

7. Where the use of a cul-de-sac is appropriate, ensure that the cul-de-sac turnaround radius is large enough to allow Town snowplows to turn without having to stop and reverse. A number of designs for cul-de-sac allow this, and should be incorporated into Town street standards.
8. Utilize Ferguson Road and Irish Settlement Road as a connector linking existing and future development south of the village and along the two roads to NYS Rte. 13. (Map 5-2) To ensure both the capacity of this proposed link to accommodate traffic, and to protect future development along the two roads, the Town should 1) limit access to both to intersections with future public streets; and 2) require additional setbacks from the two roadways for future residential development.
9. The Town should work with Tompkins County to reconstruct the intersection of Ferguson Road and Irish Settlement Road to allow the two roads to function efficiently as the connector roads envisioned in 8 above.

The Town of Dryden can avoid almost all the cost of constructing the new streets and roads needed to serve the anticipated future development envisioned by this plan by requiring that developers construct to Town standards new subdivision streets, and then dedicate them to the Town. This would include the proposed connection between Ferguson Road and NYS Rte. 13. This new street would serve as a minor collector street. The amount of traffic that it might carry, even at a maximum build-out of the surrounding Suburban Residential area, should not exceed 6,000 to 7,000 vehicles per day. This level of traffic would be at the high end of the acceptable volume of traffic for a suburban residential street. A design that limits the speed of traffic to 30 mph on the street, combined with addition front yard setbacks, however can ensure even that this level of traffic the street can still provide a livable environment.

### Bicycle/Pedestrian Paths

The Town of Dryden and Village of Dryden have together developed the popular Dryden Lake Trail that utilizes the abandoned railroad grade extending southward from Main Street in the village to Dryden

Lake. The Town has received funding and is engaged in the development of a second segment that will continue the existing rail-bed trail into the Village of Freeville. The Town also plans to develop a long trail segment that will follow the former Lehigh Valley Railroad grade eastward from the terminus of the East Ithaca Recreation Way owned and maintained by the Town of Ithaca, through Varna to Freeville. All of these segments linked together could create a central spine off which a network of bicycle pedestrian paths can link town residents to the major centers of employment, commerce, education and recreation in the town.

~~This plan envisions a bicycle/pedestrian system of up to 21 miles in length. (Map 5-2) At this point the planning for much of the proposed system is conceptual. The actual alignments of the paths that will comprise much of it have not yet been determined, and are subject to further study and public discussion.~~

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changes

~~Over half of the network -- approximately 12 miles -- would be comprised of the trail between Dryden Lake and the East Ithaca Recreation Way development of which the Town has already embarked on. Other linkages in the proposed network would be could include~~

- ~~1. A link between the Crystal Drive/Southknott Drive area northwest to Ferguson Road, then northerly through future residential areas to connect with the Dryden Lake Ithaca spine east of George Road. (approx. 2 miles)~~
- ~~2. A link extending eastward from Yellow Barn Road through the future residential developments north of Ferguson Road to the village, where a connection could be made to the village street network. (approx. 1.5 miles)~~
- ~~3. A link between the vicinity of Bradshaw Road and the village street network, with a spur connection to TC3. (approx. 1.5 miles)~~
- ~~4. (if further study determines that such a path can be constructed without adverse environmental impacts,) a link through Ellis Hollow from the vicinity of the Genung Road and Ellis Hollow Community Center westward to connect to the Dryden Lake-Ithaca spine in the vicinity of Stevenson Road. (approx. 1.8 miles)~~
- ~~5. A link northward from Freeville along the abandoned railroad grade to the town line at Peruville Road. This link could connect to and a path being considered as part of a new joint comprehensive plan being prepared by the Town of Groton and Village of Groton that would extend southward from the village (approx. 2.4 miles).~~

Although it is represented on Map 5-2, no final determination as to its desirability or specific route for a path in Ellis Hollow has been identified. Any prospective route for such a path must be carefully analyzed to ensure that wetlands or other environmentally sensitive areas are not adversely impacted during or after construction. The Town should work closely with local residents and the Ellis Hollow Community Association to make a final determination as to 1) the feasibility of such a path; and 2) an appropriate alignment and design for the path.

Over one-half of the network that is envisioned above would be built for the most part as the future residential areas envisioned in this plan are developed. Rights of way for the future paths in the areas near Dryden village could be acquired from developers through the public park and open space dedication process provided for under Town Law Section 274. Although some of the rights of way for the Ellis Hollow path could be acquired through dedications by developers, most of that path would have to be constructed on rights of way acquired through purchase or donation.

Other municipalities that have developed such bicycle/pedestrian path systems have found that they can provide an attractive transportation alternative to the automobile, and an attractive amenity to residents of both existing and future neighborhoods in the town. Locally in the Town of Ithaca the East Ithaca Recreation Way and the South Hill Recreation Way have proven to be very popular for both commuter and recreational purposes for residents of adjoining neighborhoods. Because of its success a 1.3-mile extension of the East Ithaca Recreation Way that will connect the Eastern Heights neighborhood off Snyder Hill Road is scheduled for construction in 2002.

~~In addition to a network of bicycle/pedestrian paths, the Town of Dryden should work to develop a network of recreational footpaths. (Map 5-2)~~

~~These paths would be relatively primitive and similar in nature to the Finger Lakes Trail that cuts across the southeast corner of the town. Their use would be limited to walking, hiking, and X-C skiing.~~

~~While horseback riding, mountain biking, motorbikes and snowmobiles are popular pursuits in the community, they have the potential for causing a number of problems on such trails. Moreover most of the proposed trail system would cross private land on easements obtained by the Town of Dryden and in some places in close proximity to homes.~~

~~Except where it might be permitted on State Forest lands, camping or use of fires for any purpose would be prohibited throughout the system.~~

~~There are some recommended strategies for determining locations of paths that the Town of Dryden should utilize if it pursues development of this footpath system. They include:~~

- ~~1) connect populations centers and other destinations;~~
- ~~2) lay out the route to connect scenic points and to follow the natural terrain, and not to create the most efficient route between destinations;~~
- ~~3) locate paths close to property lines and hedgerows to minimize their intrusion into private property and agricultural lands;~~
- ~~4) avoid where possible built up areas and where possible keep at least 200 feet from any homes;~~
- ~~5) utilize as much as possible Cornell woodland holdings, State Forest lands and private preserve lands already open to the public; and~~
- ~~6) tie the footpath network to the bicycle/pedestrian path network in order to increase access to them from the largest number of homes in the town.~~

~~These footpaths should follow the lay of the land. The extents of improvements would be limited to clearing vegetation back approximately 3 feet from the path center and to a height of about 8 feet, clearing and grubbing roots, erosion control measures where necessary, marking the routes with trail blazes, and entrance and other signs. Although in some areas, such as western Dryden, the terrain may permit some accessibility for physically handicapped person, the trails in general are not intended to be accessible to persons of all abilities.~~

~~In any case path gradients should not exceed ten percent to reduce the potential for erosion on hill sections~~

~~The three paths that make up the proposed system are:~~

~~**Allegheny Front Footpath.** The path would run from the southwestern corner of Dryden village and Crystal Drive area westward over utility corridors, Yellow Barn State Forest and Cornell University lands over the summit of Mt. Pleasant. It would then turn southwest across Cornell Lands, other private lands and along the perimeter of the Finger Lakes Land Trust's Ellis Hollow Preserve to the Ellis Hollow Community Center. From there it could follow a gas transmission line right of way over Snyder Hill to NYS Rte 79 in the vicinity of Bethel Grove Community Center.~~

~~Beam Hill Footpath. This path would run south from the southwestern corner of Dryden village and Crystal Drive area along the crests of hills to connect to the Finger Lakes Trail in the vicinity of Star Stanton Hill Road. Much of it would be on State Forest lands. This path in combination with the Jim Schug Trail could be a convenient "easy in/easy out" route for long range hikers on the Finger Lakes Trail who need to re-supply themselves in the village.~~

~~Western Dryden Footpath. This path would start at the Allegheny Front path and descend the western slope of Mt. Pleasant to the vicinity of the NYSEG complex. It could then follow a power line corridor north and northwest past Etna through woodlands and wetlands in the western part of the town to the vicinity of Bone Plain Road. It would intersect with the future bikeway connecting Freeville, Etna, Varna and Ithaca. Hikers proceeding west on the bikeway could pick up the Cayuga Lake Trail that follows Fall Creek from Rte 13 westward through the Cornell Plantations to the main campus.~~

~~The Western Dryden Footpath could cross over Fall Creek on the Pinckney Road bridge.~~

~~These types of footpaths are common in European countries and provide people of all ages with access to the woods and an opportunity to exercise. Because of their simplicity they are also relatively inexpensive to build and maintain. In fact both the creation of and maintenance of such paths are ideal service projects for numerous local civic organizations.~~

~~With the support of such local organizations the cost to the Town of Dryden could be reduced to easement acquisition, monitoring the footpaths for safety hazards and arranging for their correction, and occasional support of civic group efforts with materials and public works staff and equipment.~~

*end of changes*

## Public Transit

Key steps that the Town of Dryden can take to improve accessibility to and the utilization of public transit are in the areas of land use and growth management. Toward this end the Town should promote the increased use of public transit through more compact development patterns along transit routes, development of park and ride lots and development of a network of bicycle and pedestrian paths connecting homes to bus stops.

To further the use of public transit, the location of existing transit routes was considered in the development of Map 5-1. The proposed Hamlet areas and the locations for the proposed Suburban Residential areas around Dryden and west of Etna are astride existing transit routes.

The implementation of the land use plan recommendations such as encouraging growth within the villages and hamlets, and the Suburban Residential areas adjacent to them will thus enhance the attractiveness and serve to increase use of public transit.

Other steps that the Town of Dryden should take include:

1. Strongly advocating for improved public transit service within the Town of Dryden, especially for areas where there does exist or will exist in the future major development and concentrations of population.
2. Working with Tompkins Consolidated Area Transit to ensure that bus shelters are conveniently located and maintained.
3. Working with Tompkins Cortland Community College, Tompkins Consolidated Transit and Cortland County to develop bus service between Dryden, TC3 and Cortland.
4. Ensure that the bicycle and pedestrian path network envisioned above provides for connections to existing bus routes.
5. Ensure that the street system within new Suburban Residential areas is "transit friendly" with, among other things, adequate turning radii at intersections and elsewhere.

## Public & Semi-Public Infrastructure

### Water & Sewer Service

The extension of municipal water and or sewer service to limited areas within the town will be necessary in order to provide the foundation for the denser residential development in and around existing centers of population that this plan envisions.

This plan does not advocate that the Town extend municipal water or sewer service as a means of