

# **TOWN OF VIENNA COMPREHENSIVE PLAN 2022**

Prepared by the Town of Vienna  
Comprehensive Plan Committee

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## **INTRODUCTION**

### Purpose of the Plan

The purpose of the plan is to provide a blueprint for the physical development of the town for the future. It prepares for potential residential and commercial development that Vienna may face as the growth of the Syracuse and Utica/Rome metropolitan areas continues to expand into the region. The plan provides a framework for zoning and land subdivision laws. All amendments to these laws as well as project reviews guided by them should be made in accordance with the plan. It will also help assure that the growth of the area will be in concert with plans for infrastructure and road development, and will protect natural resource values. Finally, it is hoped that other levels of government (state, county, and other local governments) will find the plan useful in shaping their future development activities. It is the purpose of this plan to help others to plan and develop in accord with the desires of the citizens of Vienna. **The plan is the result of careful consideration and forethought and was created and adopted under the regulation of New York State Town Law Article 16.**

### Previous Plan

The last plans for the town were prepared in 1988 **and 2007.**

### Periodic Review and Update of the Plan

It is the recommendation of the Plan Committee that this plan be periodically reviewed and updated by the Town Board and others, as designated by the Town Board **every five years.** A periodic review will refresh the Town Board's perspective on the longer range issues affecting Vienna, and help to reinforce the link between day-to-day development decisions and longer range town policies. In addition, a periodic update will keep the plan current with the ever-changing conditions of the town without the need for large-scale planning efforts.

### The Organization of This Document

This document is organized into the following parts:

#### **Part I. Community Profile**

This section presents a compilation of relevant facts about the demographics of the town based on U.S. Census and other data.

#### **Part II. Land Use Policies**

This section includes policies which guide development in the town and form the framework for any land use regulations and are intended to guide the decisions of the planning board and board of appeals. All development projects in the town should conform to these policies.

#### ***Appendix A. Economic Impacts of Agriculture***

**Appendix B. Survey Results Summary**

**Appendix C. Town Law Section 272a (NYS Comprehensive Planning Statute)**

**Appendix C. Maps**

Plan Districts

Road Jurisdiction

Average Daily Traffic

Land Use by Tax Parcel

Public Lands

Development Constraints

Agricultural Districts

Septic System Suitability

Sewer Districts

***The Town of Vienna Comprehensive Plan is intended to further the following goals:***

1. Protect Vienna's water resources.
2. Preserve Vienna's rural character, especially agriculture and forestry uses.
3. Protect the integrity of Vienna's residential neighborhoods, and the property values of Vienna's homeowners.
4. Ensure the proper functioning of Vienna's streets and highways.
5. Strengthen Vienna's hamlets as commercial and institutional centers.
6. To promote sustainable development in the Town of Vienna, that is, development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

## PART I. COMMUNITY PROFILE

### GENERAL

The Town of Vienna is 93 1/2 square miles (38,102 acres) and includes the eastern half of Oneida Lake and the land immediately to its north and northeast, in the County of Oneida. The town lies on the western boundary of Oneida County and approximately midway between the Syracuse and Rome metropolitan areas. The town includes the incorporated Village of Sylvan Beach, which lies on the east shore of Oneida Lake, and the hamlets of McConnellsville, North Bay, Vienna, and Jewell. The town is bounded by the Towns of Sullivan and Lenox to the south, the Town of Constantia and the Village of Cleveland to the west, the Towns of Camden and Annsville to the north, and the City of Rome and the Town of Verona to the east.

### DEMOGRAPHICS

The population of the town of Vienna (including the village of Sylvan Beach) decreased about 3% between 2010 and 2020, from 5,440 to 5,260. Most of that decrease occurred in the town outside the village (TOV). During that period, Oneida County saw a slight population decrease (1.2%) while New York State, as a whole grew 4.2%. Census estimates have the town's median age at 45.4 in 2017. That is an increase from the 2010 estimate, which was 41.4.

<b>Population Change 2010 - 2020 (P1)</b>			
	<b>2020</b>	<b>2010</b>	<b>Percent Change</b>
<b>Vienna &amp; Sylvan Beach</b>	5,260	5,440	-3.3%
<b>Vienna</b>	4,370	4,543	-3.8%
<b>Sylvan Beach</b>	890	897	-0.8%
<b>Oneida County</b>	232,125	234,878	-1.2%
<b>New York</b>	20,201,249	19,378,102	4.2%
<b>United States</b>	331,449,281	308,745,538	7.4%

The number of households (a household includes all the people who occupy a housing unit) grew in the town as a whole, decreased in the TOV, and grew in the village of Sylvan Beach. Average household size decreased in all three areas, to 2.4 in the town as a whole, 2.5 in the TOV, and 1.9 in Sylvan Beach. This is a national trend driven by decreasing family size. The number of households increased in Oneida County and NYS. Average household size held relatively steady in the County and the State.

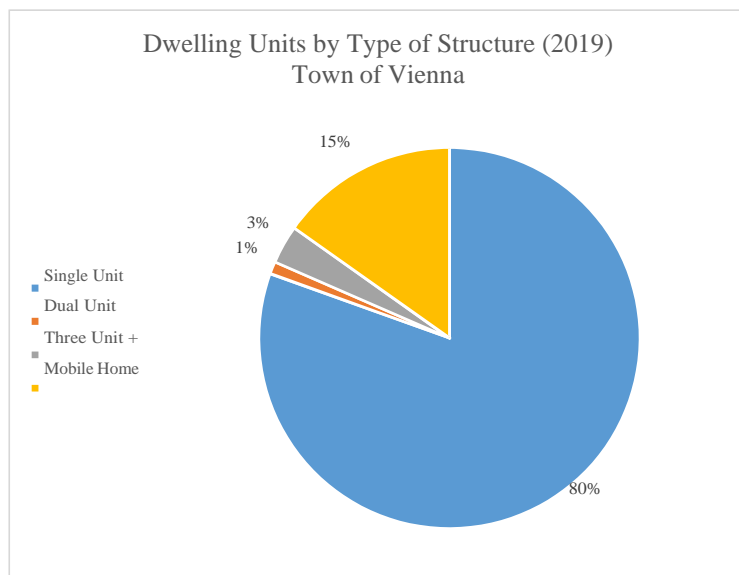
Median household income remained very stable between 2011 and 2019, according to the American Community Survey (ACS) data, in the town of Vienna outside the village of Sylvan Beach. The 2019 figure of \$63,725 was higher than that of Oneida County (\$56,027) and lower of that of New York State, as a whole (\$68,486).

<b>Household Population (H1)</b>				
	<b>2020 Occupied Households</b>	<b>2010 Occupied Households</b>	<b>2020 Average Household Size</b>	<b>2010 Average Household Size</b>
<b>Vienna &amp; Sylvan Beach</b>	2,237	2,219	2.4	2.5
<b>Vienna</b>	1,769	1,772	2.5	2.6
<b>Sylvan Beach</b>	468	447	1.9	2.0
<b>Oneida County</b>	93,846	93,028	2.5	2.4
<b>New York</b>	7,715,172	7,317,755	2.6	2.6
<b>United States</b>	126,817,580	116,716,292	2.6	2.6

<b>Median Household Income (DP03)</b>			
	<b>2019</b>	<b>2011 (Infl. Adj.)</b>	<b>Percent Change</b>
<b>Vienna &amp; Sylvan Beach</b>	\$54,611	\$61,845	-11.70%
<b>Vienna</b>	\$63,725	\$63,752	-0.04%
<b>Sylvan Beach</b>	\$45,000	\$55,984	-19.62%
<b>Oneida County</b>	\$56,027	\$54,945	1.97%
<b>New York</b>	\$68,486	\$64,677	5.89%
<b>United States</b>	\$62,843	\$59,919	4.88%

**\*Inflation Adjusted figures are based on data from the BLS CPI Calculator for 2019 USD**

In 2019, about 80% of all housing units in Vienna were single family dwellings, about 15% were manufactured homes, and about 3% percent were in multi-family dwellings.



The median value for occupied dwelling units saw a substantial increase (27%) from \$110,531 to \$140,635 between 2011 and 2019, according to the ACS. The 2019 value was higher than that in Oneida County but lower than that in New York State.

A rough measure of housing affordability is obtained by dividing median housing value by median household income. A score of 2 or lower is considered an indicator of affordability. Vienna (outside the village of Sylvan Beach) scores 2.2, very close to Oneida County's score of 2.3. New York State as a whole scored 4.6.

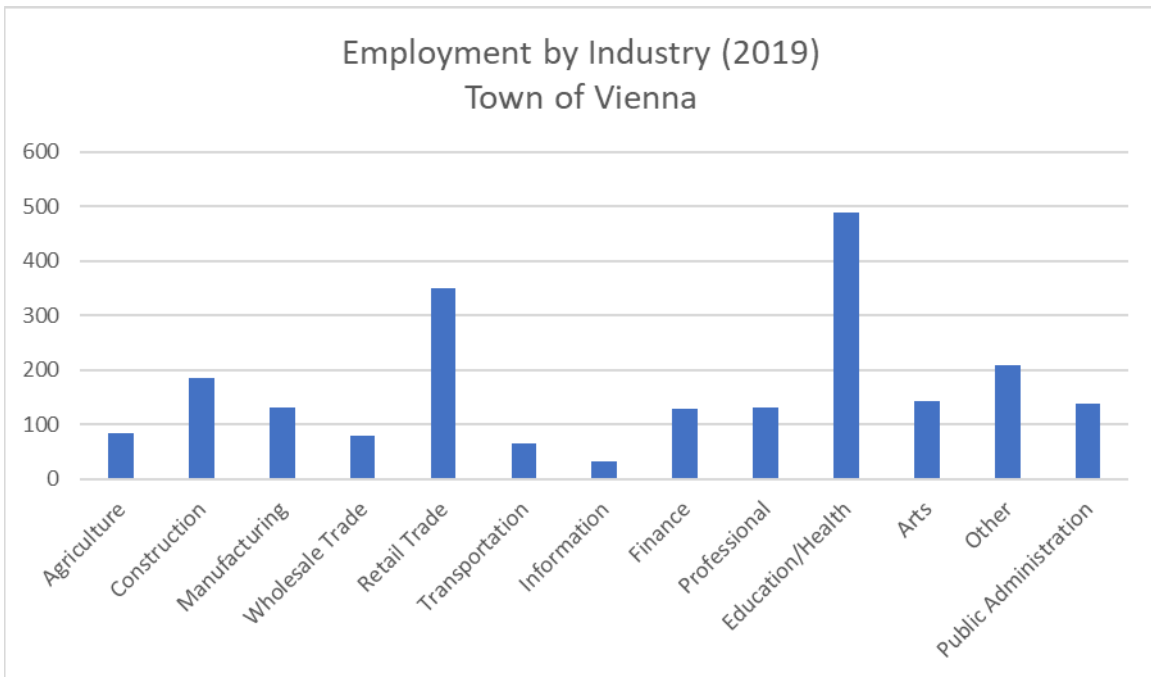
<b>Median Value for All Owner-Occupied Units (DP04)</b>			
	<b>2019</b>	<b>2011 (Infl. Adj.)</b>	<b>Percent Change</b>
<b>Vienna &amp; Sylvan Beach</b>	\$124,900	\$107,019	17%
<b>Vienna</b>	\$140,635	\$110,531	27%
<b>Sylvan Beach</b>	\$90,000	\$100,278	-10%
<b>Oneida County</b>	\$127,700	\$120,607	6%
<b>New York</b>	\$313,700	\$341,834	-8%
<b>United States</b>	\$217,500	\$211,460	3%
<b>*Inflation Adjusted figures are based on data from the BLS CPI Calculator for 2019 USD</b>			

<b>Affordability Owner Occupied HH (DP04)</b>		
	<b>2019 Score</b>	<b>2011 Score</b>
<b>Vienna &amp; Sylvan Beach</b>	2.3	1.7
<b>Vienna</b>	2.2	1.7
<b>Sylvan Beach</b>	2	1.8
<b>Oneida County</b>	2.3	2.2
<b>New York</b>	4.6	5.3
<b>United States</b>	3.5	3.5

Vienna (TOV) tends to have a similar percentage of residents that have at least a high school diploma as that of Oneida County and New York State. However, the town has a significantly lower percentage of residents with a bachelors degree or higher than Oneida County and New York State as a whole.

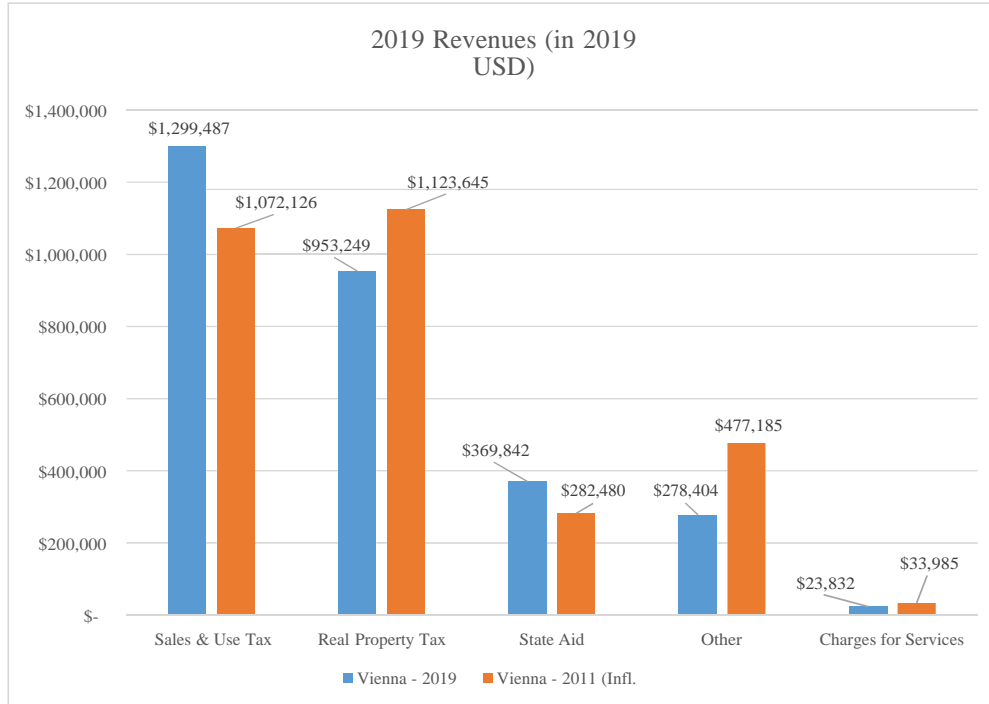
	No High School Diploma	High School Diploma or higher	Associates Degree or higher	Bachelors Degree or higher	Graduate Degree
<b>Vienna &amp; Sylvan Beach</b>	10.4%	89.6%	30.5%	15.4%	6.3%
<b>Vienna</b>	10.0%	90.0%	29.9%	14.3%	5.8%
<b>Sylvan Beach</b>	11.9%	88.1%	32.6%	19.9%	8.1%
<b>Oneida County</b>	11.5%	88.5%	38.0%	25.7%	10.6%
<b>New York</b>	13.1%	86.8%	45.2%	36.6%	16.0%
<b>United States</b>	12.0%	88.0%	40.7%	32.1%	12.4%

Vienna (including Sylvan Beach) residents are employed in a diverse group of fields. The top three in 2019 were 1) education and health, 2) retail trade, and 3) other. Vienna’s labor force is estimated to be 4,368 workers. This includes the population 16 years of age and older not in the military that are employed or seeking work.

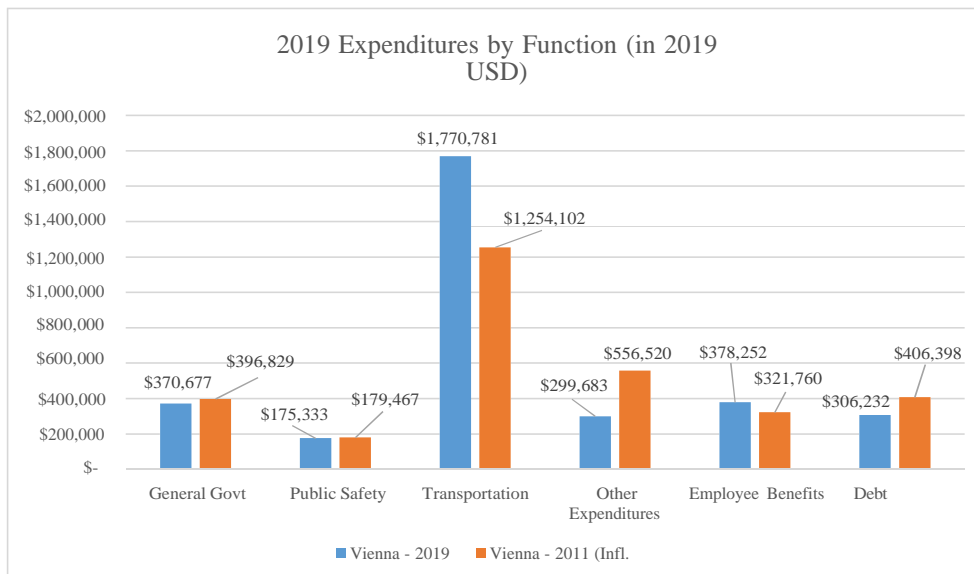


**FINANCES**

According to the NYS Comptroller, 2019 revenues for the town of Vienna totaled \$2,924,814 and were raised mostly from sales and use taxes (44%) and real property taxes (33%). Other contributing revenues were state aid (13%), other revenues (10%), and charges for services (1%).



During the same year, Vienna's expenditures totaled \$3,300,958. Transportation made up the largest expenditure (54%), followed by employee benefit expenditures (11%), general government expenditures (11%), debt service expenditures (9%), other expenditures (9%), and public safety expenditures (5%).



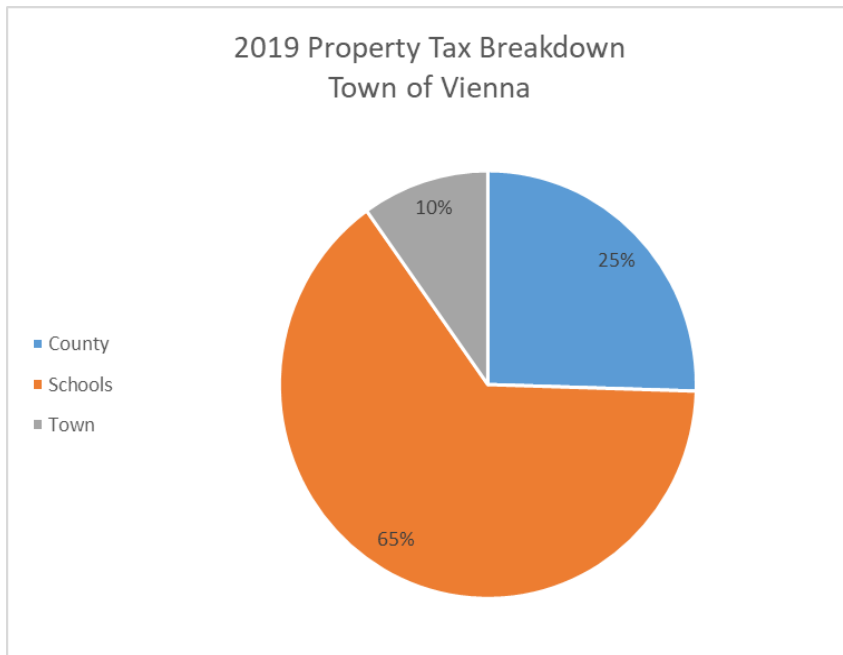
### Revenues and Expenditures Definitions

<i>Charges for Services</i>	<i>Total amount of revenues derived from fees/charges/recoveries associated with a local government providing a specific service to an individual. Charges for Services may includes the following subcategories: general government fees, education fees, public safety fees, health fees, transportation fees, social services fees, economic development fees, culture and recreation fees, community services fees, utility fees, sanitation fees, and miscellaneous fees.</i>
<i>Debt Service</i>	<i>Total amount of expenditures for debt service. Debt service may include the following subcategories: debt principal and interest on debt.</i>
<i>Employee Benefits</i>	<i>Total amount of expenditures for employee benefits. Employee benefits may include the following subcategories: contributions to State and local retirement plans, police and fire retirement plans, teacher retirement plans, Length of Service Award Programs (LOSAPs), social security taxes, medical insurance, disability insurance, life insurance, workers' compensation, unemployment insurance, union benefits programs, and unclassified employee benefits.</i>
<i>General Government</i>	<i>Total amount of expenditures for services provided by the governmental entity for the benefit of the public or governmental body as a whole. This subcategory may include the following subcategories: administration, zoning and planning, operations, judgments, county distribution of sales tax, and miscellaneous general government.</i>
<i>Public Safety</i>	<i>Total amount of expenditures for police, fire and other public safety services. Public Safety may include the following subcategories: public safety administration, police, fire protection, emergency response, correctional services, disaster response, homeland security and civil defense, and miscellaneous public safety.</i>
<i>Real Property Taxes</i>	<i>Total amount of revenue raised through real property taxes, taxes levied according to real property value.</i>
<i>Sales and Use Tax</i>	<i>Total amount of revenue derived from sales and use taxes of tangible personal property and/or the consumption of goods and/or services. This subcategory may include the following subcategories: sales tax, sales tax distribution, utilities gross receipt tax, and miscellaneous use taxes.</i>
<i>State Aid</i>	<i>Total amount of revenues derived from State Aid. State Aid may include the following subcategories: unrestricted State Aid, mortgage tax, and State Aid in categories of general government, education, public safety, health, transportation, social services, economic development, culture and recreation, community services, utilities, sanitation, and miscellaneous State Aid.</i>

<i>Transportation</i>	<i>Total amount of expenditures for highway and transportation services. Transportation may include the following subcategories: highways, highway services to other governments, bus services, airports, rail services, waterways, transportation facilities, transportation ancillary, and miscellaneous transportation.</i>
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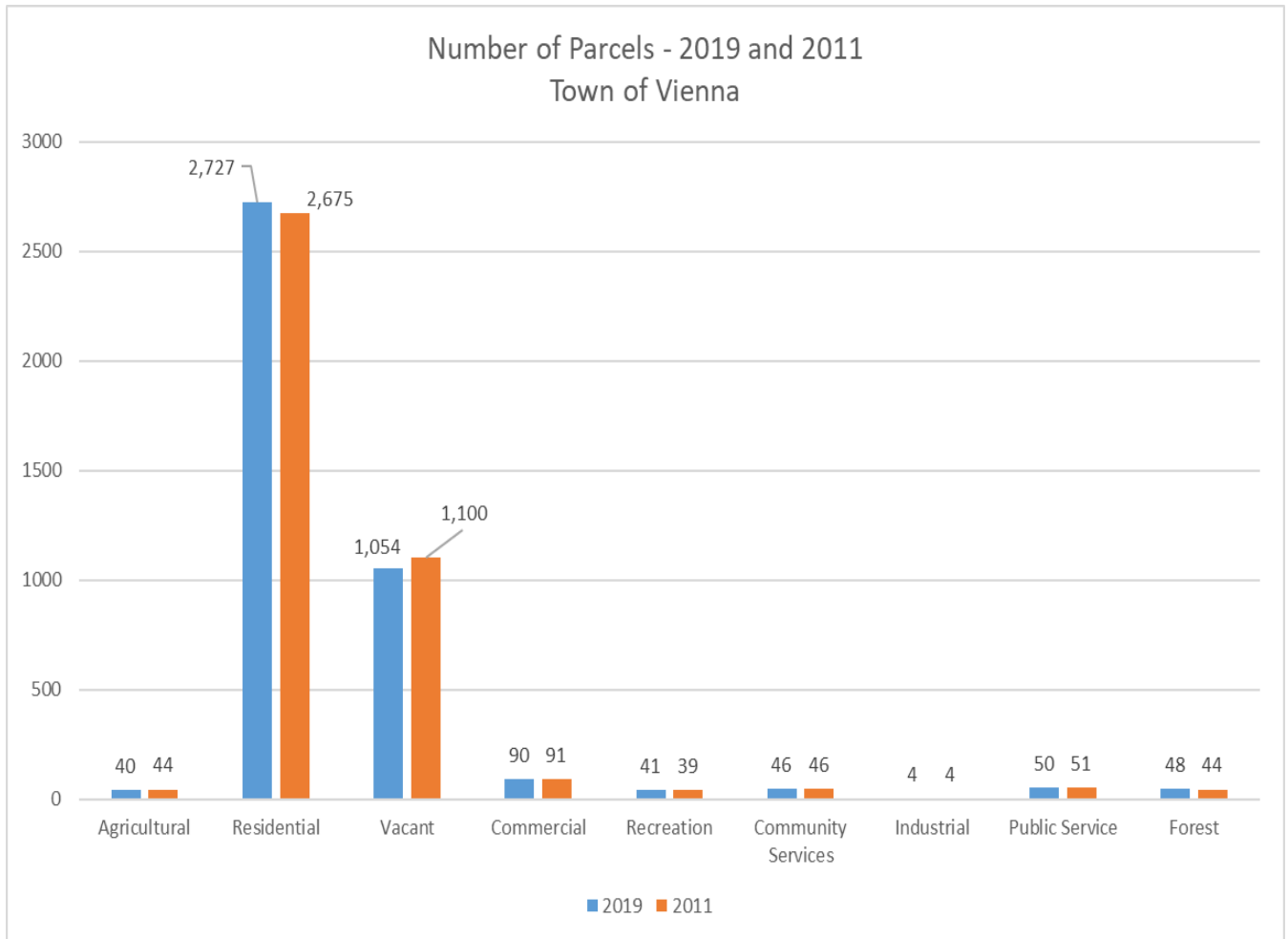
Full taxable value (tax base) of real property in the Town of Vienna was \$387,367,532 in 2019.

In 2019, town (outside the village) property owners paid \$22.85 to \$30.17 per \$1000 assessed value in property taxes (depending on school district). The chart below depicts the breakdown of property tax payments by recipient government or school district.

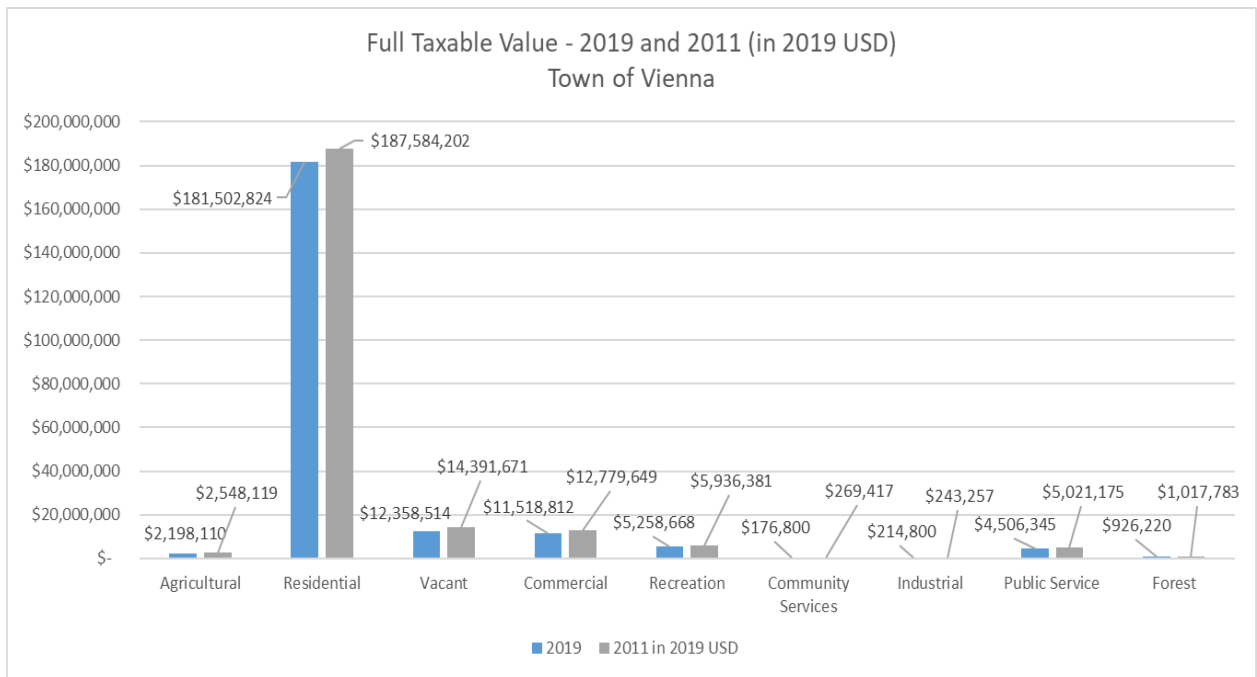
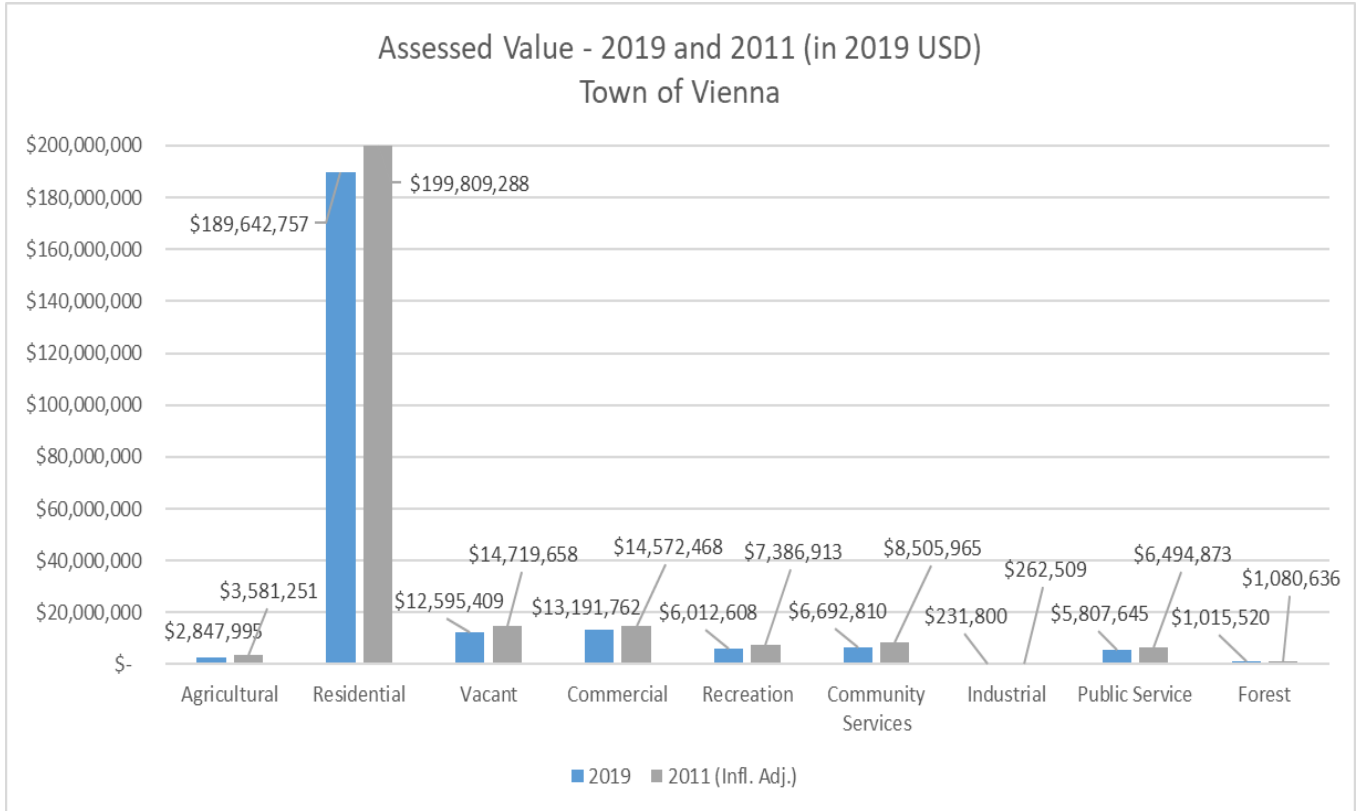


**LAND USE**

The overwhelming majority of tax parcels in the town of Vienna (outside the village) were assessed as residential (67%) in 2019. The next highest categories were vacant (26%) and commercial (2%). During the period between 2011 and 2019, the number of residential parcels grew slightly while the number of vacant parcels decreased slightly.



Assessed property value in the town outside the village was made up mostly by residential parcels (80%) in 2019. When tax exempt parcels are removed from the total, the assessed value of community services properties drops significantly from \$6,692,810 to \$176,800.



**Assessed Use Definitions**

<i>Agricultural</i>	<i>Property used for the production of crops or livestock.</i>
<i>Residential</i>	<i>Property used for human habitation. Living accommodations such as hotels, motels, and apartments are in the Commercial category.</i>
<i>Vacant land</i>	<i>Property that is not in use, is in temporary use, or lacks permanent improvement.</i>
<i>Commercial</i>	<i>Property used for the sale of goods and/or services.</i>
<i>Recreation &amp; entertainment</i>	<i>Property used by groups for recreation, amusement, or entertainment.</i>
<i>Community services</i>	<i>Property used for the well being of the community.</i>
<i>Industrial</i>	<i>Property used for the production and fabrication of durable and nondurable man-made goods.</i>
<i>Public services</i>	<i>Property used to provide services to the general public.</i>
<i>Wild, forested, conservation lands and public parks</i>	<i>Reforested lands, preserves, and private hunting and fishing clubs.</i>

**LAND COVER**

About 50% of the town is forested, some of this being state and county forest lands. About 9% of the town is actively farmed, while about 23% of the town consists of former agricultural lands which have reverted to brushlands. The remainder of the town is primarily wetlands.

**WATER RESOURCES**

About 15% of the town is covered by wetlands, wet woods, ponds, or some other type of water, excluding Oneida Lake. This includes over 102 miles of streams, 160 acres of ponds, and 43 wetland areas of over 2,400 acres. The Fish Creek comprises the eastern boundary of the town. Other significant streams include the Little River, Wood Creek and the NYS Barge Canal. The town also has over 52,000 feet (almost 10 miles) of Oneida Lake shoreline.

**TRANSPORTATION ROUTES**

The town lies on a principal east-west highway corridor (State Route 49) connecting Rome with Central Square and I-81. The town is also traversed by a major north-south transportation route (State Route 13) which connects the Camden area with the

Syracuse metropolitan area and the Oneida area. As of 2017 in Vienna there are 19.6 miles of state roads, 18.9 miles of county roads, and 89 miles of town roads (from NYSDOT). The Village of Sylvan Beach accounts for 1.3 miles of the state roads and 10.5 miles of the town roads. All roads have some type of hard surface pavement, are maintained in winter, and are serviceable to development.

The road and street grid in the town provides good connectivity to all areas at this point in time. It has been noted that there are automobile speeding issues on the stretch of Route 49 extending approximately 1.5 miles to the east of the Vienna Municipal Building. The closure of the Cove Road bridge, in the town of Verona, has eliminated a bypass around Sylvan Beach. This has led to traffic problems on holiday and other busy weekends and creates a limited amount of potential routes out of Sylvan Beach in case of an emergency there. An evacuation plan should be created in coordination with the town of Vienna.

The southeastern portion of the town lies within a proposed 50 mile drone corridor that lies between Syracuse and Rome. Unmanned drones will be tested along this route, which is out of the way of other aircraft.

#### WATER SUPPLY

A majority of the residential and commercial uses of the town are supplied with water from individual wells. There are, however, several public water districts. The North Shore Water District, North Shore Water District #1, and North Shore Water District #2 (including extensions 1,2, and 3) serve areas along Rts. 13 and 49 with Onondaga County Water Authority (OCWA) water. The North Bay Water District serves the hamlet of North Bay with OCWA water. The Vienna East Water District serves the hamlet of Vienna and vicinity with OCWA water. The McConnellsville Water District serves the hamlet of McConnellsville and vicinity with water from the OCWA system. The Village of Cleveland supplies water to an estimated 60-70 residential units along the western end of the Town of Vienna from the Village line along State Route 49 East to Drive 7 extending down the drives to the lake shore. Additionally, residents along Beach Drive are also served by Village of Cleveland water.

#### SEWAGE DISPOSAL

Residential and commercial sewage disposal is largely through on-site individual disposal systems. There are two public sewer districts in the town, both of which deliver waste to the Sylvan Beach sewage treatment plant. Several residences along the western border of the town deliver waste to the Village of Cleveland sewer system.

According to the information available at the time of this writing, the Sylvan Beach system has the capacity to process 2.0 millions gallons per day and is presently processing 1.2 million gallons.

## DRAINAGE

The entire town of Vienna drains into Oneida Lake. About 2/3 of the town lies within the Fish Creek drainage basin, draining into either its West Branch or the Lower Fish Creek. The Fish Creek then drains into the New York State Barge Canal and Oneida Lake through an outlet in the village of Sylvan Beach. Most of the remainder of the town drains through numerous small creeks and streams directly into the north shore of Oneida Lake. A very small portion of the town drains first into Wood Creek, then into Oneida Lake. The Lower Fish Creek area has an extensive flood plain which is up to a mile in width in some areas.

## COMMUNITY RESOURCES

Municipal buildings include the Vienna Town Hall in North Bay (2083 NY-49, approx. 4300 sq. ft.) and the Vienna Town Garage complex (2740 NY-49, two buildings and a newly constructed salt shed). There are four fire halls – one in the hamlet of Vienna, one in North Bay, one in Sylvan Beach, and one in McConnellsville. The town contains three post offices, and one elementary school in McConnellsville.

Police service is provided by the Oneida County Sheriff's Department and the New York State Police, who have a barracks in Sylvan Beach. Ambulance service is provided by North Shore Ambulance, out of Cleveland and other nearby companies.

## HISTORIC RESOURCES

While no properties in the town outside the village of Sylvan Beach are listed on the National Register of Historic Places, the Stone Barn property on Elpis Road is considered an historic asset worth preserving. The town also includes areas designated as sensitive archaeological sites on the NYS Historic Preservation Office (SHPO) archaeological site inventory.

## RECREATION

Vienna has a number of recreation assets within its borders. Sixty-six percent of respondents to the community survey favored the development of recreational trails and fifty-four percent favored the development of a town park.

Oneida Lake is a great recreation resource for town residents. The NYS DEC maintains a boat launch at Godfrey Point in the western end of the town. There is a parking area for fishing access on Wanner Road. Boat rentals are available in Vienna as well. The Oneida Lake Association, founded in 1945, serves as an advocate for the conservation and well being of lake resources.

A major state snowmobile corridor crosses the town, connecting Cleveland to McConnellsville. Several campgrounds are located in the town as well as two golf courses. Vienna currently has no town parks outside of those in the village of Sylvan Beach. An annual Memorial Day parade takes place in North Bay.

Stone Barn State forest is completely within the Town of Vienna, just northwest of Jewell. The area is 587 acres, containing an unnamed pond and creek.

These assets attract many tourists and recreationists. A number of campgrounds in the town serve the needs of these residents and visitors.

### SYLVAN BEACH

The incorporated Village of Sylvan Beach lies within the town and is a popular tourist location on Oneida Lake. A large number of restaurants, lodging, vacation rental properties and tourist amenities are located here. Part of the historic New York State Barge Canal system passes through the Village, connecting Oneida Lake to the Mohawk River. The canal and the Union Chapel (est. 1887) on Park Avenue are on the U.S. National Register of Historic Places. Several camp sites and the Sylvan Beach Sewer Treatment facility (3100 Vienna Rd.) are located near Sylvan Beach on the banks of the Fish Creek. The village has its own comprehensive plan and zoning law.

## **PART II. LAND USE POLICIES**

### **A. DEVELOPMENT CHARACTERISTICS**

#### TYPES OF DEVELOPMENT

The development in Vienna consists primarily of residential structures. An increasing proportion of new residences are manufactured homes. There is a manufactured home park in the vicinity of the Village of Cleveland, probably located to take advantage of public water supplies. Much of the residential development along the Oneida Lake shoreline is increasingly being used throughout the entire year. There are a few scattered commercial and institutional developments, mostly along the major highways. Manufacturing and industrial development has been scarce in the last few decades. There are a number of campgrounds along the Fish Creek, primarily located within the floodplain areas.

#### DEVELOPMENT PATTERNS

Historically, development has tended to cluster in high densities on the shoreline and in hamlet areas, possibly encouraged by the existence of public water supplies. Recent development trends have favored scattered development throughout the remainder of the town, generally at much lower densities. Many recently constructed residential structures are scattered in a dispersed pattern throughout the town on state, county, and town roads.

#### HAZARDS TO DEVELOPMENT

There are several environmental conditions which prohibit normal development practices in some areas of the town. Flood hazard areas along the Fish Creek pose a severe limitation to development in the long run. There is a great deal of seasonal campground development in the floodplain area at present which are at risk of serious flood damage. Wetland areas also comprise a significant loss of developable land and are severely restricted in their use by New York State law. Steep slopes of over 15% pose severe difficulties for development although extensive engineering may overcome some of the problems.

These areas all pose difficult community planning problems. Development in these areas may pollute groundwater, not only due to the proximity of the groundwater to the surface in floodplain and wetland areas, but because on-site sewage disposal systems will not normally function properly in floodplains, wetlands, or areas of steep slope. High densities of development should not locate in these areas as they will be much more difficult to service with community road, water, and sewer facilities in the future as well.

#### DEVELOPMENT PRESSURES IN THE FUTURE

Future development in the Town of Vienna will likely be comprised primarily of single-family residential development, including manufactured homes. Some of this residential development will be seasonal recreationally oriented development. Some of these seasonal homes will continue to be converted to year-around housing.

Development pressures will be for small scale subdivisions (under five lots) on very small lots scattered throughout the town. Some larger scale subdivisions can be anticipated comprised largely of lots of five-acres or more, the smallest size lot allowed without County Health Department approval, and the probability of County required water or sewer installation.

The state highways will continue to attract a degree of commercial development as the commuter and summer recreationally oriented traffic continues to increase. There will be pressures for home occupations and businesses to sprout in residential areas. There may also continue to be pressures for campground development, most likely through the expansion of existing campgrounds.

## **B. COMMUNITY GOALS AND POLICIES**

Through community wide surveys, meetings of the town planning board and citizens advisory committee, and previous plans and studies of the town, the following community goals have continuously been raised as being of importance to the future of Vienna's community planning process:

1. **Protect Vienna's water resources.**
2. **Preserve Vienna's rural character, especially agriculture and forestry uses.**
3. **Protect the integrity of Vienna's residential neighborhoods, and the property values of Vienna's homeowners.**
4. **Ensure the proper functioning of Vienna's streets and highways.**
5. **Strengthen Vienna's hamlets as homes for commercial development and homes for institutional development, such as senior, medical, and child care centers.**

To accomplish these goals, the town of Vienna will adopt a '**Smart Growth**' philosophy for planning. Smart growth includes channeling more intensive land development to areas that have the necessary infrastructure to support it – including water, sewer, and transportation systems.

In the following section, each of these five goals have been expanded into a number of more specific objectives, and have been followed by a number of policies to carry them out.

### **PROTECT VIENNA'S WATER RESOURCES**

The Town of Vienna has abundant water resources, including Oneida Lake, streams, wetlands, and ground waters. But both the ground and surface waters of the town, upon which the residents of Vienna depend for their good health, recreation, and economic well being are vulnerable to haphazard development and land use. Many of the residents of the town who are not supplied by community water systems are entirely

dependent on local groundwater sources for household use. **Dense development of the Oneida Lake shoreline presents continued threats to water quality there.**

At present, there are few effective controls for prevention of either the long- term cumulative or sudden contamination of these water supplies by development projects. A lack of community sewage disposal has required on-site disposal systems nearly town-wide. These systems can readily cause groundwater contamination if they malfunction or are placed too densely. Soil erosion and sedimentation from earth disturbing development activities can also degrade surface water supplies if not properly controlled. The improper development of floodplain areas can also create problems when floodwaters carry contamination into water supplies. It is also important for the future recreational use of Oneida Lake that shoreline uses and development do not contaminate the lake.

**Objectives:**

1. Protect floodplain and wetland areas from improper development.
2. Protect ground and surface drinking water supplies from contamination.
3. Protect Oneida Lake for its recreational potential from siltation and pollution.

**Policies:**

1. Development taking place in floodplain areas, wetlands, and reservoir watersheds should be limited to those uses that will not adversely affect water quality.
2. Sewage disposal systems must be properly separated from drinking water sources.
3. Lots must be large enough to ensure that sewage which is disposed of on- site can safely percolate.
4. Uses and structures shall be properly set back from streams, lakes, ponds, and wetlands to ensure that sewage and other pollutants do not affect water quality.
5. Land disturbing activities shall be conducted in accordance with proper erosion control measures.
6. The construction of public sewage disposal systems should be pursued where possible.

**PRESERVE VIENNA'S RURAL CHARACTER, ESPECIALLY AGRICULTURE AND FOREST USES**

**An important attribute of the Town of Vienna is its rural character. This character is defined by a diverse landscape of low density development, scattered housing, scenic views, ample open spaces, and a few hamlets. An abundance of forests, brushlands, and open farmlands contribute to a varied landscape which gives the town its rural flavor.**

The rural character of Vienna is in danger of being lost through the increasing suburbanization of the town. Rural character can be quickly destroyed by poorly planned development or activities such as mass gatherings that are inconsistent with the quiet nature of the town. Suburban sprawl; a lack of effective buffering, screening, and landscaping techniques; the proliferation of unattractive commercial signs and billboards; and the strip development of road frontages all contribute to a loss of ruralness. **From a fiscal standpoint, it should be noted that housing developments and subdivisions rarely pay for themselves in terms of taxes raised versus community expenditures, especially school district expenditures. For more information on government expenditures, see [www.census.gov/data/datasets/2019/econ/local/public-use-datasets.html](http://www.census.gov/data/datasets/2019/econ/local/public-use-datasets.html) and [usgovernmentpending.com](http://usgovernmentpending.com).**

A well maintained scenic environment not only improves the quality of residential life for the town's residents, but has economic benefits as well - improving Vienna's potential as a destination for environmentally responsible tourism.

### THE IMPORTANCE OF AGRICULTURE AND WORKING LANDS

Productive farm and forest lands are important and valuable economic and cultural assets, which must be managed wisely. See Appendix A for a discussion of the economic impacts of agriculture.

#### Potential Threats to Agriculture in the Town of Vienna

Nonfarm uses mixed into agricultural areas may be a problem, particularly when they are residential in nature. Agriculture is an industry. It involves many activities which may be incompatible with residential living such as irregular hours of operation, the use of heavy machinery, the spraying of chemicals, the spreading of manure---unpleasant noise, lights, and smells. Urban and suburban residents often move to rural areas for open space, peace, and quiet, and then complain about the industrial aspects of agriculture. Residents often become antagonists to agricultural operations, advocating interference with, and limitations on agriculture operations making coexistence difficult.

#### Means of Protecting and Preserving Agriculture

There are several means of preserving and protecting agriculture. New York State has an agricultural district program initiated through the counties. Agricultural districts are designed to protect agriculture from the following threats 1) over restrictive zoning, 2) excessive real property taxation assessments, 3) ad valorem assessments for special improvements, 4) the exercise of eminent domain, and 5) certain policies of State agencies. The Town of Vienna has farmland in Oneida County agricultural district #21. Land within this district is subject to the provisions of article twenty-five-AA of the Agriculture and Markets law.

Another farmland preservation tool is the voluntarily conveyance of conservation easements from a landowner to an entity such as a local government or a nonprofit organization pursuant to the New York Environmental Conservation Law. Similar to this are purchase of development rights (PDR), lease of development rights (LDR), and transfer of development rights (TDR) schemes. With such methods, a farmer will relinquish some or all of his development rights, usually on a voluntary basis. In return, the farmer is financially reimbursed for his loss of development rights in some manner,

and his land assessment is reduced to reflect the reduced value of his property. These methods are all designed to remove development rights from selected farmlands and thus afford their preservation as viable agricultural operations.

A more aggressive means of preserving farms is through agricultural zoning. By this method, farms are prevented from being subdivided into parcels below a size considered to be viable for agricultural operations. Such a size is believed to be approximately 100 acres. This acreage represents the "core" parcel of the farm, excluding the out-parcels, and thus is not in any way intended to represent the gross farm size believed to be viable. Another zoning approach is to limit subdivision of large lots by regulating the amount of their frontage that can be converted into new lots. This technique is illustrated on page \_\_\_.

#### Agricultural Protection in Vienna

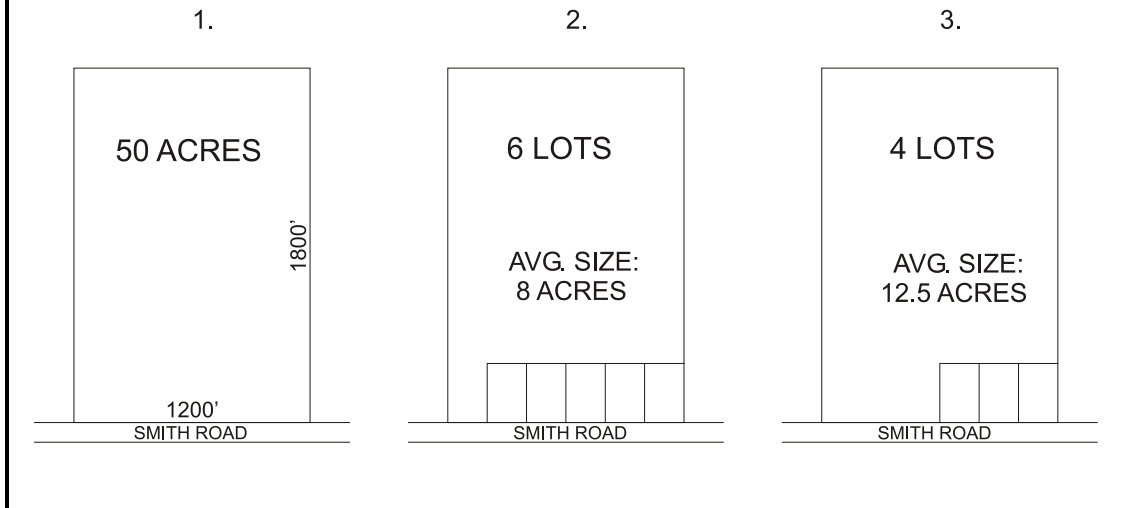
A balanced approach to agricultural protection would seem to be appropriate in Vienna. There is recognition that agriculture may be increasingly less economically viable in the future. The trend towards the abandonment of farms and the decline of the farm economy will most likely continue, although at an unknown rate. This may eventually lead to significant loss of agricultural support infrastructure, which in turn will lead to an acceleration of the decline in agriculture. Agriculture may not decline, however. In hopes that economic conditions may change in favor of this region, it would be prudent to secure some degree of viable agricultural lands for future production.

Agricultural operations should be encouraged in all areas of the Town – wherever there is viable agricultural land. All types of farming operations should be allowed.

#### RESIDENTIAL DENSITY AND RURAL CHARACTER

The density of dwellings (the number of dwelling units per square mile) should remain low outside the town's hamlets for several reasons. Not only does increasing residential density have a detrimental effect on working lands, open space, and rural character, it also increases traffic problems, especially at intersections. Also, the more development that takes place on town roads, the more use these roads receive, and the more maintenance costs rise. **This is an issue as transportation costs made up 54% of the 2019 town budget.**

One technique to maintain lower density (that may be employed through land use controls) is a minimum lot frontage to lot depth ratio of 1:3 and a lot frontage to lot width ratio of 1:3. For example when a lot that is 1200' by 1800' (#1 below) is subdivided, typically 6 new lots can be created, leaving a "flag lot" with 200' of frontage (assuming there is a 200' minimum frontage requirement) (#2 below). With a 1:3 minimum frontage to depth ratio requirement, one of the newly created lots would be required to have a road frontage of at least 600' (1800 divided by 3). The remainder of the lots would be allowed to have smaller frontages of 200'. The original lot would yield 4 new lots rather than 6 (#3 below).



**Objectives:**

1. Prevent suburban sprawl.
2. Limit strip highway development.
3. Ensure that development is compatible with the rural environment including agricultural and forest use.
4. Preserve the existing character of the town.
5. Maintain clean air and water and limit visual and noise pollution.

**Policies:**

1. Large lots should be preserved in parts of the town to preserve agriculture and forest lands and reverse the trend of their loss.
2. The clustering of residential development and the preservation of open space should be encouraged.

3. The proper buffering, screening, and landscaping of uses considered incompatible with the rural environment should be required.
4. The proliferation of commercial signs and billboards should be prohibited, and permitted signs should be compatible with the rural character of the town.
5. Scenic vistas, and historic sites, and other tourism amenities should be promoted and protected.
6. Large public events such as concerts should be accommodated, with careful management to lessen impacts such as noise and light emissions and traffic.
7. New technologies in communications and alternative energy should be accommodated.
8. All recreational uses must be controlled for impacts in regard to all types of environmental pollution and for the safety of the residents of the town.
9. Development should be in harmony with agricultural and forest uses where they are adjacent to each other.
10. Innovative and environmentally friendly manufacturing and industrial uses should be encouraged in appropriate locations.
11. Encourage diverse tourism support development, such as campgrounds, hotels and bed and breakfasts
12. Utilities serving new development should be place underground, to the extent possible.

### **PROTECT THE INTEGRITY OF VIENNA'S RESIDENTIAL NEIGHBORHOODS, AND THE PROPERTY VALUES OF VIENNA'S HOMEOWNERS**

The Town of Vienna is slowly evolving into a series of distinctive neighborhoods of differing housing types and characteristics. These neighborhoods have evolved incrementally and of their own accord.

If these neighborhoods are to prosper and flourish they will need protection from land uses which will devalue these properties or be incompatible with residential living conditions. Commercial or industrial intrusions and home occupations which have expanded into major commercial enterprises can quickly become nuisances in residential areas and devalue property. Residents who have invested in property in the town should be afforded a reasonable protection of their investment. This, in turn, can help insure a stable residential tax base.

It is important that Vienna provide opportunities for a variety of residential types and situations. Opportunities should be provided for homes for people of all ages and income levels, at various densities. In pursuing this objective, it is important to accommodate single-family dwellings, accessory apartments, duplexes, and multiple-family dwellings.

### ACCOMODATING HOME-BASED BUSINESSES

Home-based businesses are becoming increasingly popular. It is important to the health of the local economy to accommodate such business start-ups where the use can be demonstrated to be in harmony with the neighborhood, and will not detract from or compete with businesses in village or hamlet commercial areas. Nonresidential uses located in close proximity to residences need special care to mitigate any negative impacts, particularly in higher density residential areas. Controls on the intensity of the use---site lighting, signs, parking, aesthetics, traffic generation, noise, and other such characteristics are important. The allowed use of the site must be clearly stated in the town zoning law so that subsequent owners and changes in use do not alter the site so as to detract from the neighborhood.

### ACCOMODATING MANUFACTURED HOMES

Manufactured homes are a popular Tug Hill region affordable housing opportunity. They can create problems, however, when a preponderance of them in an area begins to discourage other higher valued housing types from locating in that area. The experience of many communities is that large numbers of unregulated manufactured homes may have the effect of eroding the local tax base due to rapid depreciation and aesthetic deterioration.

There are two things that can be done to lessen the impact of manufactured homes. These are 1) prohibit manufactured homes in some areas of the town, thus leaving land free and available for higher valued development, 2) establish manufactured home design standards in some areas of the town, thus making manufactured homes better neighbors to conventional housing.

Design standards can make a significant difference to manufactured home appearance. The most effective design considerations include providing 1) a pitched roof, 2) the exterior siding of traditional site-built homes, and 3) horizontal dimensions more approximating site-built homes. Proper site location along with accessory buildings and screening can significantly change the appearance of horizontal dimensions.

These design improvements can make manufactured homes fit much better into neighborhoods of conventional housing, protecting housing values and the community tax base. These design improvements will increase the cost of housing, however, so they may not be appropriate in all areas allowing manufactured homes. Some communities set aside areas of the town, as well as manufactured home parks, for manufactured homes without design improvements.

#### **Objectives:**

1. Prevent incompatible land uses in residential neighborhoods.
2. Promote orderly and attractive land use.

**Policies:**

1. Home businesses should be carefully controlled in certain neighborhoods.
2. Lot sizes, frontages, and structure setbacks should be standardized.
3. Manufactured homes should be controlled in certain neighborhoods.
4. Accessory apartments and multi-family dwellings should be in character with single-family dwellings.
5. Green building technologies, such as solar energy, should be encouraged.
6. Generally messy conditions should be prohibited in town, and junkyards operated as businesses should be segregated to certain parts of town.

**ENSURE THE PROPER FUNCTIONING OF VIENNA'S STREETS AND HIGHWAYS**

The long term economic well being of Vienna depends upon the proper functioning of both local and especially regional transportation routes such as state highways. Major roads should function primarily to transport traffic through the town and serve interregional transportation needs, with a minimum of access to adjacent properties (except in village and hamlet areas). Local roads should function to serve primarily as access to adjacent properties.

Major transportation corridors linking the town with regional employment and recreation facilities will attract both residential and commercial development pressure. This in turn may result in a decline in proper highway functioning, as development adjacent to major highways increases the traffic entering and exiting roadways. Lack of proper planning can result in major highways eventually functioning as local roads. The very roads which provide the impetus for regional development may become increasingly unable to provide for the existing residential commuters.

The main highways have been congested in the Sylvan Beach area during the summer months. Route 49 has become congested by developments west of the Town of Vienna, and the major highways are becoming increasingly congested by commuters throughout the year. As Routes 13 and 49 become increasingly developed, and curb cuts proliferate from subdivision activity along roads, the speed limits may be dropped for safety considerations, and commuting will be hindered.

**LOCATING COMMERCIAL USES**

The town should be prepared to locate mixed residential/commercial or purely commercial nodes in suitable areas where market forces dictate. Intersections of county and/or state highways are typically the best locations for these nodes. Aside from the fact that these locations give businesses better access, these locations alleviate traffic because cars can disperse in three or more directions (as opposed to two if a business is located in the middle of a road segment). Some of these nodes might then have the potential to become the focus for hamlet development combining appropriate

commercial and residential mixes of uses. Jewell and Vienna crossroads are two such areas.

Scattered site commercial development is appropriate in the town, but should be restricted to those types of developments, which have an appropriate scale and character in relation to the existing surrounding area, and have a vital economic reason to locate this way. Scattered-site development should be only sparingly permitted, and should be carefully regulated by performance criteria, which significantly reduce impacts on adjacent lands.

**Objectives:**

1. Limit commercial and residential strip development on major highways.
2. Ensure that developments adjacent to major highways have safe and efficient highway access and on-site traffic handling capabilities.
3. Prepare for the future development and maintenance needs of major highways.

**Policies:**

1. Commercial development should be directed toward concentrated areas at major highway intersections and in the Commercial zoning district, and residential developments should be clustered where possible.
2. Land parcels fronting on major highways outside of hamlet areas should have adequate frontage to prevent an excessive number of curb cuts.
3. Site plans should be reviewed to ensure the safety of curb cuts and the adequacy of internal traffic circulation.
4. Adequate parking, loading, and queueing standards should be developed to ensure that on-site traffic circulation does not interfere with the use of public roads.
5. Adequate setbacks should be required for structures built on major highways outside of hamlet areas.
6. Subdivision developments should feature marginal access roads, cul de sacs, loop roads, and reverse frontage techniques where curb cuts on major roads can be reduced.
7. Where roads and utilities are privately built for future transfer to the town, they should be designed and built to meet public standards.

**STRENGTHEN VIENNA’S HAMLETS AS COMMERCIAL AND INSTITUTIONAL CENTERS**

The hamlets of North Bay and McConnellsville, along with the Village of Sylvan Beach, are the traditional community centers of the Town of Vienna.

Historically, communities sprang up in locations with access to multiple transportation routes, be they waterways, roads or railroads. These locations were well suited for commerce and industry as well as institutional uses, such as post offices, municipal buildings, libraries, and parks. Residences were established within walking distance of employment opportunities.

Businesses and institutions that locate in hamlets are accessible by pedestrians who live nearby, alleviating some off-street parking needs which saves costs for the operators and cuts down on the environmental problems associated with parking areas, such as stormwater runoff pollution.

Channeling residential development to hamlets makes public transit more viable, be it a county bus system or school buses. It also cuts down on the use and therefore maintenance on other town roads. For instance, residents of North Bay can travel to Central Square (and Interstate 81) and Rome (and points east) without using any town roads.

**Objectives:**

1. Promote hamlets as centers for community institutions.
2. Promote hamlets as centers for commerce.
3. Promote pedestrian friendly environments for residents.
4. Encourage development of senior citizen housing, apartments and townhouses, in or near hamlets.

**Policies:**

1. Selective commercial and industrial developments that have the potential to enhance hamlets areas should be encouraged there.
2. Adequate water supply and sewage collection systems with excess capacity should be developed to encourage new development to locate in hamlet areas.
3. A mixture of residential and compatible nonresidential uses should be encouraged.
4. A higher intensity of development should be encouraged.
5. Public and semi-public institutional uses (such as town buildings, libraries and churches) should be highly encouraged.
6. Retail sales of small products and small scale retail service uses as well as home based businesses should be highly encouraged in the hamlet cores.
7. Commercial signs, site lighting and parking areas should be compatible with a close mix of residential uses, and a pedestrian/human scale.
8. Residential uses should be encouraged, such as second floor apartments above commercial storefronts in the hamlet cores.

9. New construction should respect the existing building setback line, minimizing front yards.
10. Buildings in the hamlet cores should have a maximum footprint size and height which are consistent with modern design standards, functional with respect to surroundings.
11. New construction should respect the architectural character of neighboring buildings and aesthetically pleasing.
12. New construction should enhance the streetscape, using pleasing materials and methods to improve the visual appearance and promote a pedestrian friendly character.

### C. ZONING DISTRICTS

MAP AREA	PLANNED DENSITY
Water Resources	very low density (minimum lot size: 3 acres)
Rural 3	low density (minimum lot size: 3 acres)
Rural 2	medium density (minimum lot size: 2 acres)
Rural 1	medium-high density (min. lot size: 1 acre)
Shore Residential	high density
Hamlet	very high density
Commercial	not applicable

### WATER RESOURCES DISTRICTS

These areas consist of the larger portions of wetland and floodplain areas, and watershed areas for the town and village reservoirs. Because of the fragile nature of these areas, and the possibility of severe negative impacts if improperly developed, it is recommended that development in these areas be carefully controlled. Development should be limited to very low densities, and be restricted to only those types of development which will not have negative impacts on the particular water resources of the area affected.

### RURAL DISTRICTS

These are the areas of the town which give the town its "rural character." These are primarily agricultural lands and areas of residential development which have developed on formerly active agricultural lands and woodlands. In order to retain the "rural character" of the town, it is recommended that these areas remain primarily agricultural and residential areas, with a major portion of it in low density development (Rural 3).

It is also recommended that, in order to accommodate the further residential development of the town, that a portion of this area be allowed to develop at higher densities than would be in keeping with the maintenance of a "rural character" (Rural 1 and 2). In this way, some "rural character" can be retained, yet some growth can be accommodated.

The rural areas differ in suggested planned densities due to the differences between the various areas of the town in terms of wetlands, flood hazard areas, steepness of slopes, and general suitability for more intensive levels of development. Areas with low planned densities have a greater degree of development hazards than do those planned for higher densities of development.

It is also recommended that the development of major highways in rural areas be strictly controlled so as not to lead to "strip development" and a decline in proper highway functioning. Development should be clustered and access to highways strictly limited.

## **SHORE RESIDENTIAL DISTRICTS**

These areas include seasonal and year around residences on small lots that front Oneida Lake. Many of these dwellings are accessed by private roads. These areas have developed to a density that may preclude proper onsite septic system function. Also an issue is the loss of lake views from areas north of the shoreline. **Eighty-eight percent of respondents to the community survey felt that the town should be concerned about protecting open space. Sixty-four percent of those respondents felt it was important to protect scenic vistas. To remedy these problems, buildings should be set back a proper distance from the water's edge and cover less than approximately 20% of the area of their lots. Building height and size should also be controlled. Uses that could potentially pollute the lake should be prohibited. The town should examine the current boundaries of the Shore Residential districts and evaluate whether areas north of NYS Route 49 should be included.**

## **HAMLET DISTRICTS**

Hamlets are typically about a quarter mile in radius with lots that are small, ranging from around 9000 square feet to 20,000 square feet with frontages ranging from approximately 20 ft. to 160 ft. Buildings are typically two to three stories and are located relatively close to the street. The relationship between building height and the space between buildings on opposite sides of a street creates spatial enclosure which is very comforting to pedestrians. This dense pattern also allows efficient use of street infrastructure such as sidewalks, curbing, street lighting, etc.

These areas of the town are all serviced by public water and some by sewer, or are believed to be appropriate areas for the future extension of these facilities and the corresponding high densities of development that will accompany. It is recommended that all types of development, both commercial and residential, be located in these areas, and that relatively high density levels be permitted, where access to proper water and sewerage are available.

**It is believed that attracting concentrated development to hamlet areas will relieve some development pressures on the remainder of the town, thus supporting the goal of retaining some of the "rural character" of the town and supporting the integrity of the Rural and Water Resources areas.**

The strip development of highways should be avoided, where possible, in the hamlet areas.

## **COMMERCIAL DISTRICTS**

Commercial areas should be designated for automobile oriented commercial uses which are inappropriate in the hamlet areas or cannot be accommodated in hamlet areas due to space limitations. Appropriate uses include large product retail facilities for boats, manufactured homes, cars, etc.; car washes; fast-food establishments; drive-through businesses; service stations; motels; and other like businesses. Commercial uses which require parking areas and building footprints that would be harmful to the hamlet areas should be encouraged here.

As these areas are located along the prominent highways in the town, the land should be developed and maintained in an aesthetically pleasing way. New buildings should be in character with those of a rural town and respect a build-to line (or maximum setback). Parking should be carefully controlled and access carefully planned.

## **INDUSTRIAL DISTRICT (FLOATING ZONE)**

Industrial uses require access near major transportation routes, such as railroads and/or interstates. Hamlets and villages are ideal locations due to the fact that they typically have this access. These locations also allow some workers who live nearby to walk to and from work. Care must be taken, however, to separate industrial uses from centers and residential neighborhoods. Better locations are at edges. The location of the former Harden plant in McConnellsville is a good example of a manufacturing use located at the edge of a hamlet. Industrial uses can be allowed by special permit with performance standards to mitigate negative impacts. A major concern is the manufacturing uses impacts on ground and surface waters. **The town zoning law includes a 'floating zone' which is established by the town board upon successful application by a developer wishing to develop an industrial use in an appropriate location.**

## APPENDIX A

### EXCERPTED FROM WHY SAVE FARMLAND?, from THE AMERICAN FARMLAND TRUST

Saving farmland is an investment in community infrastructure and economic development. It supports local government budgets and the ability to create wealth locally. In addition, distinctive agricultural landscapes are often magnets for tourism.

People vacation in the state of Vermont or Steamboat Springs, Colo., because they enjoy the scenery created by rural meadows and grazing livestock. In Lancaster, Pa., agriculture is still the leading industry, but with the Amish and Mennonites working in the fields, tourism is not far behind. Napa Valley, Calif., is another place known as a destination for “agro tourism.” Tourists have become such a large part of most Napa Valley wineries that many vintners have hired hospitality staff. Both the valley and the wines have gained name recognition, and the economy is thriving.

Agriculture contributes to local economies directly through sales, job creation, support services and businesses, and also by supplying lucrative secondary markets such as food processing. Planning for agriculture and protecting farmland provide flexibility for growth and development, offering a hedge against fragmented suburban development while supporting a diversified economic base.

Development imposes direct costs to communities, as well as indirect costs associated with the loss of rural lands and open space. Privately owned and managed agricultural land generates more in local tax revenues than it costs in services. Carefully examining local budgets in Cost of Community Services (COCS) studies shows that nationwide farm, forest and open lands more than pay for the municipal services they require, while taxes on residential uses consistently fail to cover costs.<sup>9</sup> (See COCS fact sheet.) Related studies measuring the effect of all types of development on municipal tax bills find that tax bills generally go up as communities become more developed. Even those communities with the most taxable commercial and industrial properties have higher-than-average taxes.

Local governments are discovering that they cannot afford to pay the price of unplanned development. Converting productive agricultural land to developed uses creates negative economic and environmental impacts. For example, from the mid-1980s to the mid-1990s, the population of Atlanta, Ga., grew at about the same rate as that of Portland, Ore. Due to its strong growth management law, Portland increased in size by only 2 percent while Atlanta doubled in size. To accommodate its sprawling growth, Atlanta raised property taxes 22 percent while Portland lowered property taxes by 29 percent. Vehicle miles traveled (and related impacts) increased 17 percent in Atlanta but only 2 percent in Portland.

## **APPENDIX D - USEFUL WEBSITES**

- Town of Vienna: [www.tovlookup.org](http://www.tovlookup.org)
- Village of Sylvan Beach: [www.sylvanbeachny.com](http://www.sylvanbeachny.com)
- Vienna Fire Dept.: [www.vvfd.org](http://www.vvfd.org)

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# 2019 Town of Vienna Community Survey

There were 2,049 surveys mailed out on July 10, 2019 with a return deadline date of August 9, 2019. A total of 440 surveys were completed for a return rate of 21.5%.

Answers to the survey questions will help the town planning board and the town board understand how the citizens of Vienna feel about the direction of the town. The current comprehensive plan for the town was written in 2007 and needs to be updated. The collective results of the survey will assist the planning board in drafting a revised comprehensive plan that will meet the desires of the community.

1. What were your reasons for choosing the Town of Vienna to live in? **Choose as many as you wish.**

	Important	Negative	Neutral
Rural Atmosphere	88%	1%	12%
Quality of life	88%	2%	11%
Recreation opportunities	74%	2%	25%
Housing/Land Costs	72%	6%	23%
Family and friends	65%	6%	30%
Tax Rate	57%	20%	23%
Good Schools	50%	95%	42%
Sense of community	47%	5%	48%
Good government	34%	12%	54%
Farming	34%	10%	56%

2. Should the town be concerned about protecting open space?

88% **Yes**    12% **No**

- 2.a If yes to question 2., why should open space be protected? **Choose as many as you wish.**

80% To help maintain rural character  
 79% To protect wetlands and sensitive areas  
 64% To protect scenic vistas  
 64% To preserve important agricultural lands

3. Should the town encourage apartment and townhouse development? **Choose one.**

45% Yes, where there is public water and sewer  
 36% No  
 11% Yes, in hamlet areas  
 8% Yes, anywhere in town

4. Should the town encourage senior citizen housing? **Choose one.**

53% Yes, where there is public water and sewer  
 17% Yes, anywhere in town  
 16% Yes, in hamlet areas  
 13% No

5. When the following public improvements are necessary for a large-scale residential subdivision development, which should the developer be required to provide, and which should the town be required to provide?

	Developer	Town
Sewer lines	80%	20%
Water lines	78%	22%
Paved streets	66%	34%

6. Indoor retail sales and service activities include selling merchandise to the general public and services such as restaurants, taverns, banks, health clubs and theaters. Where should indoor retail sales and service activities (not including home businesses) be located? **Choose one.**

40% Anywhere along State Route 13 and 49  
 30% Anywhere in town  
 29% Along State Route 13 and 49, but only in the Hamlet (H) and Shore Residential (SR) areas

7. Outdoor retail sales activities include, but are not limited to, the sale of new and used automobiles, mobile homes, boats, vehicles, contractor equipment, and other large items stored outdoors. Where should outdoor retail sales activities be located? **Choose one.**

59% Only in the current commercial (C) zones on the map  
 23% Anywhere along State Route 13 and 49  
 19% Anywhere along State Route 13 and 49, except in the Hamlet (H) and Shore Residential (SR) areas

8. Industrial activities include, but are not limited to, large manufacturing plants, warehouses, truck depots, and other large-scale industrial operations. Where should industrial activities be located? **Choose one.**

78% Only at sites individually approved by the town

17% Anywhere along State Route 13 and 49, except in the Hamlet (H) areas

5% Anywhere in town

9. What types of business would you like to see open in town that are not there now?

**Categories that had at least 10 responses included: grocery store, retail store, restaurant, fitness center.**

10. Which of the following statements characterize your feelings about industrial and other large developments in town? **Choose one.**

30% Some new light development should be encouraged as long as it is environmentally sound and carefully located.

22% Vienna is primarily a commuter town and needs little or no increased development.

20% Both light and heavy development should be encouraged as long as it is environmentally sound and carefully located.

14% Both light and heavy development should be encouraged as long as it is located in pre-approved, planned industrial parks.

12% Vienna needs as much new development of any kind as can be attracted.

2% Development involving large outside public gatherings should be encouraged as long as it is environmentally sound and carefully located.

11. Would you support large scale commercial wind farms within the town?

46% **Yes** 54% **No**

12. Would you support large scale commercial solar farms within the town?

59% **Yes** 41% **No**

13. Which of the following projects would you support? **Choose as many as you wish.**

66% Development of recreational trails

54% Development of a town park

49% Extension of town sewer districts

42% Extension of town water districts

34% Development of a new community center

22% Development of new lighting districts

14. If there was to be the development of a town park, what facilities would you most like to see? **Choose as many as you wish.**

83% Walking, biking trails

78% Picnic tables

73% Pavilion

63% Kids Playground

38% Beach

34% Basketball court

31% Softball field

27% Tennis courts

15. Following are several outdoor activities that make use of public trails and lands within the Town. Which do you think should be encouraged?

	DIS-COURAGE	NO OPINION	EN-COURAGE
Motorized Bikes	58%	19%	23%
All Terrain Vehicles	55%	16%	30%
Snowmobiling	26%	24%	50%
Horseback riding	13%	31%	57%
Bicycling	3%	8%	89%
Cross country skiing	3%	13%	85%
Hiking	2%	8%	90%

16. How many years have you been a resident of Vienna?

68% Over 10 years

12% I am not a resident, but I own property in town

11% 0 to 5 years

10% 6 to 10 years

17. Where are you employed?

54% Retired

25% Other area

9% In the Greater Syracuse area

5% In the Greater Rome area

4% Own/operate a business in the town of Vienna

2% In the town of Vienna

2% Not employed

## **APPENDIX C – EXCERPT FROM NYS TOWN LAW 272a**

### **COMPREHENSIVE PLAN PREPARATION AND ADOPTION PROCEDURE**

4. Preparation. The town board, or by resolution of such town board, the planning board or a special board, may prepare a proposed town comprehensive plan and amendments thereto. In the event the planning board or special board is directed to prepare a proposed comprehensive plan or amendment thereto, such board shall, by resolution, recommend such proposed plan or amendment to the town board.

5. Referrals. (a) Any proposed comprehensive plan or amendment thereto that is prepared by the town board or a special board may be referred to the town planning board for review and recommendation before action by the town board. (b) The town board shall, prior to adoption, refer the proposed comprehensive plan or any amendment thereto to the county planning board or agency or regional planning council for review and recommendation as required by section two hundred thirty-nine-m of the general municipal law. In the event the proposed plan or amendment thereto is prepared by the town planning board or a special board, such board may request comment on such proposed plan or amendment from the county planning board or agency or regional planning council.

6. Public hearings; notice. (a) In the event the town board prepares a proposed town comprehensive plan or amendment thereto, the town board shall hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in the preparation of such proposed plan or amendment, and in addition, the town board shall hold one or more public hearings prior to adoption of such proposed plan or amendment. (b) In the event the town board has directed the planning board or a special board to prepare a proposed comprehensive plan or amendment thereto, the board preparing the plan shall hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in the preparation of such proposed plan or amendment. The town board shall, within ninety days of receiving the planning board or special board's recommendations on such proposed plan or amendment, and prior to adoption of such proposed plan or amendment, hold a public hearing on such proposed plan or amendment. (c) Notice of a public hearing shall be published in a newspaper of general circulation in the town at least ten calendar days in advance of the hearing. The proposed comprehensive plan or amendment thereto shall be made available for public review during said period at the office of the town clerk and may be made available at any other place, including a public library.

7. Adoption. The town board may adopt by resolution a town comprehensive plan or any amendment thereto.

8. Environmental review. A town comprehensive plan, and any amendment thereto, is subject to the provisions of the state environmental quality review act under article eight of the environmental conservation law and its implementing regulations. A town comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations. No

further compliance with such law is required for subsequent site specific actions that are in conformance with the conditions and thresholds established for such actions in the generic environmental impact statement and its findings.

9. Agricultural review and coordination. A town comprehensive plan and any amendments thereto, for a town containing all or part of an agricultural district or lands receiving agricultural assessments within its jurisdiction, shall continue to be subject to the provisions of article twenty-five-AA of the agriculture and markets law relating to the enactment and administration of local laws, ordinances, rules or regulations. A newly adopted or amended town comprehensive plan shall take into consideration applicable county, agricultural and farmland protection plans as created under article twenty- five-AAA of the agriculture and markets law.

10. Periodic review. The town board shall provide, as a component of such proposed comprehensive plan, the maximum intervals at which the adopted plan shall be reviewed.

11. Effect of adoption of the town comprehensive plan. (a) All town land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section. (b) All plans for capital projects of another governmental agency on land included in the town comprehensive plan adopted pursuant to this section shall take such plan into consideration.

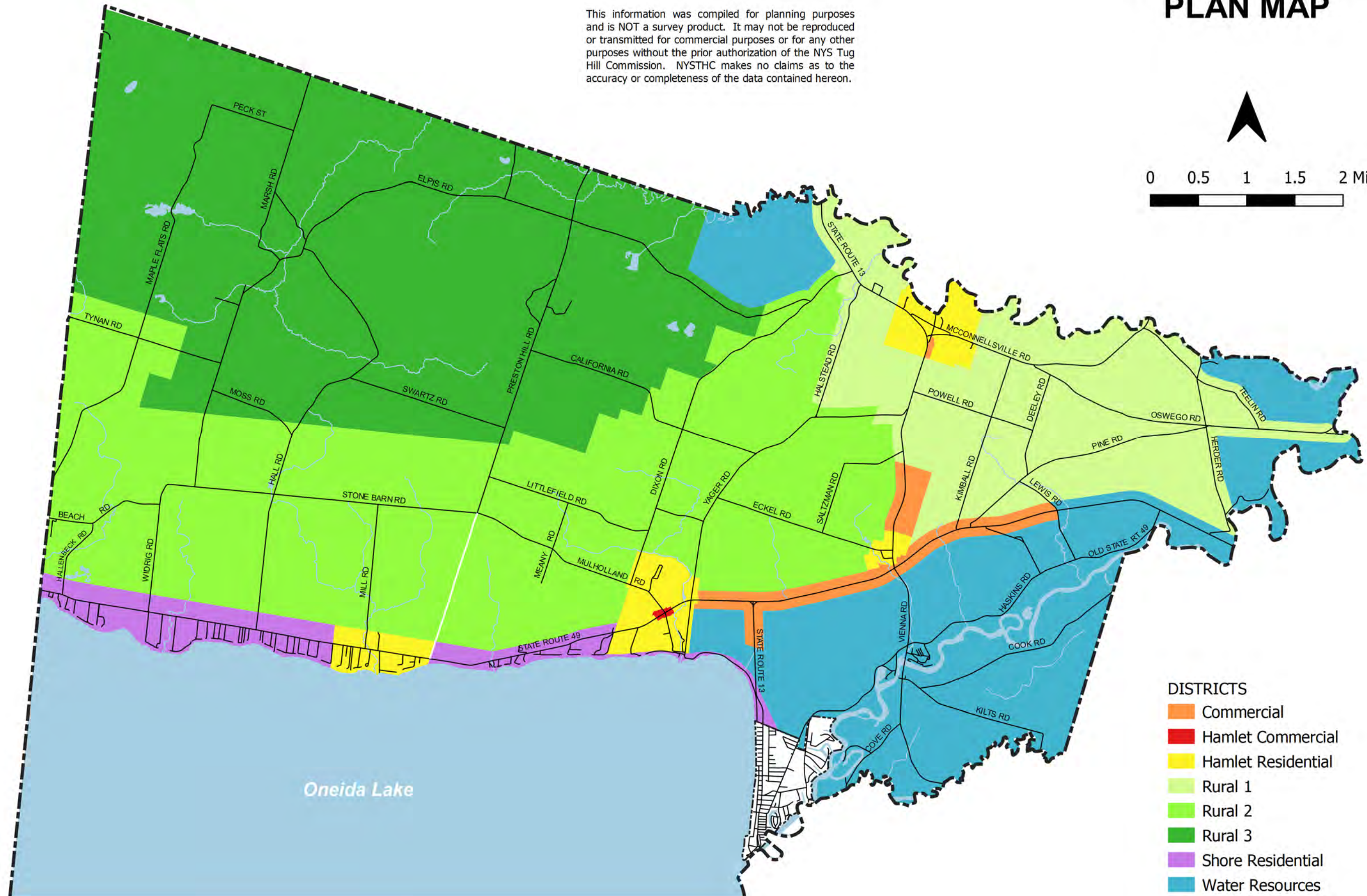
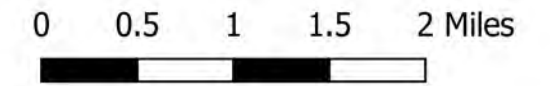
12. Filing of town comprehensive plan. The adopted town comprehensive plan and any amendments thereto shall be filed in the office of the town clerk and a copy thereof shall be filed in the office of the county planning agency.

## APPENDIX D - USEFUL WEBSITES

- Town of Vienna: [www.tovlookup.org](http://www.tovlookup.org)
- Village of Sylvan Beach: [www.sylvanbeachny.com](http://www.sylvanbeachny.com)
- Vienna Fire Dept.: [www.vvfd.org](http://www.vvfd.org)

# Town of Vienna PLAN MAP

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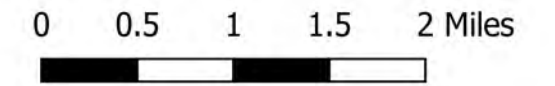


- DISTRICTS**
- Commercial
  - Hamlet Commercial
  - Hamlet Residential
  - Rural 1
  - Rural 2
  - Rural 3
  - Shore Residential
  - Water Resources

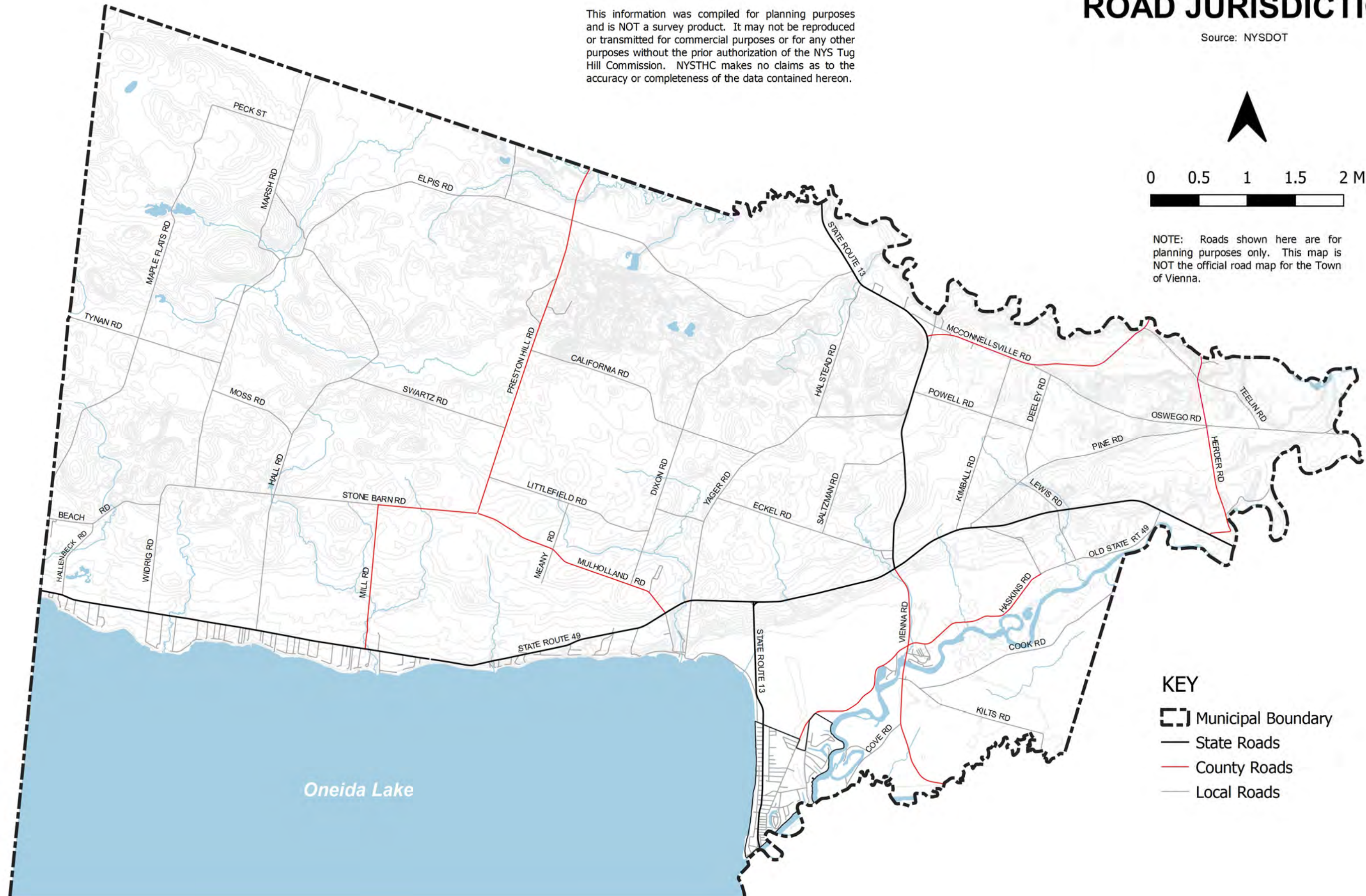
# Town of Vienna ROAD JURISDICTION

Source: NYSDOT

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NOTE: Roads shown here are for planning purposes only. This map is NOT the official road map for the Town of Vienna.



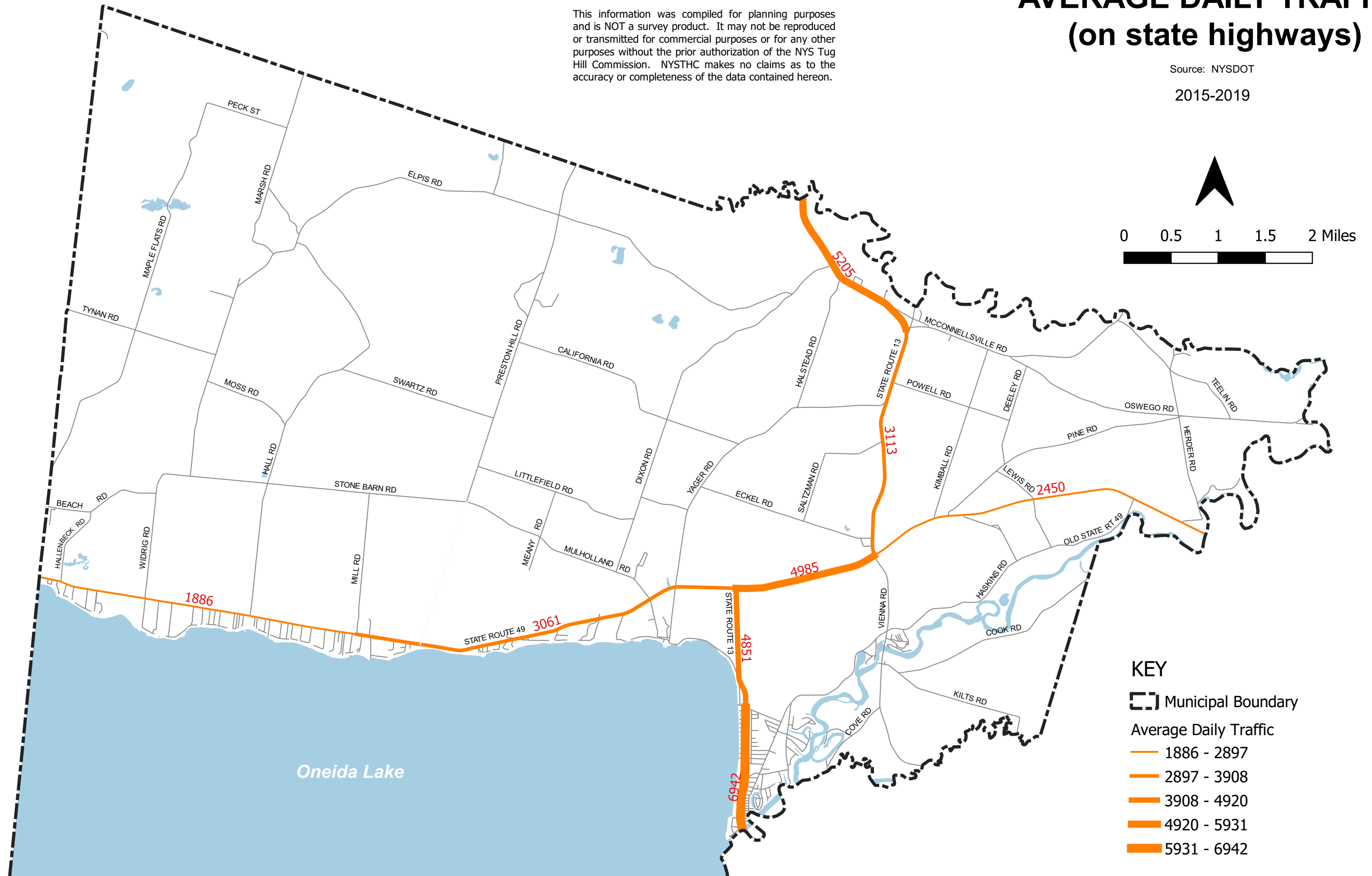
## KEY

- Municipal Boundary
- State Roads
- County Roads
- Local Roads

# Town of Vienna AVERAGE DAILY TRAFFIC (on state highways)

Source: NYSDOT  
2015-2019

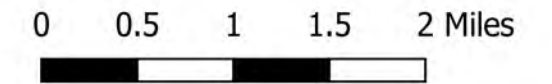
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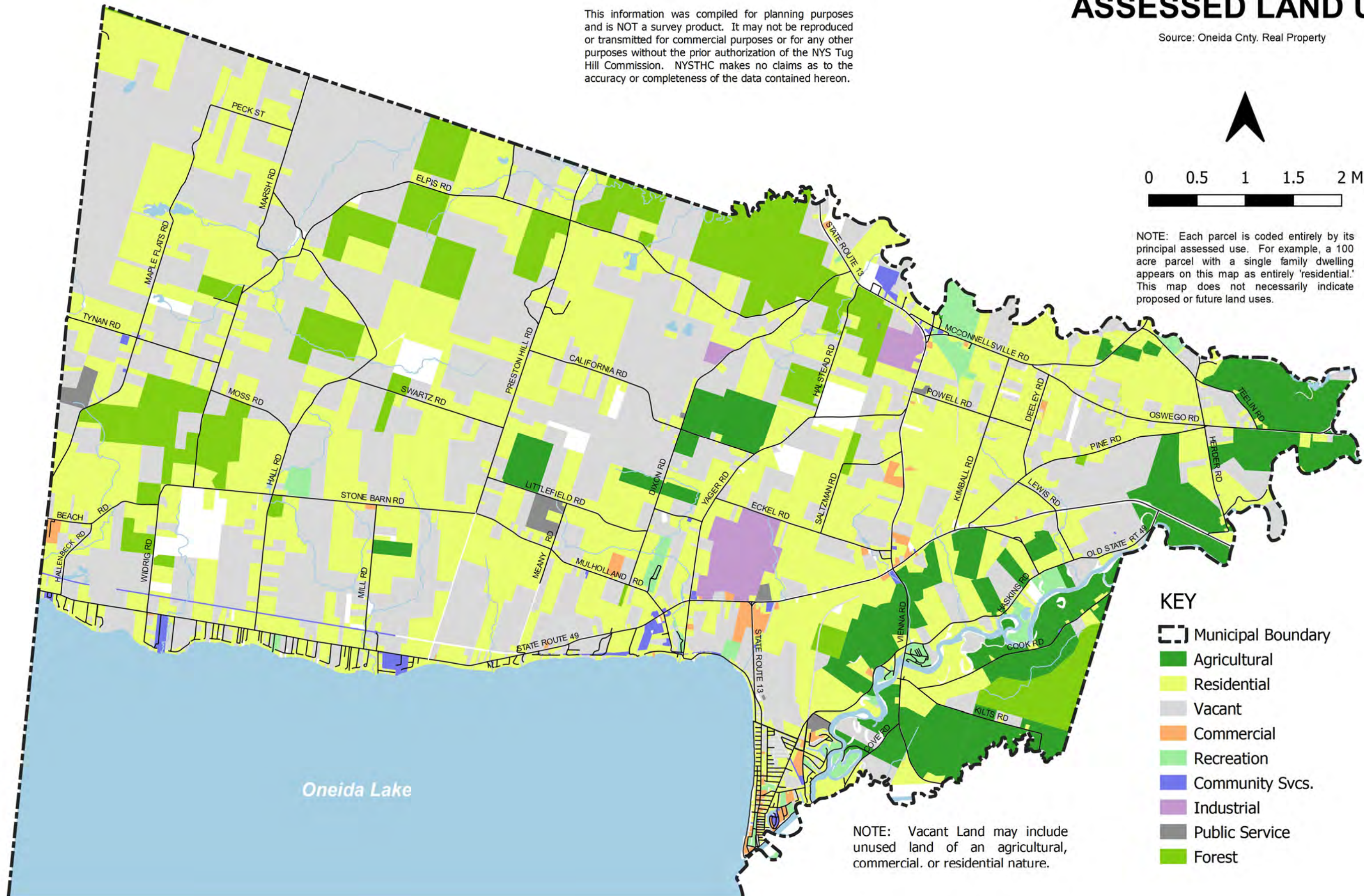
# Town of Vienna ASSESSED LAND USE

Source: Oneida Cnty. Real Property

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NOTE: Each parcel is coded entirely by its principal assessed use. For example, a 100 acre parcel with a single family dwelling appears on this map as entirely 'residential.' This map does not necessarily indicate proposed or future land uses.



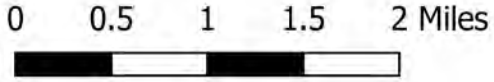
## KEY

- Municipal Boundary
- Agricultural
- Residential
- Vacant
- Commercial
- Recreation
- Community Svcs.
- Industrial
- Public Service
- Forest

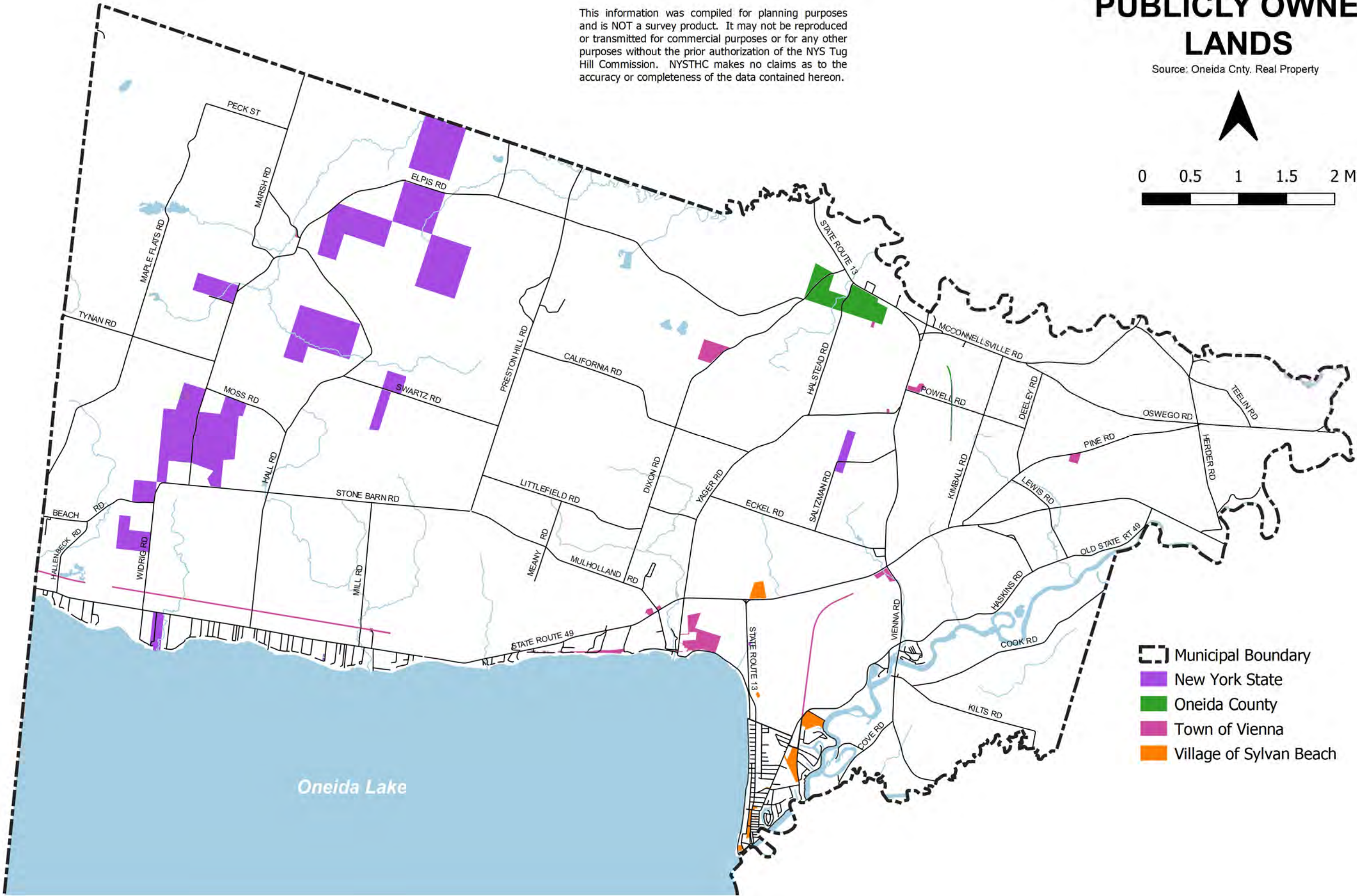
NOTE: Vacant Land may include unused land of an agricultural, commercial, or residential nature.

# Town of Vienna PUBLICLY OWNED LANDS

Source: Oneida Cnty. Real Property



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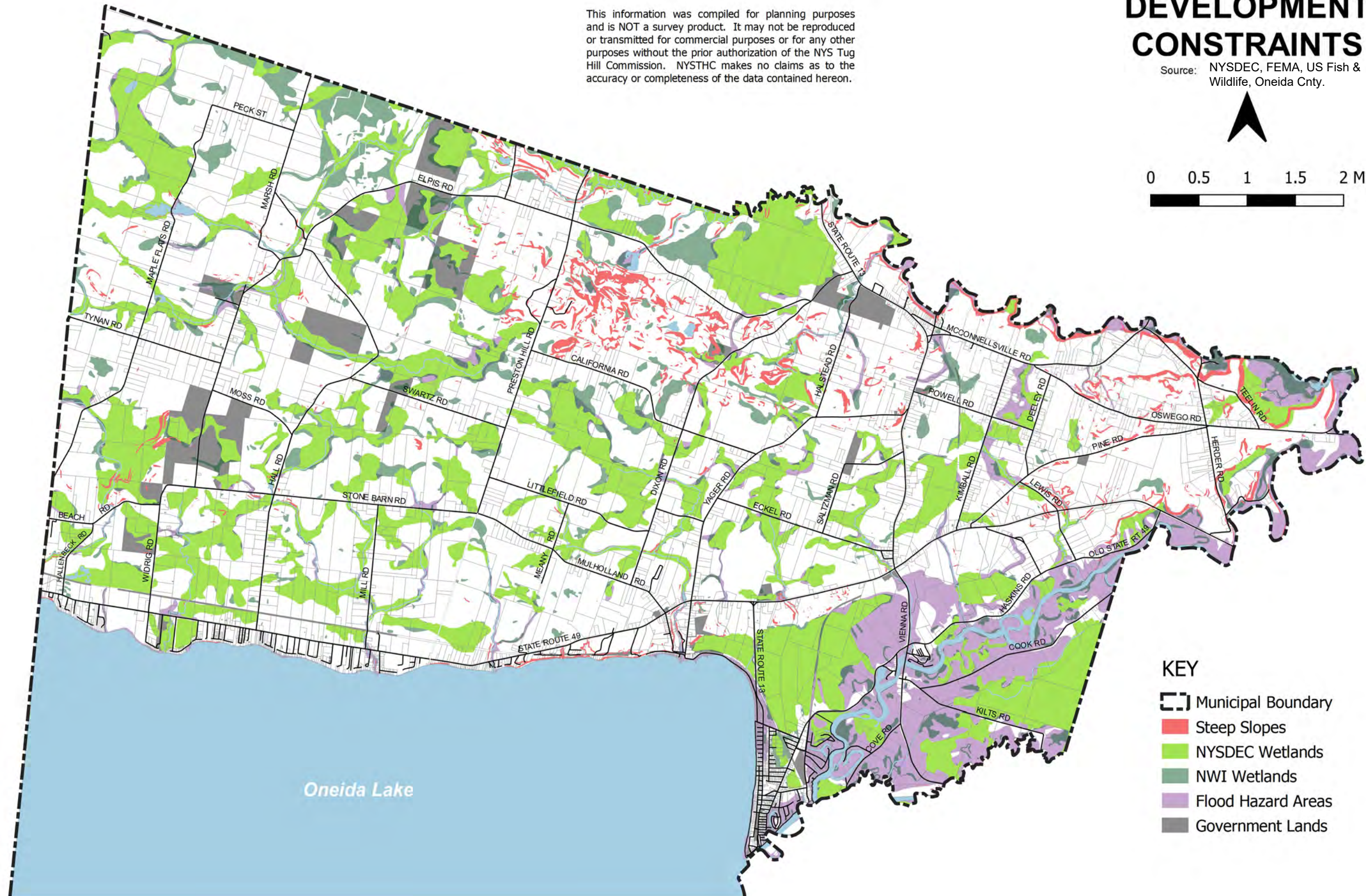
- Municipal Boundary
- New York State
- Oneida County
- Town of Vienna
- Village of Sylvan Beach

# Town of Vienna DEVELOPMENT CONSTRAINTS

Source: NYSDEC, FEMA, US Fish & Wildlife, Oneida Cnty.



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## KEY

- Municipal Boundary
- Steep Slopes
- NYSDEC Wetlands
- NWI Wetlands
- Flood Hazard Areas
- Government Lands

# Town of Vienna AGRICULTURAL DISTRICTS

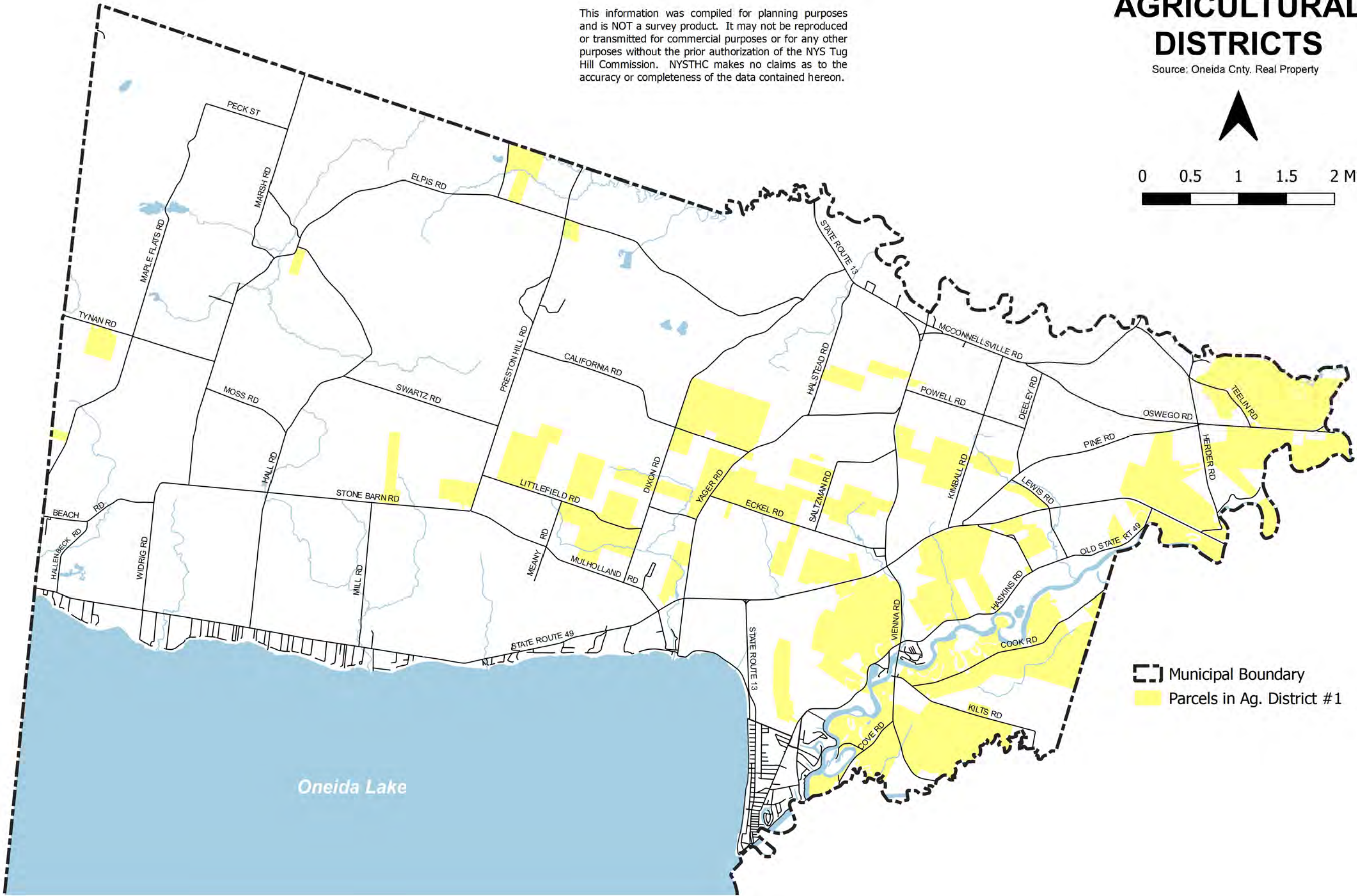
Source: Oneida Cnty. Real Property





0 0.5 1 1.5 2 Miles



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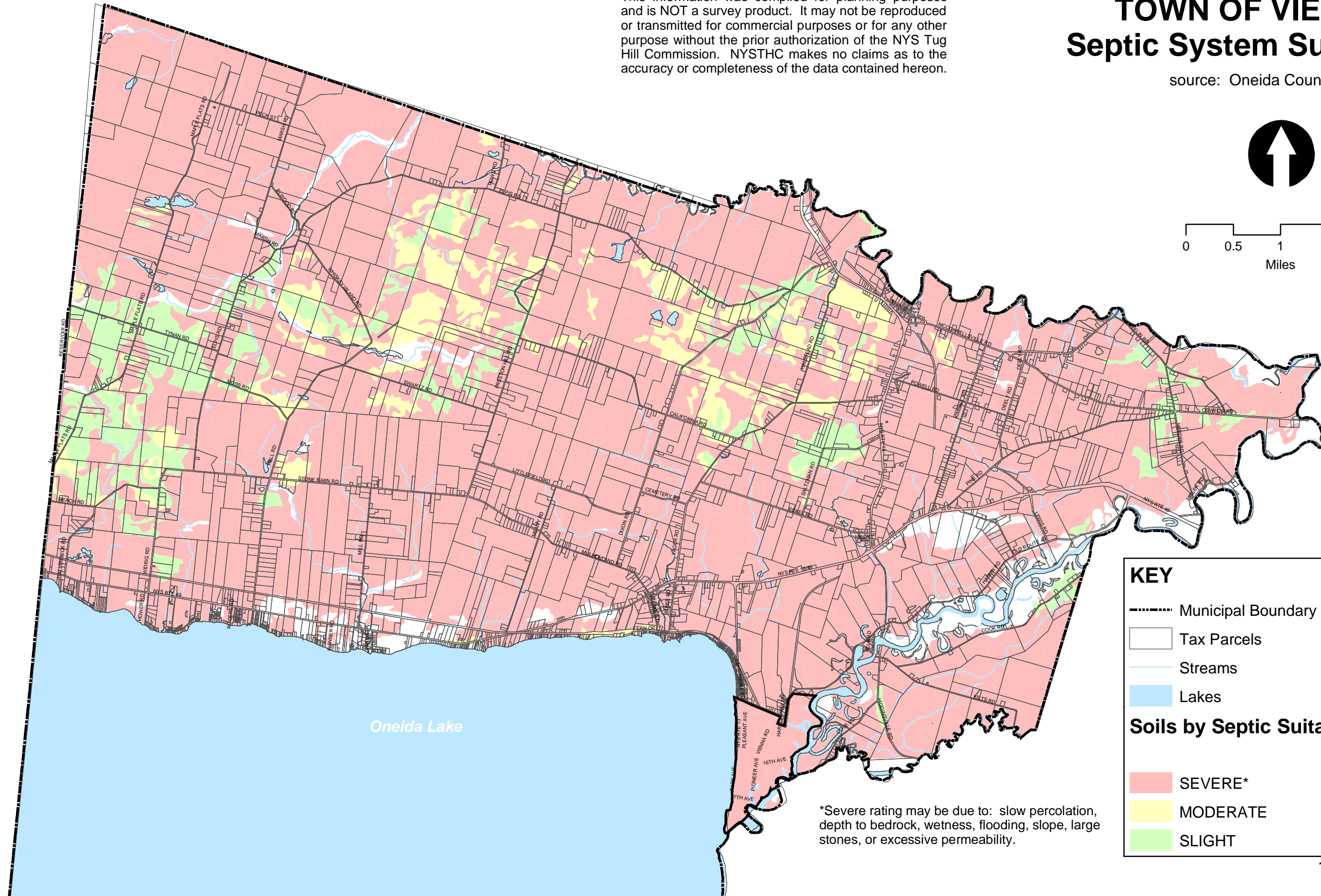
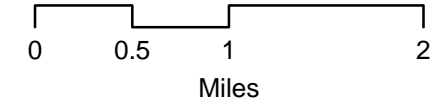
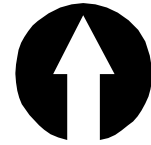
 Municipal Boundary  
 Parcels in Ag. District #1

Oneida Lake

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# TOWN OF VIENNA Septic System Suitability

source: Oneida County



**KEY**

- Municipal Boundary
- Tax Parcels
- Streams
- Lakes

**Soils by Septic Suitability**

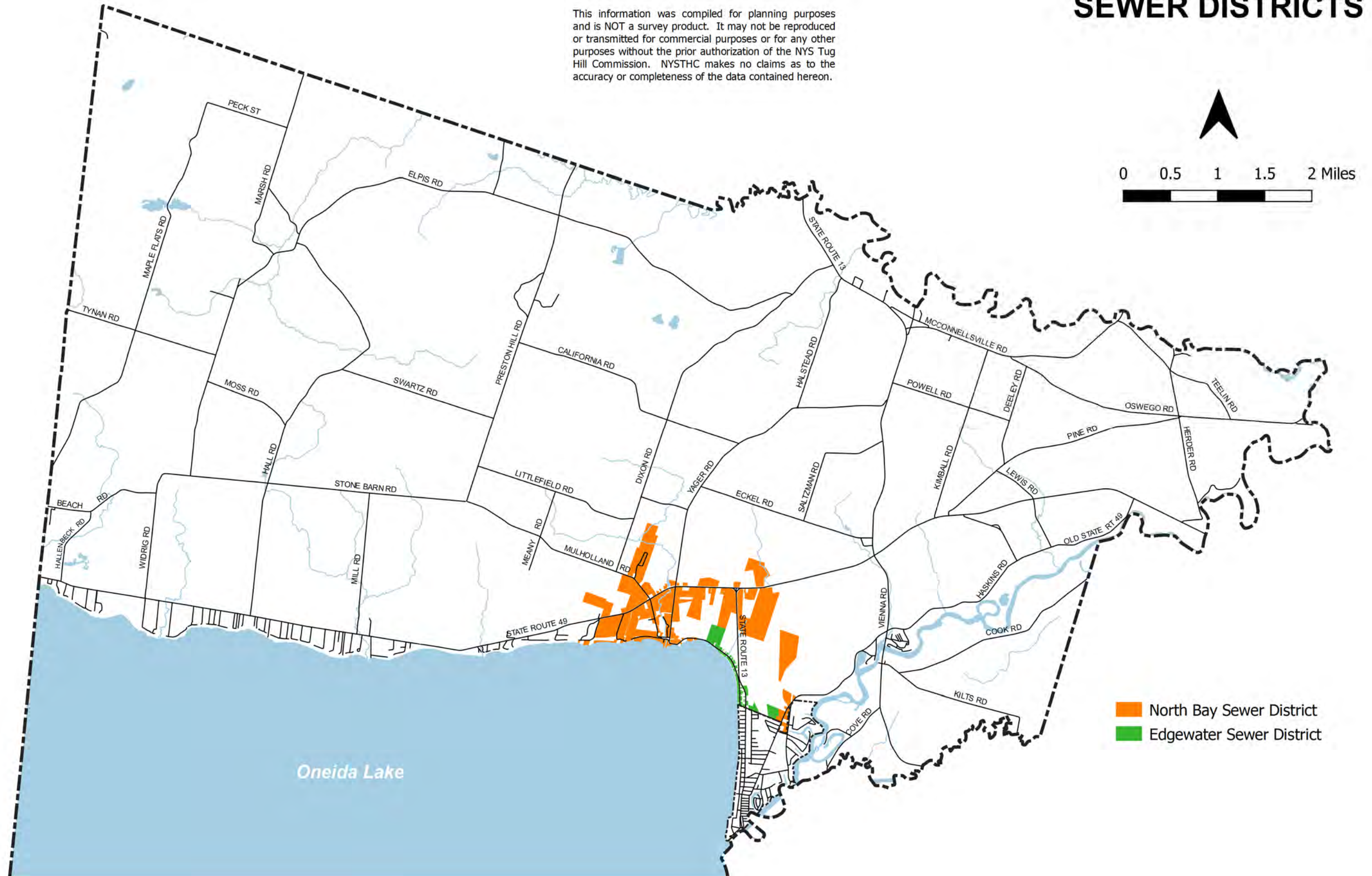
- SEVERE\*
- MODERATE
- SLIGHT

\*Severe rating may be due to: slow percolation, depth to bedrock, wetness, flooding, slope, large stones, or excessive permeability.

12/6/06

# Town of Vienna SEWER DISTRICTS

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- North Bay Sewer District
- Edgewater Sewer District