

Comprehensive Plan Town of Richland Village of Pulaski Amended 2022



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GIS DATA Disclaimer

The original source(s) of each dataset is identified on the maps. Due to the different sources and scales of projection, key features such as roads, parcel boundaries and streams may not overlap accurately when comparing several data layers on the same map.

Acreage calculations for various parameters in this report were generated through the use of ArcGIS and are an approximation of the actual size. For more precise measurements, contact the Oswego County Department of Community Development, Tourism and Planning.

Chapter 1: Introduction



SELKIRK LIGHTHOUSE c.1838

Before beginning, plan carefully.

- *Marcus Tullius Cicero, Roman statesman and orator (106-43 BC).*

In the book *Comprehensive Planning for the 21st Century: General Theory and Principles*, the author notes, “Planning is so universal and so much a part of all activities that it is usually taken for granted. Because it is inconspicuous by its universal presence, the process of planning is seldom specifically identified and considered, [yet] Illustrations of different applications and results of planning are almost without limit.” Analysis of planning process shows us that the endeavor is basically the same in all its applications. Within any kind of planning program, including that which this Comprehensive Plan is a part of, a sequence of specific actions are formulated and detailed sufficiently to achieve an objective: (1) collection of descriptive and prescriptive information, (2) analysis of this information, (3) reaching conclusions, (4) making decisions, (5) designation and effectuation of implementing actions, and (6) comparison of the results of planning with its intentions, and corresponding adjustment or revision as indicated.

The planning of settlements in North America (cities, towns, and villages) after the arrival of the Europeans reflected both old and new values and ideals that were expressed through a variety of spatial arrangements and cultural compositions. Grid patterns for efficient movement of citizens and troops were employed in cities like Santa Fe, Mobile and Savannah. New York City, with hundreds of rectangular blocks and no alleys, was conceived to generate the most profit for land speculators. The Washington, D.C. plan of long radiating avenues and grand plazas was designed to communicate to the world through design the greatness of America.

Planning practices of recent decades in the United States, with emphasis on zoning, housing, and transportation, grew out of the efforts of nineteenth century reformers who sought to improve the often deplorable conditions of America’s then overcrowded cities with early tenement laws. In the 1890s, a progressive reform movement began in architecture and urban planning that sought to beautify cities, not so much out of aesthetic concerns as to engender moral and civic virtue among urban populations. Over many years, a more comprehensive planning approach evolved; a method to address a broader range of issues related to a geographic area and community development over a longer time frame.

Comprehensive planning, as illustrated herein, employs an analytical approach, method, procedure, and body of techniques for investigating the past and present conditions of the Town of Richland and Village of Pulaski; envisioning their future; determining what is to be accomplished and attempted; and finally programming actions to be taken. This Comprehensive Plan is comprised of a set of interrelated objectives, policies, and sequential actions derived from analysis and decision concerning the present state and future development of the Town of Richland and Village of Pulaski. Once adopted, the Plan serves as the community’s statement of intent, strategy, programmed accomplishment, and expected actions, and should be periodically re-examined to determine any necessary or desirable modification, revision or replacement as emergency conditions or unexpected major events dictate. This Plan serves additionally as a principal measure of managerial or legislative leadership performance.¹

1 From *Comprehensive Planning for the 21st Century: General Theory and Principles*. Contributors: Melville C. Branch - author. Publisher: Praeger. Place of Publication: Westport, CT. Publication Year: 1998.

The Town of Richland and Village of Pulaski Comprehensive Plan was developed to guide elected officials in the town and village in making future decisions affecting land use, environmental resources, economic development, transportation, utilities, tourism, recreation, community services, and quality of life. It is a statement of policy and a guide to the continuing physical development of the Town of Richland and the Village of Pulaski.

This Comprehensive Plan functions as a long-range plan for the future growth of the community. It provides a general, broad overview of the physical development of the community and reviews past development patterns that have led directly to present conditions. The plan also provides a forward-looking view of how the community should develop or redevelop by examining past trends and enlisting various planning techniques to determine desired future scenarios. Simply stated, this comprehensive plan depicts where the community has been, where it is presently, where it wants to go, and how it plans to get there.

Federal and State Land Use Policy

As European settlers emigrated to the United States they adopted English common law under which land they owned, their “property,” meant a place in which they held a bundle of rights including:

- 1) the right to control and use the property;
- 2) the right to benefits from the property;
- 3) the right to transfer or sell the property; and
- 4) the right to exclude others from the property.

However, those rights were not absolute; they were, as they still are, subject to the rights of society often as codified in law. In the early history of the United States, society placed few limitations on the use of land as it seemed an endless resource, especially with a limited population base. From Jefferson’s Corps of Discovery to the Homestead Act to massive federal irrigation, road building, and energy producing projects, the challenge was not limiting use of land but rather getting it settled, cultivated, and developed. However, as the population increased and people began to congregate in cities, the need arose for local governmental control to put some limits on the movement of industry and commerce into residential areas and to prevent residents from becoming nuisances to each other. These limitations generally took the form of zoning ordinances regulating incompatible uses, building heights, setbacks, and lot sizes. However, as the density of populations grew and spread, some began to recognize a need for planning, and noting the changing times, Theodore Roosevelt reminded his constituents in the summer of 1910: “Every man holds his property subject to the general right of the community to regulate its use to whatever degree the public welfare may require it.”

Concern for the public welfare reached a peak in the 1960s and 70s as members of Congress observed that the balance between economic growth and development on the one hand, and protection of natural resources on the other, had tipped too far in the direction of growth and development. Congress moved to expand legal limitations that would address the issue of dwindling natural resources and environmental degradation. As a result, federal laws such as The National Environmental Policy Act, The Wilderness Act, The National Forest Management Act, The Endangered Species Act, etc., were enacted that have had significant impacts on land use. Many states also passed their own laws and adopted policies that complemented the new federal laws.

The planning process is, in part, a process of formulating acceptable and desirable public goals and coordinating public and private efforts for the benefit of the community as a whole.

In New York, the enactment of Article IX of the State Constitution, the Municipal Home Rule Law, the Statute of Local Governments, and the State Environmental Quality Review Act have provided municipalities the power to enact local laws that compliment several of the federal laws mentioned above. The scope of this power and the procedures for implementing it are set out in the Municipal Home Rule Law, adopted in 1963. Section 10 of the Municipal Home Rule Law contains the constitutional grants of power to local governments and adds thereto the powers to collect local taxes authorized by the Legislature, to provide for the protection and enhancement of the physical and visual environment, the apportionment of local legislative bodies, and assessments for local improvements, as well as the powers granted to local governments in the Statute of Local Governments.

The Municipal Home Rule Law also includes a Bill of Rights for Local Governments and provision for a unique Statute of Local Governments, under which home rule powers may be given to quasi-constitutional protection against change (Section 2(b)(1)). Among the rights and powers enumerated under the Bill of Rights for Local Governments are the right to have a legislative body elected by the people; to adopt local laws; to have local officers elected or appointed by the local residents or officers; the power to agree (as authorized by the Legislature) with the federal government, a State, or other government, to provide cooperative governmental services and facilities. Also included are the power of eminent domain; the power to make a fair return on the value or property used in the operation of certain utility services, and the right to use the profits therefore for refunds or any other lawful purpose; and the power to apportion costs of governmental services of function upon portions of local areas as authorized by the Legislature.

Conservation Advisory Councils

An additional tool available to the local legislative body of any city, town or village is described in Article 12-F Section 239-X of the NYS General Municipal Law enabling the establishment of a Conservation Advisory Council (CAC) to advise in the development, management and protection of its natural resources. CACs are strictly advisory bodies that can be established by municipal resolution, the creation of an ordinance or local law. CACs work to provide land research including open space, wetlands and natural resource inventories and maps; advise, cooperate and work with other unofficial and official municipal agencies involved in similar activities; publish informational and educational literature; and may prepare an annual report.

In 1971 New York State amended the legislation concerning conservation councils to include Section 239-y. This section enables a Conservation Advisory Council (CAC) to become a Conservation Board (CB). Although still an advisory board, this status denotes the support and acceptance of the CB as a valid agency of municipal government with the opportunity to review any proposed land use application affecting any open areas listed on an officially approved Open Space Inventory (OSI) and map.²

² From New York State Association of Conservation Commissions (<http://www.nysaccny.org/cactocb.ph>, accessed March 1, 2009)

Comprehensive Planning and Legislative Authority

In the State of New York, village and town governments are granted authority to adopt a comprehensive plan pursuant to Village Law §7-722 or Town Law §272-a. The comprehensive plan, a set of policy and analytic documents and maps, strategies and tools for the guidance of community well-being, land use, and development, is also intended to provide the foundation for local zoning laws. Once adopted, all land use policy decisions in the Village and Town must be in accordance with the comprehensive plan. The review of future projects no longer occurs on an independent project-by-project basis, but rather in consideration of the comprehensive plan and the community vision. This Plan provides guidance as to where and how future development should occur in the Village and Town. In addition, all other governmental agencies must consider this plan when directing or funding capital projects that occur within the Village or the Town.

This plan must meet the provisions of the New York State Environmental Quality Review Act prior to final adoption of the Plan by Town Councilors and the Village Trustees. Adoption of a comprehensive plan is a discretionary decision and is considered a Type I action pursuant to Article 8 of the Environmental Conservation Law and Title 6 of the New York Code of Rules and Regulations Part 617.4(b)(1). The benefits of adopting this plan far outweigh any potential adverse impacts that may be generated from the adoption and administration of this plan. The purpose of adopting a comprehensive plan is the protection of the health, safety, and general welfare of the citizens of the community. This plan should be reviewed and updated on a periodic basis. It is recommended that the plan undergo a review and necessary update every seven to ten years from the date of its adoption.

Organization of the Plan

This Plan is organized in four chapters illustrated and supported with detailed and keyed maps, figures, conceptual drawings, and photographs. Chapter One is the Introduction. Chapter Two, Community Analysis, focuses on a detailed inventory and analysis of the community, from location, history, and demographics, to land use, infrastructure, and natural and cultural resources. Chapter Three, Regional Influences, explores the economic, environmental, recreational, cultural, and other entities, initiatives, activities, and events that influence the community. Chapter Four, the final chapter, begins with a the community vision statement, and issues of community significance. This chapter is where the inventory and analysis of previous chapters leads to a list of specific Goals for the community and Recommended Actions to be taken.

Chapter 2: Community Analysis



The H. Douglas Barclay Court House, built 1819 in the Village of Pulaski

If we could first know where we are,
 and whither we are tending, we could better judge
 what to do, and how to do it.

- Abraham Lincoln, president

To adequately plan for the community’s future, and as part of the comprehensive planning process, it is important to understand the history of the Town of Richland and Village of Pulaski and to determine the existing conditions in the community. This section of the comprehensive plan describes the existing conditions of various components of the town and village including socio-demographic trends, cultural and natural resources, environmental features, land use composition and regulation, and infrastructure.

Location

The Town of Richland is located in the northwest corner of Oswego County, New York and covers a total area of 60.1 square miles (155.6 square kilometers). Lake Ontario serves as the town’s westernmost boundary, while the Town of Sandy Creek serves as Richland’s northern border, the Town of Mexico serves as the southern border, and the Towns of Albion and Orwell serve as the eastern border of Richland. Richland is located approximately 42 miles (50 minutes) north of the City of Syracuse, 27 miles (45 minutes) northeast of the City of Oswego, and 33 miles (40 minutes) south of the City of Watertown (Map 2).

The Village of Pulaski is within the Town of Richland, and lies between the eastern shore of Lake Ontario and the Tug Hill region on Rt. 11 adjacent to Interstate 81. It covers 3.3 square miles (8.6 square kilometers) of land and is a short distance away from some of the major cities in Upstate New York (Table 1). Pulaski lies in the snowbelt region, characterized by heavy amounts of lake effect snow and has a regional reputation for heavy snow accumulations and adverse traveling conditions in winter.

Table 1. Distance and travel time between Pulaski and Syracuse, Oswego and Watertown.

Municipality	Direction from Pulaski	Distance from Pulaski (miles)	Travel Time from Pulaski (minutes)
City of Oswego	Southwest	25	35
City of Syracuse	South	40	40
Watertown	North	30	35

Oswego County



Regional Location

Richland/Pulaski Comprehensive Plan

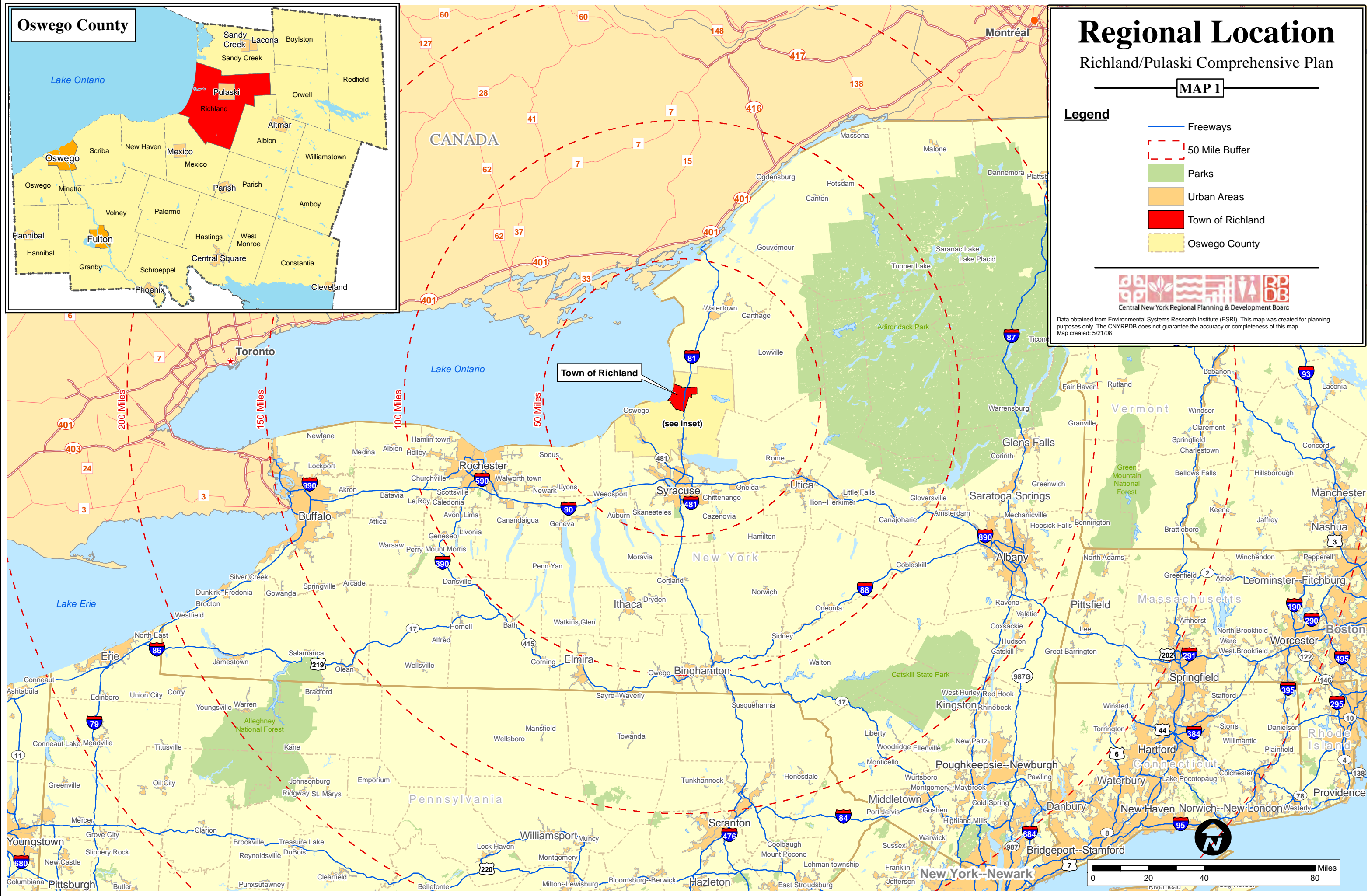
MAP 1

Legend

- Freeways
- 50 Mile Buffer
- Parks
- Urban Areas
- Town of Richland
- Oswego County



Data obtained from Environmental Systems Research Institute (ESRI). This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Map created: 5/21/08



*The Haudenosaunee
[Native Americans of the
Iroquois Confederacy]
named the Salmon River
“Heh-hah-wa-gah,”
meaning “where swim
the sweet fish.”*



1885 Bird's Eye View of Pulaski, NY, by L.R. Burleigh (Source: <http://www.historicmapworks.com>)

History of the Community

Prior to early nineteenth century settlement, the land and waters today known as the Town of Richland were the sacred hunting and fishing grounds of generations of the Haudenosaunee people, Native Americans of the Iroquois Confederacy. The Haudenosaunee name for the Salmon River is Heh-hah-wa-gah, meaning “where swim the sweet fish.” As early as 1657 Jesuit missionaries witnessed Iroquois fishermen hauling boats full of salmon from the river.

Early Euro-American settlement of the area can be traced to 1801 when Nathan Tuttle and Nathan Wilcox of Canada settled near the mouth of the Salmon River. An earlier French-built fortification was also constructed in this area, along the north bank of the river near Bethel Corners. In 1804, Benjamin Winch, a surveyor with the Pierrepont Company who had been in the region since 1801, settled inland along the Salmon River in what would later become Pulaski. Winch's first structure was a log cabin, which served as a tavern and the center of town activity as the community grew around it.

The Town of Richland was established on February 20, 1807 and included the modern day Towns of Sandy Creek, Orwell, Boylston, and Albion, along with a small coastal portion of the Town of Mexico. Lands for these latter towns were gradually separated from Richland leaving the town, in 1844, with its present area of 35, 932 acres bordered on the north by the town of Sandy Creek, on the east by the towns of Orwell and Albion, on the south by Mexico, and on the west by Lake Ontario.

The first meeting of the Town of Richland was held at the home of Ephraim Brewster in the spring of 1807. No record of this meeting beyond the elected officers survives; in fact, few important records of the town government exist before 1881. Most of the records prior to 1881 were destroyed by the great fire of October 6, 1881 that leveled the business section of Pulaski, including the town clerk's office.

The Village of Pulaski, named after General Pulaski, a hero of the American Revolution, was first settled in 1804 and incorporated on April 26, 1832. The village has served as the “Half-Shire” or co-county seat of Oswego County since 1816. Its name was chosen by lottery, the choice of Thomas Baker, a revolutionary war veteran whose son was then serving as town clerk. The previous name for the Village was “Fishville”. In 1819, the Court House at the south end of the village commons was built to serve as the headquarters for County Officials. A building for the County Clerk’s records was later constructed. Throughout each election year in the early 1800’s, the County offices moved according to which geographic faction won office.

Because of Pulaski’s location on the Salmon River, and as a result of the associated abundance of waterpower, many mills were established. One such location is the former site of the Ontario Iron Works, one of the first foundries. This company was co-built by Benjamin Snow, Sr. The Snow legacy continues to live in the community in the form of the John Benjamin Snow Foundation, a philanthropic foundation established by John Ben Snow, Benjamin Snow’s grandson. The Snow Memorial Library was the private residence of the Snow family prior to their donation to the village.



The Ontario Iron Works Foundry Building on Maple Avenue in the Village of Pulaski.

In the 1840’s, eastern Oswego County residents agitated for separation to form “Salmon County” with Pulaski as the County Seat. Legislation to this effect was introduced into the New York State Assembly in 1847, but was never advanced. A tradition of proud “eastern political factionalism” has continued through history to this day.



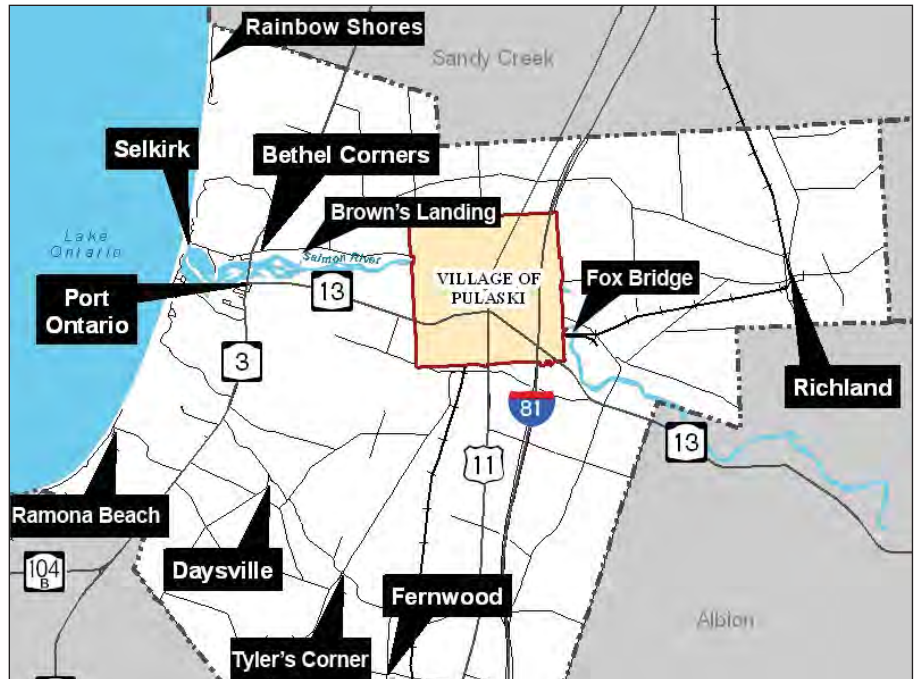
The Hamlet of Richland



The Hamlet of Fernwood

Hamlets and Historic Settlements

Several distinct settlements were established near the mouth of the Salmon River, in the Town of Richland. The least noticeable is Brown's Landing, on modern County Route 5. The early site of a small ship building operation, this settlement also had a cluster of worker's cabins. The only remnant of Brown's Landing is a cemetery on the banks of the Salmon River and a privately-owned residence.



Hamlets in the Town of Richland.



The relocated, c.1900 "Toothpick Union Church" founded by abolitionist, George Bragdon.

On the north bank of the river at its intersection with Scenic Route 3 (the Seaway Trail) is Bethel Corners, site of the 150-year-old "Toothpick" Union Church and one room school. Originally, the church was located on the east side of Route 3, but was moved in 2003 by the State to the opposite side of the road when roadway expansion threatened the building. The church was founded by abolitionist George Bragdon and took its name from ornate "toothpick-like" steeple ornaments it once had. Bragdon, who lived just north of the corner at "Chestnut Hill," was a political activist in the early 1800's and his farm was a part of the Underground Railroad. The former church and school are now connected and are undergoing renovations by the Toothpick Community Group.

Port Ontario, just east of the lake on the south shore of the Salmon River, was once an incorporated village (April 24, 1837), with aspirations to be a city. The ill-fated community was chartered out in 1837, just as the nation entered a depression induced by a bank "panic". Also in that year, the Port Ontario Hydraulic Canal Company was formed and began dredging a channel along the south bank of the Salmon River from about the current Port Ontario Bridge eastward. The intent of the canal was to expand shipping capability from Port Ontario. Residency then, as now, fluctuated by the seasons in Port Ontario, and the settlement never developed a sustainable shipping industry or a solid population base. Many of the early buildings of Port Ontario are now gone. Woody's Tackle Shop occupies the property that once was part of the three-story Ontario House Hotel, but today the community is comprised almost entirely of mid-to-late twentieth century construction.



Selkirk Lighthouse Spring 1902. Source: www.rootsweb.ancestry.com/~nyoswego/towns/richland/photo5.html, contributed by Julie Robst.

The Hamlet of Selkirk is located at the mouth of the Salmon River, and is named in honor of the Scottish Noblemen who once owned a large tract of land on the north shore of the river. Selkirk has been the site of a stone lighthouse since 1838, and it has long been a seasonal settlement featuring several unique old cottages. The role of the lighthouse during the nineteenth century was to provide an aide to navigation along the seaway and as a site for the collection of tariffs on goods arriving from Canada. Today the Selkirk Lighthouse is privately owned and operated as a part of the Salmon River Lighthouse Marina with guest quarters and charter excursions on Lake Ontario.

The old Daysville Railroad Depot was moved just east of Selkirk many years ago, and at present it is used as a private family camp. The Hamlet of Daysville has disappeared from most recent maps. The community developed along the Oswego Division of the Rome, Watertown, and Ogdensburg Railroad that wound its way from Oswego through many small farming communities into Pulaski. Daysville once had a milk station, a cheese factory, a school, and a church all clustered along Daysville and Krebs Roads in the southern portion of the Town of Richland.

The Hamlet of Fernwood is located in the south central portion of the town. Settled and founded by John Holmes, the community was known as Holmesville until the railroad agents forced a name change to the station around 1904. The community was home to the last active gristmill in the town, a school (later the Grange Hall), a tannery, and several other mills along Grindstone Creek. Two churches are located in the Hamlet of Fernwood, one of which remains very active.



Selkirk Lighthouse, Summer 2008.



The Hamlet of Fernwood (source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008)

In the far eastern part of the town, along the old Ridge Road stagecoach route, was a settlement known as Mellon's Corners. Around 1854, the heart of the settlement "moved" west less than a mile, to meet the tracks of the new Rome, Watertown, and Ogdensburg Railroad. A few years later tracks from Pulaski were built, making the hamlet of Richland an important railroad junction. In the late 1800s, a commodious depot, roundhouse, and many other railroad buildings were located in the hamlet of Richland. Other small industries were attracted to locate in the hamlet, including factories specializing in basket making, furniture, canning, and other smaller mills. Two hotels, several stores and a Trout Farm (conducted by Charles Field at the headwaters of Spring Brook) also rounded out the hamlet's businesses. A paint factory and a milk station were both located just south of Richland in the hamlet of Centerville, located in the Town of Albion. Several cheese factories associated with surrounding dairies also utilized the railroad for transport. Today, although the county retains ownership of much of the railroad right-of-way, CSX Corporation, operates on and maintains the rail track through the Town of Richland.

Background of Settlers

By and large, most early settlers of the Town of Richland were from New England Puritan stock. Some families can trace their lineage to Mayflower passengers. Most of the early families who came to Pulaski, the hamlet of Richland and other districts in between were from the central Vermont region, especially Pawlet, Vermont, which has been considered the "mother town" of Richland's settlers. Significant numbers of other settlers came to the area from Connecticut, Rhode Island, and Massachusetts, along with many residents of the Mohawk Valley in New York. The early settlers were primarily Congregational, Methodist with some Baptists.

In the mid 1800's a few Irish settlers came to Pulaski, settling together on Bridge Street, which became known as "Little Dublin." These were the first traceable Catholics by faith in the community. By the end of the 1800's there were small numbers of French, German, and northern Europeans in the town. Pulaski was known as a tolerant community with regards to race relations, having free blacks among the population before the Civil War. A few early settlers were even active in the Underground Railroad movement.

Cemeteries and other records of the Township

The town of Richland has five active cemeteries, and at least six that are inactive or abandoned. The active cemeteries are: Pulaski Village Cemetery on Rt. 11 north of Pulaski; Brookside Cemetery in Richland hamlet; Willis or South Richland Cemetery in the south portion of the town near Tyler's Corners, Sand Ridge, or Daysville Cemetery on Rt. 3 south of Port Ontario and Riverside Cemetery, just east of Pulaski on Rt. 13. Inactive or abandoned cemeteries include: McClelland Cemetery, just off exit 34 of I-81; Blue Springs or Ferguson Cemetery, on Stowell Drive east of Richland hamlet; Browns Landing Cemetery on Rt. 5 between Pulaski and Bethel Corners; Holmes Family Cemetery, Rt. 11 south of Pulaski; an unnamed cemetery, which once sat on the north bank of Grindstone Creek west of Rt. 3; and the Trumbull-Bunce family cemetery, by the County Barn at Fox Corners, east of Pulaski.



Blue Springs Cemetery

Population

According to the 2000 United States Census (the Census), 5,824 people reside in the Town of Richland (Table 6), including 2,398 residents in the Village of Pulaski (Table 2). Since 1960, the population in the Town of Richland has consistently remained higher than that of the adjacent towns in Oswego County. The Town of Richland's population increased by almost 1,300 people since 1960; however, between 1990 and 2000 a 1.6% decrease in population occurred.

The population in the Village of Pulaski has increased by 150 total persons or 6% since 1960. From 1960 to 1970, the village's population increased by almost 10%, but then decreased slightly over the next ten years. The most dramatic decrease in population was seen between 1990 and 2000, when the village's population dropped by 5%, according to the Census.

The fluctuation in the population of the Village of Pulaski during the last 30 years reflects social, cultural, and demographic trends experienced by many communities throughout the nation. The trend toward fewer children and smaller family size, a higher portion of older and elderly persons, and people migrating from the community centers out to the rural countryside have all contributed to population decreases in communities such as Pulaski.

Oswego County's population has levelled off since 1960. Onondaga County's population peaked in 1990 and has been slowly decreasing since then (Table 3). Over the last decade, Cayuga and Cortland counties have lost population, while the population in Jefferson, Madison, and Oswego County populations continue to slowly increase. Over all, population numbers in Central New York have been increasing since 1960, despite fluctuations in individual county populations. Much of this change can be attributed to the migration of residents of urban centers to suburban and rural areas of the region that has occurred since 1960.

census data reveals a relatively stable population level in Pulaski, Richland... over a forty-year period in contrast to the major population increases other parts of the country have experienced

Table 2. Population trends for several municipalities in Oswego County.

Source: U.S. Census Bureau, 2000 Census.

	Town of Richland	Village of Pulaski	Town of Sandy Creek	Village of Sandy Creek	Town of Lacona	Town of Mexico	Village of Mexico	Town of Albion	Town of Altmar	Town of Orwell
1960	4,554	2,256	2,506	697	556	3,435	1,465	1,125	277	663
1970	5,324	2,480	2,644	731	556	4,174	1,555	1,452	488	836
1980	5,594	2,415	3,256	765	582	4,790	1,621	1,730	347	1,031
1990	5,917	2,525	3,451	793	593	5,050	1,555	2,040	345	1,171
2000	5,824	2,398	3,863	789	590	5,181	1,572	2,083	351	1,254

This census data reveals a relatively stable population level in Pulaski, Richland and the Central New York region over a forty-year period in contrast to the major population increases other parts of the country have experienced.

Table 3. Population trends for several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York (CNY) Region from 1960 to 2000. Source: U.S. Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1960	63,942	41,113	87,835	54,635	423,028	86,118	563,781	678,836
1970	77,439	45,894	88,508	62,864	472,746	100,697	636,507	759,640
1980	79,894	48,820	88,151	65,150	463,920	113,901	642,971	771,685
1990	82,313	48,963	110,943	69,120	468,973	121,771	659,864	791,140
2000	81,963	48,599	111,738	69,441	458,336	122,377	732,117	780,716

* The Central New York Region includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Population By Age Group

According to the 2000 Census, the majority of residents in the Town of Richland are between the ages of 25 to 44 (Figure 1). People under the age of 18 comprise the second largest age group in the town. The median age of all the residents in the town was 36 years old. For every 100 females 18 years of age or older, there were 94.8 males in the town. By 2004, the median age of the residents in the Town of Richland increased to 37.6 years. Over half of the population (58.4%) is currently married, according to the 2000 Census.

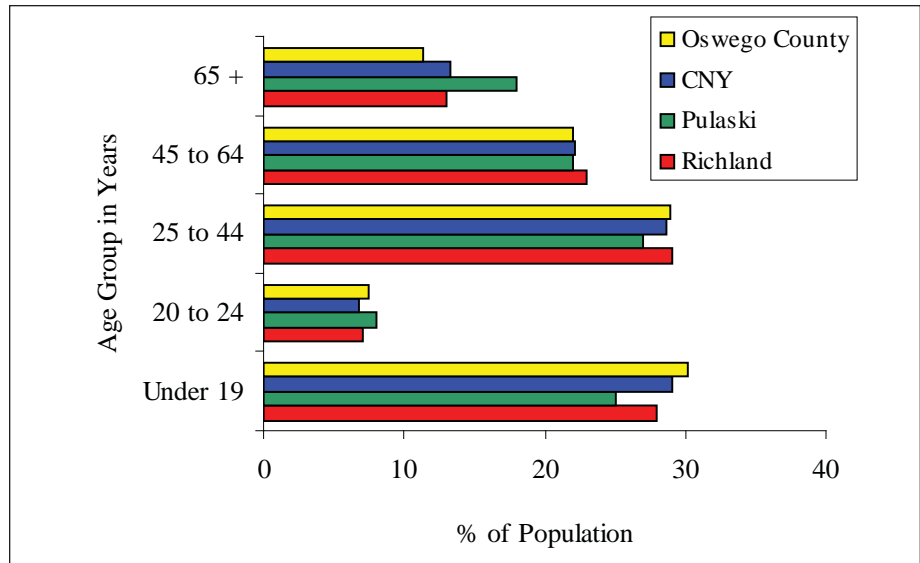


Figure 1. Age groups in the Town of Richland and Village of Pulaski compared to Oswego County and Central New York, according to the 2000 Census.

According to the 2000 Census, the majority of residents in the Village of Pulaski are between the ages of 25 and 44 (Figure 1). People under the age of 18 comprise the second largest age group in the village. The median age of the residents in the village was 38 years. For every 100 females 18 years of age and older, there were 81.5 males in Pulaski. By 2004, the median age of the residents in the Village of Pulaski decreased to 37.8 years of age. As reported in the 2000 Census, 50.3% of the population is currently married. The data also indicates a concentration of residents over the age of 65 within the Village of Pulaski as compared to the town, the county and the region.

Household Characteristics

According to the 2000 Census, there were a total of 2,257 households in the Town of Richland in which 34.4% had children under the age of 18 living with them, 53.2% were married couples living together, 10.5% had a female householder with no husband present, and 31.6% were non-families. The average household size was 2.57 persons and the average family size was 3.10 persons.

Within the Village of Pulaski, there were a total of 1,034 households in which 29.5% had children under the age of 18 living with them, 40.1% were married couples living together, 12.3% had a female householder with no husband present, and 43.4% were non-families. The average household size was 2.30 persons and the average family size was 3.05 persons. According to the 2000 Census, the rate of home ownership within the village was 48.1%, a decrease of 3% since 1990. Compared to the Town of Richland, the Village of Pulaski has smaller households and a larger percentage of persons renting homes.

Per Capita Income

Per capita income, according to the United States Census Bureau is defined as the mean money income received by every man, woman, and child in a geographic area. It is derived by dividing the total income of all people 15 years old and over in a geographic area by the total population in that area. This measure is rounded to the nearest whole dollar.

Money income includes amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income.

Table 4. Per capita income for several municipalities in Oswego County. Source: U.S. Census Bureau, 2000 Census.

	Richland	Pulaski	Sandy Creek	Sandy Creek (V)	Lacona	Mexico	Mexico (V)	Albion	Altmar	Orwell
1990	\$11,937	\$12,578	\$12,015	\$10,903	\$13,554	\$12,828	\$13,316	\$10,628	\$10,604	\$8,423
2000	\$16,780	\$16,458	\$17,228	\$17,297	\$16,418	\$17,498	\$18,228	\$16,022	\$19,333	\$15,256

According to the 2000 Census, the per capita income for residents of Oswego County was \$16,853. This figure represents an increase of over \$7,000 from the 1990 Census, but is still less than the average per capita income for the Central New York Region as a whole. The county with the greatest per capita income, as reported in the table below, is Madison County closely followed by Cayuga County. The Syracuse Metropolitan Statistical Area's per capita income was \$20,002., as reported in the 2000 Census and is greater than any of the counties listed in Table 5.

Table 5. Per capita income for several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York (CNY) Region. Source: U.S. Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1990	\$11,671	\$11,228	\$11,160	\$12,334	\$14,703	\$11,792	\$13,918	\$12,346
2000	\$18,003	\$16,622	\$16,202	\$19,105	\$21,336	\$16,853	\$20,002	\$18,383

* Average value for the Central New York Region, which includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Median Family Income

Over the past thirty years, the median family income in the Town of Richland, Village of Pulaski and surrounding communities has continued to increase. Within the last 10 years, between the 1990 and 2000 Census, the median family income in the Town of Richmond exceeded that of the village. By comparison, the median family income for most nearby communities, listed in the table below, is higher than that of the Village of Pulaski. The exceptions in this comparison are the Towns of Albion and Orwell, and the Village of Altmar.

Although the Pulaski median family income has continued to increase in recent years, it is important to note that according to the U.S. Census of 2000, it remained at a level of approximately 80% of the national average median family income of \$50,046. The Town of Richmond median family income in 2000 was approximately 87% of the national average.

Table 6. Median family income for several municipalities in Oswego County.
Source: U.S. Census Bureau, 2000 Census.

	Town of Richland	Village of Pulaski	Town of Sandy Creek	Village of Sandy Creek	Village of Lacona	Town of Mexico	Village of Mexico	Town of Albion	Town of Altmar	Town of Orwell
1980	\$17,955	\$18,800	\$17,444	\$17,404	\$16,591	\$19,436	\$20,500	\$16,058	\$17,727	\$14,943
1990	\$33,101	\$34,044	\$31,290	\$32,159	\$32,604	\$37,939	\$34,844	\$29,735	\$33,229	\$23,571
2000	\$43,564	\$40,089	\$41,089	\$47,188	\$41,111	\$46,852	\$41,696	\$40,000	\$33,750	\$37,500

In Oswego County, the median family income has increased by almost \$10,000 since the 1990 Census (Table 7). Compared to the adjacent counties, families in Oswego County make less money than most with the exception being Jefferson and Cortland County, in addition to the Syracuse Metropolitan Statistical Area. Since 1990, the greatest increase in median family income was reported in Madison County, with an increase of nearly \$14,250.

Table 7. Median family income for several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York (CNY) Region. Source: U.S. Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1990	\$32,736	\$32,517	\$29,535	\$33,644	\$38,816	\$33,888	\$35,449	\$34,320
2000	\$44,973	\$42,204	\$39,296	\$47,889	\$51,876	\$43,821	\$39,750	\$46,153

* Average value for the Central New York Region, which includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Housing

In consideration of the following data, some important observations should be noted. One statistical comparison that stands out is that *the housing growth rate in the region is over 11 times the population growth rate*. This statistic reflects a trend in population decline in many Central New York urban and village centers while residential development has increased in the surrounding lands, resulting in many fewer people occupying much more of the available land, especially in former agricultural areas. Vacant housing has increased in many central New York communities as a once strong economic base in manufacturing has declined throughout the region. Vacant housing units unrelated to seasonal or recreational use have increased in the Village of Pulaski 84 percent in the final twenty years of the twentieth century. In Pulaski, falling percentages of owner-occupied housing units as compared to surrounding areas indicates a potential need for additional affordable housing in the village. Yet, in the Town of Richland, demand for rental housing is strong and the median monthly gross rent is considered affordable in comparison to the national median.

According to the data presented in the Census, the total number of housing units in the Town of Richland continues to rise, despite fluctuations in population. The greatest surge in housing units was seen during the 1970's when 460 new homes were constructed in 10 years (Table 8). From 1990 to 2000, nearly 200 new homes have been built, many on large lots consuming rural open space throughout the town, and resulting in a 9.6% gain in the total number of housing units in the community. Rural communities surrounding Richland are experiencing similar trends in housing units.

Since 1970, the total number of housing units in the Village of Pulaski has increased, but at a much slower rate than that of the Town of Richland. From 1970 to 1990, 270 new homes or housing units were constructed in the Village of Pulaski. From 1990 to 2000, only 8 new units were built, and currently there is a shortage of low to middle income housing units in the village. With few vacant land parcels available for infill development, residential development in the Village may continue to increase at a slow rate. Much of the existing residential stock in the village dates to the late nineteenth and early twentieth centuries. These well-constructed, often architecturally significant homes can be opportunities for preservation or rehabilitation efforts.

The greatest surge in housing units was seen during the 1970's when 460 new homes were constructed... From 1990 to 2000, nearly 200 new homes have been built... resulting in a 9.6% gain in the total number of housing units in the community

Table 8. Housing unit totals for several municipalities in Oswego County.
Source: U.S. Census Bureau, 2000 Census.

	Town of Richland	Village of Pulaski	Town of Sandy Creek	Village of Sandy Creek	Village of Lacona	Town of Mexico	Village of Mexico	Town of Albion	Town of Altmar	Town of Orwell
1970	1,973	877	1,422	237	206	1,392	499	409	110	388
1980	2,434	1,040	2,030	283	228	1,777	643	574	104	592
1990	2,636	1,147	2,465	332	265	2,105	692	734	131	650
2000	2,890	1,155	2,607	338	271	2,211	721	797	131	701

Table 9. Housing unit totals for several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York Region (CNY). Source: U.S. Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1970	26,348	14,759	34,698	20,486	153,609	32,857	201,816	248,059
1980	29,092	17,683	42,012	23,918	177,107	42,879	243,904	290,679
1990	33,280	18,681	50,519	26,641	190,878	48,548	266,067	318,028
2000	35,477	20,116	54,070	28,646	198,687	52,831	313,587	335,757

* The Central New York Region includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Since 1970, the total number of housing units in Central New York has steadily increased with the largest gains for most counties occurring through the 1980s (Table 9). The total number of housing units in the Central New York Region increased by 35%, while the total number of housing units in the Syracuse Metropolitan Statistical Area increased by 55%, and in Oswego County by 61%. In contrast, population growth in these same statistical areas during the same time period was far less (CNY 3%, Syracuse MSA 15%, Oswego County 22%). In Oswego County the housing growth rate outpaces population by 2.8 times. It is a very significant fact that the housing growth rate in Central New York is over 11 times the population growth rate, revealing decline in many urban and village centers as well as an unsustainable trend in residential sprawl throughout the region.

Median Housing Value

According to findings in the U.S. Census 2000, the median value of a home in the United States was \$119,600. This value represented an increase, nationally of 18 percent over the 1990 value of \$101,100, after adjusting for inflation. According to the 2000 Census, the median household value in the Town of Richland increased by almost \$6,000 between 1990 and 2000 to \$72,200, an increase of about 8 percent over the 1990 value of \$66,800. A 6 percent increase is evident in the 1990 to 2000 data for the Village of Pulaski. Compared with adjacent communities, the median housing value in both the town and the village was higher than most listed in Table 10 indicating a valuable asset to the community. With the exception of the Towns of Sandy Creek and Mexico, most median housing values in the surrounding communities were below \$72,000.

Table 10. Median housing values for several municipalities in Oswego County. Source: US Census Bureau, 2000 Census.

	Town of Richland	Village of Pulaski	Town of Sandy Creek	Village of Sandy Creek	Village of Lacona	Town of Mexico	Village of Mexico	Town of Albion	Town of Altmar	Town of Orwell
1990	\$66,800	\$68,300	\$57,900	\$57,500	\$55,600	\$63,600	\$63,300	\$57,100	\$45,000	\$46,700
2000	\$72,200	\$72,400	\$73,200	\$67,300	\$68,500	\$74,200	\$68,400	\$62,500	\$60,300	\$61,400

Oswego County fared better over-all between 1990 and 2000, with a 14 percent increase in the median housing value, up by almost \$10,000. Despite this increase, the median housing value in Oswego County is less than most of the adjacent counties, with the exception of Jefferson County. Onondaga County reported the highest median housing value (\$85,400) in 2000 and was closely followed by Madison County (\$81,500). Cayuga County had the greatest increase in median housing values at 27 percent. Throughout the Central New York Region, median housing values increased about 15 percent between 1990 and 2000, at an average of \$78,200, which is approximately \$4,000 higher than the values reported for Oswego County.

Table 11. Median housing values for several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York (CNY) Region. Source: US Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1990	\$59,500	\$66,000	\$59,600	\$68,900	\$80,600	\$64,900	\$76,900	\$67,980
2000	\$75,300	\$74,700	\$68,200	\$81,500	\$85,400	\$74,200	\$82,500	\$78,220

* Average value for the Central New York Region, which includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Owner Occupied Housing

According to the 2005-2006 Profile for New York State, owner-occupied housing surpassed 67% on average state-wide by 2004. Owner-occupied housing units increased by 65 units in the Town of Richland between 1990 and 2000. According to the census, in 1990, 65.7% of the housing stock was owner-occupied, and by the year 2000 almost 67% of the housing units were owner occupied. In all of the nearby communities, owner occupied housing increased between 1990 and 2000, however, in the Village of Pulaski, the number of owner-occupied units fell by 75 in that same period; a decrease of nearly 16 percent (Table 12). This decrease in owner occupancy is significant, especially in consideration of the increase of 35% in vacant housing units in Pulaski during that same period.

between 1990 and 2000... in the Village of Pulaski, the number of owner-occupied units fell by 75

Table 12. Number of owner-occupied housing units and percent of total housing units for communities in Oswego County. Source: US Census Bureau, 2000 Census.

	Town of Richland	Village of Pulaski	Town of Sandy Creek	Village of Sandy Creek	Village of Lacona	Town of Mexico	Village of Mexico	Town of Albion	Town of Altmar	Town of Orwell
1970	1,222	-	684	187	-	970	-	316	84	190
1980	1,320	527	863	186	148	1,169	388	426	80	239
1990 (% of Total)	1,442 (49%)	557 (49%)	988	185 (64%)	167 (67%)	1,382	380 (62%)	532 (60%)	78 (74%)	302
2000 (% of Total)	1,507 (52%)	482 (41%)	1,176 (45%)	195 (58%)	154 (57%)	1,496 (68%)	401 (56%)	603 (76%)	86 (66%)	347 (50%)

Owner occupied housing increased between 1990 and 2000 across the Central New York Region including a seven percent increase with 2,143 units added in Oswego County (Table 13). This means that just three percent of the growth in owner occupied housing in Oswego County occurred in the Town of Richland.

Table 13. Owner-occupied housing figures for several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York Region (CNY). Source: US Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1970	16,518	9,184	-	13,226	90,976	22,219	-	152,123
1980	19,133	10,491	-	15,428	102,415	27,201	-	174,668
1990 (% of Total)	20,604 (71%)	11,103 (64%)	22,440 (59%)	17,515 (74%)	112,946 (64%)	30,978 (73%)	161,439 (41%)	193,146 (69%)
2000 (% of Total)	22,005 (62%)	11,718 (58%)	23,950 (44%)	19,012 (66%)	116,815 (59%)	33,121 (63%)	190,953 (61%)	202,671 (61%)

* The Central New York Region includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Median Monthly Gross Rent

The median monthly gross rent for the United States as a whole in 2000 was \$602, a 5.4 percent increase over the \$571 median for 1990. By contrast, the median monthly gross rent in the Town of Richland rose 28 percent in that same period while remaining at only 84 percent of the national median for 2000. This data reveals a both a growth in demand, and comparatively affordable housing in the Town of Richland. The average median monthly gross rent for the ten statistical areas in shown Table 14 rose 26 percent between 1990 and 2000. The Town of Orwell showed the most dramatic increase at 51 percent in that period.

Table 14. The median monthly gross rent collected for rental units in several municipalities throughout Oswego County. Source: US Census Bureau, 2000 Census.

	Town of Richland	Village of Pulaski	Town of Sandy Creek	Village of Sandy Creek	Village of Lacona	Town of Mexico	Village of Mexico	Town of Albion	Town of Altmar	Town of Orwell
1990	\$369	\$371	\$388	\$393	\$392	\$398	\$392	\$381	\$413	\$375
2000	\$468	\$431	\$488	\$503	\$450	\$502	\$472	\$492	\$505	\$566

Across the central New York region, the median monthly gross rent increased an average of approximately 25 percent between 1990 and 2000. At \$504 in 2000, central New York remained at approximately 88 percent of the national average median monthly gross rent of \$571. These comparisons reveal an element of potential economic opportunity for the region, Oswego County, the Town of Richland, and the Village of Pulaski through growing yet competitive rental markets (Table 17).

Table 15. The median monthly gross rent collected for rental units in several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York Region (CNY). Source: US Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1990	\$391	\$396	\$400	\$398	\$440	\$392	\$431	\$403
2000	\$482	\$471	\$486	\$509	\$550	\$507	\$535	\$504

* Average value for the Central New York Region, which includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Vacant Housing

United States Census data indicates that in general, the number of vacant housing units in municipalities across the Central New York Region has continued to decline with the exception of the Town of Richland, and the Villages of Pulaski and Lacona. The Town of Richland showed an increase by over three times in vacant housing statistics between the 1980s and 2000 shown in (Table 14). However, this increase in vacant housing units may be an indication of growth in numbers of seasonal or recreational housing units. In contrast, of the 95 percent increase in vacant housing units in the Village of Pulaski between 1980 and 2000, only 16 percent were related to seasonal or recreational use. The other 84 percent of vacant units represented unsold, unrented, or other unoccupied housing units.

Table 16. The total number of vacant housing units in several municipalities throughout Oswego County.
Source: US Census Bureau, 2000 Census.

	Town of Richland	Village of Pulaski	Town of Sandy Creek	Village of Sandy Creek	Village of Lacona	Town of Mexico	Village of Mexico	Town of Albion	Town of Altmar	Town of Orwell
1970	345	53	596	7	8	212	-	50	10	164
1980	173	62	95	25	15	117	54	53	8	43
1990	444	89	1,204	34	26	352	81	106	19	301
2000	633	121	1,064	27	28	277	69	93	12	282

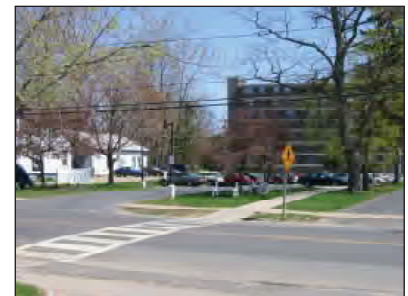
Across central the New York region, including several counties and the Syracuse Metropolitan Statistical Area (MSA), the data reflects an over-all increase in the number of vacant housing units (averaging at approximately 20%) between the years 1990 and 2000. The Syracuse MSA and Cortland County showed the steepest increases in vacant housing units at 40 and 33 percent respectively. The more rural Madison County had the smallest increase in housing vacancies at six percent. These contrasting statistics in vacant housing units are reflective, at least partially, of the gradual loss of manufacturing jobs in the industrial sector across central New York.

Table 17. The total number of vacant housing units within several counties, the Syracuse Metropolitan Statistical Area (MSA), and the Central New York Region (CNY). Source: US Census Bureau, 2000 Census.

	Cayuga County	Cortland County	Jefferson County	Madison County	Onondaga County	Oswego County	Syracuse MSA	CNY*
1970	2,123	986	-	2,745	6,658	3,265	-	15,777
1980	4,911	916	-	1,383	9,834	2,378	13,595	19,422
1990	4,205	1,434	12,668	3,074	12,950	6,114	22,168	27,777
2000	4,919	1,906	14,002	3,278	15,480	7,309	30,986	32,892

* The Central New York Region includes Cayuga, Cortland, Madison, Onondaga and Oswego County

Springbrook Apartments, a senior citizen housing complex located on North Jefferson Street adjacent to the Evergreens Home, has 119 apartments available for rental. Springbrook Apartments, Inc. constructed the high-rise apartment complex in 1972 and continues to serve as the owner and operator. There are 63 efficiency apartments and 56 one bedroom (~650 square feet) apartments in the complex. Currently, there are no vacancies. It generally takes 6 months to a year, after being placed on the waiting list, for an apartment to become available for a new tenant. Approximately 40% of the tenants receive rental subsidies while 10% of the apartments at Springbrook are rented at fair market value (income does not exceed \$48,132). The remaining apartments are rented without income restrictions or rental subsidies.



Springbrook Apartments.

The Evergreens Home is an assisted living complex owned by James E. Kane, since 1983. It is located within the Village of Pulaski on North Jefferson Street, approximately 4 miles from the Maple Manor Adult Home and adjacent to the Springbrook Apartment Complex. The Evergreens Home is a 24-bed facility that provides 24-hour supervision. Currently, there are no vacancies at the Evergreens Home and there is a waiting list with people who wish to move in.

The Maple Manor Adult Home, on Canning Factory Road in the Town of Richland, provides independent and assisted living for the elderly and disabled. The facility was purchased in 1983 by James E. Kane and has undergone significant renovations



Maple Manor Adult Home.



Rose May Manor.

since then. This facility, located in a country setting, has the potential to expand and accommodate additional patients. Maple Manor currently has 24 beds and provides 24-hour supervision to all patients. There is a long waiting list of those wishing to reside at Maple Manor. There are also two group homes for the disabled in the Village of Pulaski, one on North Street and one on Salmon Meadow Lane.

There are several other privately owned apartments and apartment complexes throughout the Village of Pulaski and Town of Richland. Within the past few years, 38 rental units within the Village of Pulaski were renovated and made available to residents of the community. The project, Rose May Manor located on Scotch Grove Road off of Route 11, is in close proximity to the Pulaski Health Center. Financing for this over \$1.1 million dollar project was provided by the USDA Rural Development Fund and the Community Preservation Corporation.

The median age of housing units in the Village of Pulaski is 44 years. This is compared to 29, the median age of housing in the United States, and reflects the existence of many of older homes in the historic settlement of the Village of Pulaski. The growth in vacant housing in Pulaski combined with the falling owner-occupancy rates in the Village suggest a need for housing rehabilitation. In addition, there is a need for additional senior citizen housing units, with few available units currently in the Village.

Economic Base

The focus of the economy in the Town of Richland changed over the last century from forestry and lumber industries to other types of agricultural production, but during the last half of the 20th Century, the economies of both Richland and Pulaski have become more diverse with the growth of a service sector, manufacturing, tourism, and recreation, especially fishing.

According to the 2000 Census, Town of Richland residents were employed in a number of categories including: 25.4% sales, 20.4% production, 18.6% professional, 16.5% services, 11.3% construction, 7.5% management; and 0.4% farming (Figure 2). From 1980 to 2000, the total number of residents employed in the service industry increased by 129%; while the total number of residents employed in the farming, fishing, and forestry occupations declined by over 90%. There were 2,488 residents, ages 16 and over, in the workforce in 2000. Figures 2 and 3 indicate resident occupations, but do not indicate where those jobs are located or the composition of the jobs within the Town of Richland and the Village of Pulaski.

*Pulaski is known
by many for its sport
fishing with world-class
Coho salmon runs up
the Salmon River.*

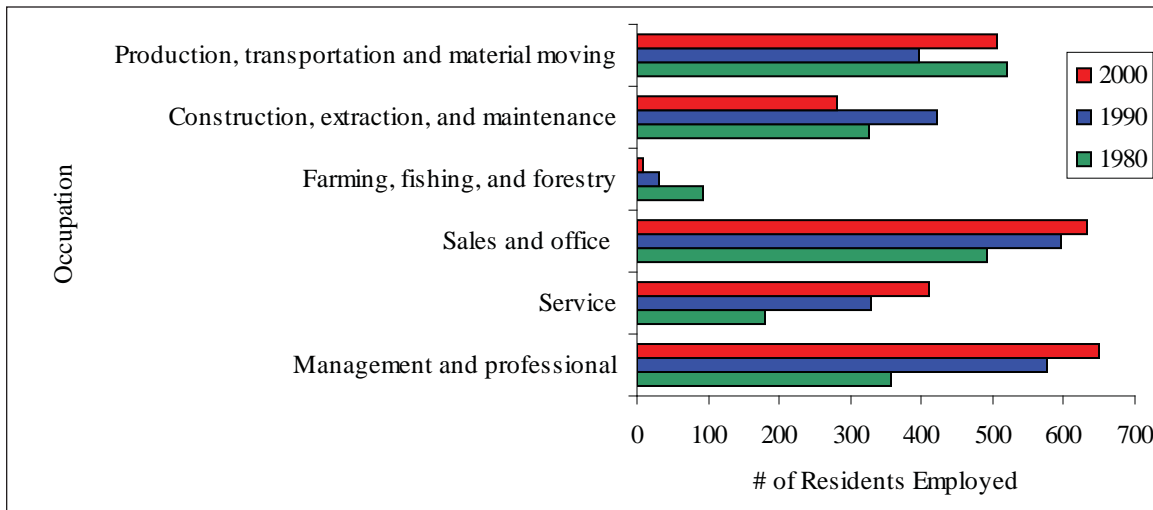


Figure 2. Resident occupation for the Town of Richland from 1980 to 2000.

Source: US Census Bureau, 2000 Census.

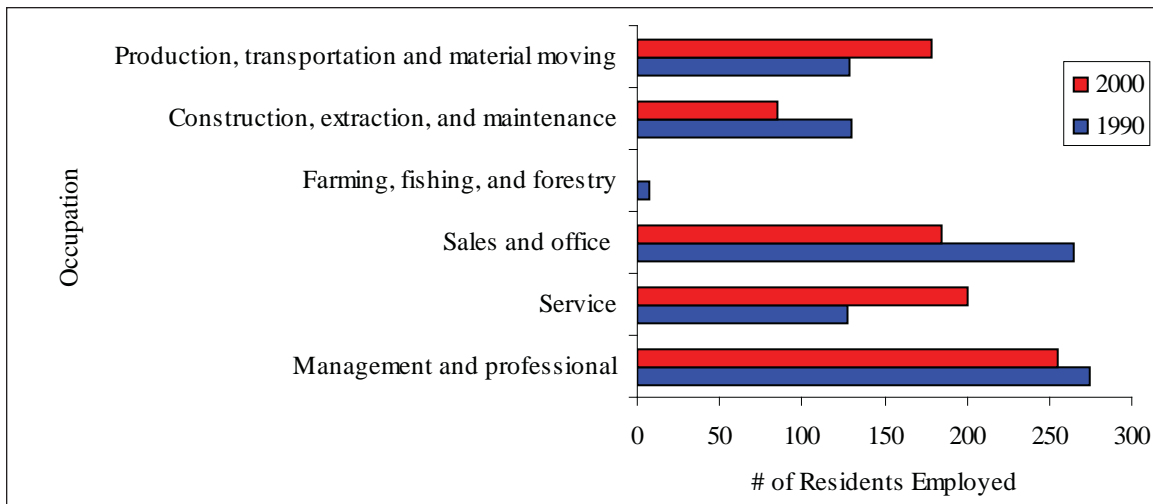


Figure 3. Resident occupation, for the Village of Pulaski in 1990 and 2000.

Source: US Census Bureau, 2000 Census.



Fat Nancy's Tackle Shop in Pulaski.
www.fatnancys.net

Recreation and Tourism

Summer tourism is strong in the Pulaski-Richland area because of its proximity to Lake Ontario and its numerous seasonal activities, public parks, and resorts. The Village of Pulaski is known by many for its sport fishing with world-class Coho salmon runs up the Salmon River. The village's close proximity to Lake Ontario also provides tourists and residents with an opportunity to fish for trophy trout and salmon in one of the Great Lakes. Due to its location on the Interstate 81 corridor, the Pulaski-Richland area benefits by providing a primary access point to Lake Ontario and Tug Hill recreational opportunities for tourists along this corridor. The Town of Richland and Village of Pulaski are also located on an extensive snowmobile trail system, which connects to other trail systems throughout central and northern New York. This system of trails has resulted in a growing economic base in winter tourism as the reputation of the trail system has grown.

Major Employers

Within the Village of Pulaski there are several manufacturing firms specializing in electronic equipment, paper, and other products. In 2000, employment was categorized in the following manner: 22.2% services; 21.2% professional; 20.5% sales; 19.7% production; 9.4% construction; and 7.0% management (Figure 3). From 1990 to 2000, the total number of residents employed in the service industry increased by 58%; while the number of residents employed in farming, fishing, and forestry occupations declined to 0 persons. The only other field that experienced an increase in the number of employees from the Village of Pulaski was the production, transportation, and material moving industry, which experienced a 38% increase. The total number of residents, ages 16 and over, in the Pulaski workforce decreased by 28 persons from 1990 to 2000. The average commute from Pulaski to work is 25 minutes.

The major employers within the Village of Pulaski include Fulton Boilerworks, Schoeller Technical Papers, and the Pulaski Academy and Central School District. Other important employers of residents in the Village of Pulaski include P&C supermarkets, Northern Oswego County Health Services and numerous lodges, restaurants, and retail stores throughout the community (Tables 18 and 19).

Table 18. Number of Establishments by Employer Size in the Village of Pulaski.

Number of Establishments by Employment-size							
	Total	'1-4'	'5-9'	'10-19'	'20-49'	'50-99'	'100-249'
Total	169	99	38	14	13	4	1
Forestry, fishing, hunting, and agriculture	1	1	0	0	0	0	0
Utilities	1	0	0	1	0	0	0
Construction	19	16	2	0	1	0	0
Manufacturing	3	1	1	0	0	0	1
Wholesale trade	4	3	0	0	0	1	0
Retail trade	33	8	17	4	3	1	0
Transportation & warehousing	3	2	1	0	0	0	0
Information	3	1	1	1	0	0	0
Finance & insurance	6	3	2	1	0	0	0
Real estate & rental & leasing	6	3	3	0	0	0	0
Professional, scientific & technical services	6	4	1	0	1	0	0
Admin, support, waste mgt, remediation	6	5	0	0	1	0	0
Educational services	1	1	0	0	0	0	0
Health care and social assistance	15	6	5	1	2	1	0
Arts, entertainment & recreation	7	5	0	1	1	0	0
Accommodation & food services	35	23	3	4	4	1	0
Other services (except public administration)	20	17	2	1	0	0	0

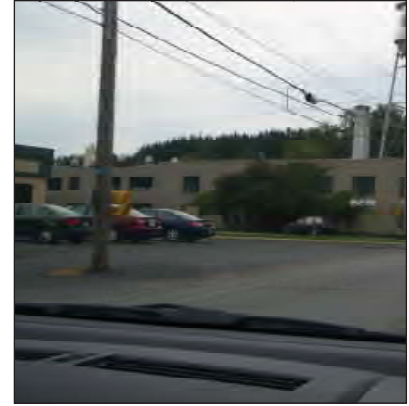
Source: U.S. Census Bureau



Ontario Iron Works Building on Maple Ave. the new home of Healthway Products Company.

Within the town and village, there are also a number of fishing related businesses including lodging facilities such as: Drift Boat Inn and Restaurant, Deer Creek Motel, Fish On Motel, Hidden Acres, Lighthouse Marina, Lodges at Douglaston Manor, Paradise Restaurant and Lodge, Port Lodge Motel, Sandy Pond Resorts, Red Carpet Inn, Super 8 Motel, Woodlawn and 1880 House, Streamside Campground and the Steelhead Lodge. In addition to lodging, there are also a number of bait and tackle stores including Fat Nancy's, Whitaker's Sport Shop, Woody's Tackle and Gifts, and the Yankee Fly and Tackle Shop.

In Oswego County the largest employment growth sector has been the health service industry with an increase of over 200% since 1970. Employment in agriculture, fishing and forestry industries have decreased the most since 1970 to only 1.3% of the workforce in Oswego County in 2000 (Figure 4). Oswego County agriculture produced cash receipts of only 45,082 in 2007 for all products including crops and livestock.



Fulton Boiler Works, Inc. in Pulaski.

The number of manufacturing firms in Oswego County has increased over 27% since 1970, although the total number of persons employed in manufacturing has decreased. Similar trends occurred in Jefferson and Onondaga Counties except that they also experienced significant increases in the educational services industry, most likely attributed to growth in institutions of higher learning in those counties. Some of the major employers in Oswego County include:

Table 19. Some of the business establishments in the Town of Richland and Village of Pulaski.

Retail	Service	Industrial/Manufacturing
Arby's	Evergreen Home	A&M Bait, Inc.
Burger King	Maple Manor for Adults	Felix Schoeller Technical Papers, Inc.
Dunkin Donuts	Elderberry Homestead	The Fulton Companies, Fulton Thermal
Family Dollar	Barb's Hair Studio	Lakeshore Hardwoods
F. X. Caprara	Small Business Service	M N R Racing Fuels, Inc.
Nice N Easy Grocery Shoppes, Inc.	Kessler Accounting & Tax Service	North Country Concrete and Blocks, Inc.
P&C Food Markets, Inc.	Sherry A. Ferguson CPA PC	Payes Logging and Firewood
Verizon Wireless	Healthworks Fitness for Women	Salmon River Custom Canvas
Eddy's Place	Beachside Tanning	Bailey's Power Equipment
Green Side Restaurant	Century 21 Harvey Real Estate	White' Lumber
Healthway Home Products	Carriage House Realty Inc.	Healthway Home Corporation
Trust Nursery & Florist	Buyers Broker Real Estate	Frontier Communications
Paulanjo's Pizza	Key Bank	
River House Restaurant	Community Bank	
	Northern Oswego County Health Services	
	Tuscarora Construction	
	Walker's Cleaners LLC	



- Birds Eye Foods
- Black Clawson
- Biospherix, Ltd.
- Empire Fresh-Cuts
- Entergy Nuclear Northeast
- Felix Schoeller Technical Papers, Inc.
- Fulton Boiler Works, Inc.
- Fulton Machinery
- Huhtamaki Packaging
- McIntosh Box and Pallet Co, Inc.
- Niagara Mohawk Power Corp.
- Novelis Corporation
- Omega Wire, Inc.
- Oswego Health Services
- Oswego Industries
- Oswego Wire, Inc.
- Sealright Co., Inc
- Surelock Industries, LLC
- SUNY Oswego
- Walmart

In the Town of Richland and the Village of Pulaski, growth in employment in several service sectors is related to recreational fishing tourism, considered a major industry in the county, especially along the Salmon River Greenway Corridor. Oswego County leads New York State in the number of anglers it attracts, with 114,130 per year and an estimated \$45.6 million a year spent on fishing in the county³. More than 1.2 million visitors are believed to vacation in the county generating more than \$166 million in revenue for the municipal governments and the county.

³ Oswego County Department of Promotion and Tourism. 2002.

Industry	1970	1980	1990	2000
	Oswego	Oswego	Oswego	Oswego
Retail - Wholesale	16.8	18.3	21.3	16.2
Finance, Insurance, & Real Estate	2.7	3.5	4	4.1
Health Services	3.4	5.7	6.6	10.7
Education Services	12.7	13.4	11.8	11.6
Public Administration	3.6	4.3	3	3.8
Other Services	26.2	23.8	30.5	35.4
Manufacturing	31.8	28.7	21.1	17
Agriculture, Fishing, etc.	2.8	2.2	1.8	1.3

Figure 4. Oswego County percentage of workforce composition. Source: “Socioeconomic Trends and Well Being Indicators in NYS 1950 – 2000. Published by the NYS Legislative Commission on Rural Resources, Spring 2004.

Land Use

Information on the primary and secondary uses of parcels of land within a community is needed for many aspects of land use planning and policy development. It is also essential for monitoring and/or modeling environmental change.

The manner in which property is used is one of the primary concerns in the development of a comprehensive plan. Currently, the New York State Office of Real Property Services uses a simple classification system for land assessment administration throughout the State. The nine major categories of land use classifications are:

Agricultural (100)	Community Services (600)
Residential (200)	Industrial (700)
Vacant Land (300)	Public Services (800)
Commercial (400)	Wild, Forested, Conservation Lands, and Public Parks (900)
Recreation and Entertainment (500)	

The data used to compile this section was obtained from the New York State Office of Real Property Services. Property class codes are determined at the local level, by the assessor, and may not be indicative of a parcel's current land use. Codes may also be misleading as a property can have several uses including residential, agricultural, forested, and vacant land. Vacant land can include non-productive or abandoned agricultural land, undeveloped residential land, swamps, woods and brush of non-commercial species, or unused public utility company lands.

The Town of Richland is a rural community, with a significant amount of land classified as residential, vacant, agricultural, and forested/conservation (Map 3). The Village of Pulaski is primarily a residential with additional land classified as vacant, commercial recreational, agricultural and forested/conservation. Other uses located in or near the traditional downtown center support a variety of purposes including agriculture, storage, or other activity that does not require improvements to the land such as, sewer, or residential dwellings. There are several vacant or underutilized buildings that contribute to scattered blighted areas in the village.

Agricultural Use

Within the Town of Richland (excluding the Village of Pulaski), 22% of the land (over 8,800 acres) is classified as agricultural use, according to the New York State Office of Real Property Services (Figure 5). Most of these parcels are located between Route 3 and Interstate 81. The parcels range in size from 0.19 acres to 680 acres and support a variety of farming practices including raising livestock and growing hay, corn, and other products.



Scenic views of agricultural lands along Route 13 in Pulaski, NY



Nestled on the shores of Lake Ontario and adjacent to the Tug Hill region with expanses of undeveloped land and forested areas, the Town of Richland provides a variety of recreational opportunities for residents and tourists.

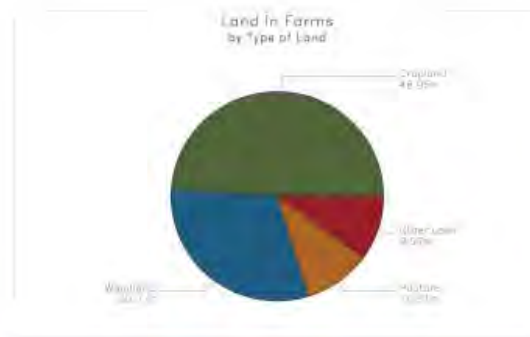
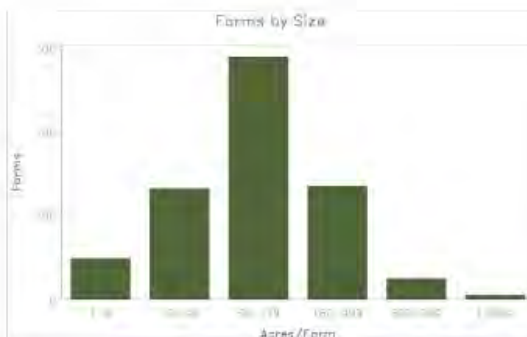
2007 CENSUS OF AGRICULTURE

County Profile



Oswego, New York

	2007	2002	% change
Number of Farms	639	682	- 6
Land in Farms	100,195 acres	103,156 acres	- 3
Average Size of Farm	157 acres	151 acres	+ 4
Market Value of Production	\$39,342,000	\$31,526,000	+ 25
Crop Sales \$26,050,000 (66 percent)			
Livestock Sales \$13,292,000 (34 percent)			
Average Per Farm	\$61,568	\$46,226	+ 33
Government Payments	\$482,000	\$786,000	- 39
Average Per Farm	\$3,445	\$5,313	- 35



United States Department of Agriculture
National Agricultural Statistics Service

www.agcensus.usda.gov

2007 CENSUS OF AGRICULTURE

County Profile

Oswego, New York

Ranked items among the 62 state counties and 3,079 U.S. counties, 2007

Item	Quantity	State Rank	Universe ¹	U.S. Rank	Universe ¹
MARKET VALUE OF AGRICULTURAL PRODUCTS SOLD (\$1,000)					
Total value of agricultural products sold	39,342	40	81	1,780	3,076
Value of crops including nursery and greenhouse	26,050	19	61	1,307	3,072
Value of livestock, poultry, and their products	13,292	43	58	1,846	3,069
VALUE OF SALES BY COMMODITY GROUP (\$1,000)					
Grains, oilseeds, dry beans, and dry peas	2,570	28	54	1,715	2,933
Tobacco	(-)	(-)	(-)	(-)	437
Cotton and cottonseed	(-)	(-)	(-)	(-)	626
Vegetables, melons, potatoes, and sweet potatoes	16,565	6	59	128	2,796
Fruits, tree nuts, and berries	2,457	20	58	266	2,659
Nursery, greenhouse, floriculture, and sod	2,231	27	61	755	2,703
Cut Christmas trees and short rotation woody crops	341	9	54	147	1,710
Other crops and hay	1,886	35	55	927	3,054
Poultry and eggs	49	45	57	1,681	3,020
Cattle and calves	3,042	37	54	2,056	3,054
Milk and other dairy products from cows	9,388	40	54	497	2,493
Hogs and pigs	160	16	55	1,265	2,922
Sheep, goats, and their products	49	44	55	1,684	2,998
Horses, ponies, mules, burros, and donkeys	205	39	57	1,095	3,024
Aquaculture	225	14	40	521	1,498
Other animals and other animal products	177	29	57	743	2,875
TOP LIVESTOCK INVENTORY ITEMS (number)					
Cattle and calves	9,985	38	55	2,000	3,060
Layers	1,776	42	57	1,178	3,024
Horses and ponies	1,204	33	58	1,155	3,066
Hogs and pigs	991	11	55	1,212	2,958
Goats, All	677	27	58	1,137	3,023
TOP CROP ITEMS (acres)					
Forage-land used for all hay and haylage, grass silage, and greenchop	23,835	36	54	887	3,060
Corn for grain	4,114	36	53	1,462	2,634
Vegetables harvested, all	3,713	14	58	225	2,794
Corn for silage	2,681	41	52	533	2,263
Onions, dry	2,575	1	46	18	1,013

Other County Highlights

Economic Characteristics	Quantity	Operator Characteristics	Quantity
Farms by value of sales			
Less than \$1,000	160	Principal operators by primary occupation:	
\$1,000 to \$2,499	66	Farming	349
\$2,500 to \$4,999	69	Other	290
\$5,000 to \$9,999	76	Principal operators by sex:	
\$10,000 to \$19,999	85	Male	498
\$20,000 to \$24,999	14	Female	141
\$25,000 to \$39,999	20	Average age of principal operator (years)	
\$40,000 to \$49,999	13		56.5
\$50,000 to \$99,999	50	All operators ² by race:	
\$100,000 to \$249,999	58	American Indian or Alaska Native	2
\$250,000 to \$499,999	12	Asian	(-)
\$500,000 or more	16	Black or African American	2
Total farm production expenses (\$1,000)	32,856	Native Hawaiian or Other Pacific Islander	(-)
Average per farm (\$)	51,418	White	974
Net cash farm income of operation (\$1,000)		More than one race	4
Average per farm (\$)	13,996	All operators ² of Spanish, Hispanic, or Latino Origin	(-)

(D) Cannot be disclosed. (Z) Less than half of the unit shown. See "Census of Agriculture, Volume 1, Geographic Area Series" for complete footnotes.

¹ Universe is number of counties in state or U.S. with item.

² Data were collected for a maximum of three operators per farm.



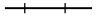









Town of Richland

Existing Land Use

Richland/Pulaski Comprehensive Plan

MAP 2

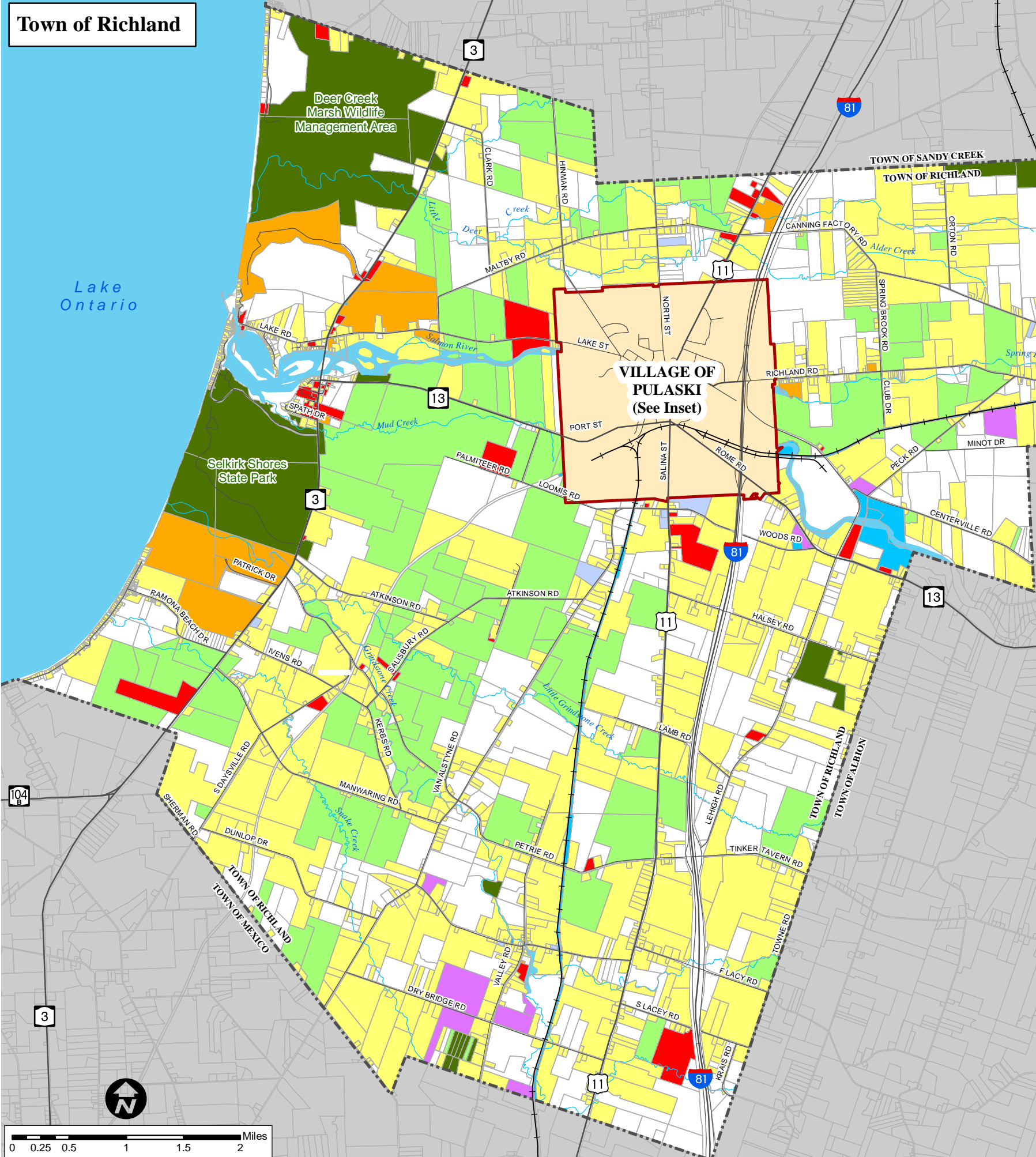
Legend

-  Towns
-  Roads
-  Railroad
-  Agricultural
-  Residential
-  Vacant
-  Commercial
-  Recreation/Entertainment
-  Community Services
-  Industrial
-  Public Services
-  Forested/Conservation

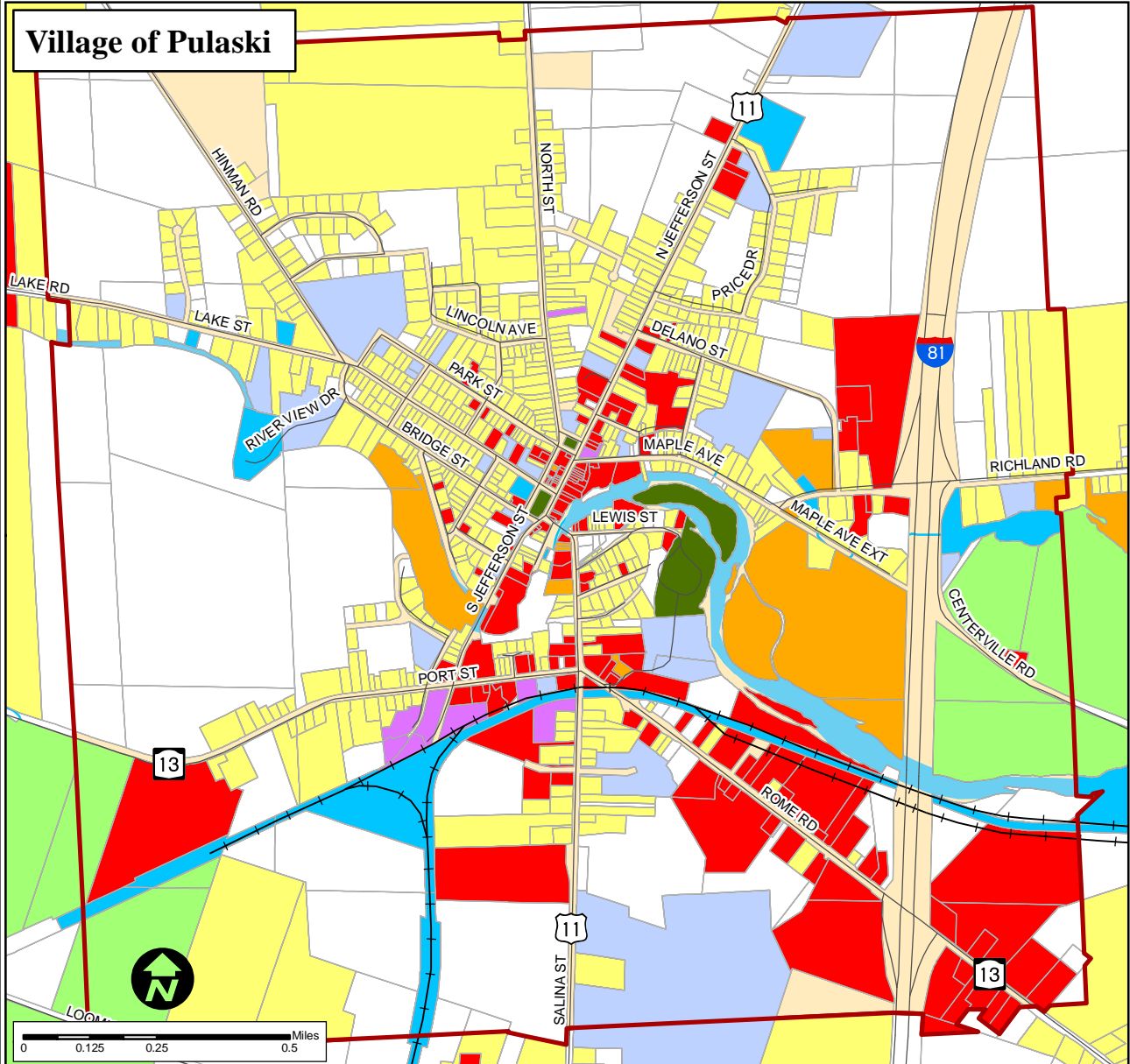
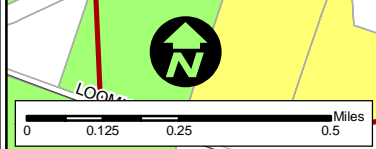


Central New York Regional Planning & Development Board
 Data obtained from Oswego County Planning Department and New York State Office of Real Property Services.
 This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08 Revised: 5/1/09

Lake Ontario



Village of Pulaski



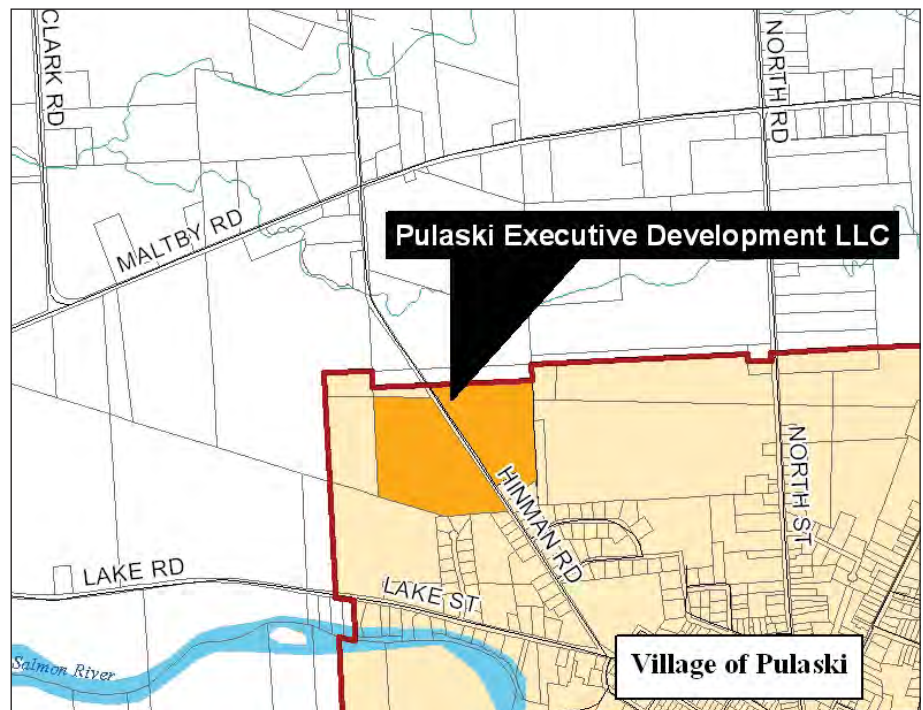
Within the Village of Pulaski, a little over 6% or 172 acres (approximately 8 parcels) are classified as being used for agricultural purposes. These parcels are located in the southwestern corner of the Village, near Route 13 and in the southeastern portion of the Village north of the Salmon River and east of Interstate 81. They range in size from 2.13 acres to 17.2 acres of productive lands and scenic views.

Residential Use

Residential uses occupy the largest land area (over 11,900 acres or 30%) in the Town of Richland, outside of the Village of Pulaski. These properties are scattered throughout the community, especially east of Route 3.

Within the Village of Pulaski, the second largest land use category is residential, which accounts for almost 500 acres of land (17%) and represents approximately 625 parcels. A vast majority of these properties are located in the northern half of the Village, north of the Salmon River.

In 2005, Pulaski Executive Development, LLC purchased two parcels of land on Hinman Road in the Village of Pulaski. Both of these parcels were part of the Joyce Hollis farm and were used for agricultural purposes at one time. The Pulaski Executive Development group built and sold 6 homes on the northeast side of Hinman Road and still owns an additional 20 acres of land at this site. On the southwest side of the road, the group owns over 30 acres of undeveloped land.



Commercial Use

Within the Town of Richland outside of the Village of Pulaski, 1% of the land or approximately 480 acres (almost 100 parcels) are classified as being used for commercial purposes. These properties are scattered throughout the town, but most have road frontage or easy access to Route 3, Route 13, or Route 11. Other parcels being used for commercial purposes are in close proximity to Interstate 81.

In the Village of Pulaski, there are numerous parcels (approximately 160) classified as suitable or currently being use for commercial purposes, according to the data provided by the New York Real Property Service. These parcels are located along Route 13, North Jefferson Street, Route 11, and several other local roads.

Industrial Use

Over 330 acres of land in the Town of Richland outside of the Village of Pulaski, are categorized as industrial use according to the information from the NYS Real Property Tax Service records. These properties may not currently have an active industrial operation on the land, but the assessor has identified them as suitable locations for such activities and the town’s zoning ordinance supports this type of use, in the future, on these parcels. This land area represents a little less than 20 parcels and less than 1% of the town’s total area. A majority of these parcels are located in the southern end of the town near Dry Bridge Road, west of Route 11. The remaining industrial lands are located east of Interstate 81 and north of Route 13 in the Town of Richland. Industrial land use in the Village of Pulaski represents less than 0.5% of the village’s total area. These parcels cover 9 acres of land and are located west of Interstate 81 and south of Route 13.

Public Lands

Public land is a term used to describe parcels of land that are owned by federal, state, county, and/or municipal entities. These properties provide goods and services to the public, including educational, recreational, and economic opportunities. Public lands also allow residents to learn more about the rich history and culture of the place where they reside, in addition to gaining a better appreciation for the landscape’s vast array of natural resources. Community access to public lands such as parkland and state forests is very important and should be considered when future land use decisions are being made.

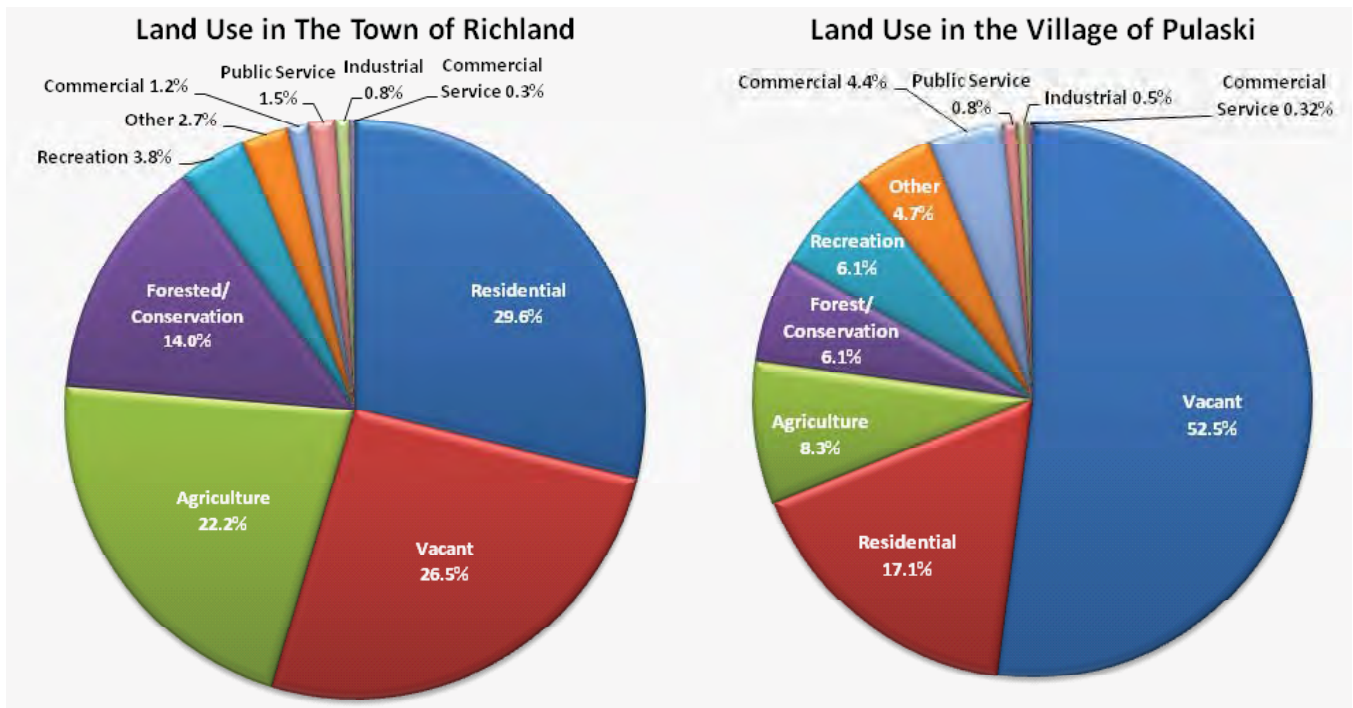
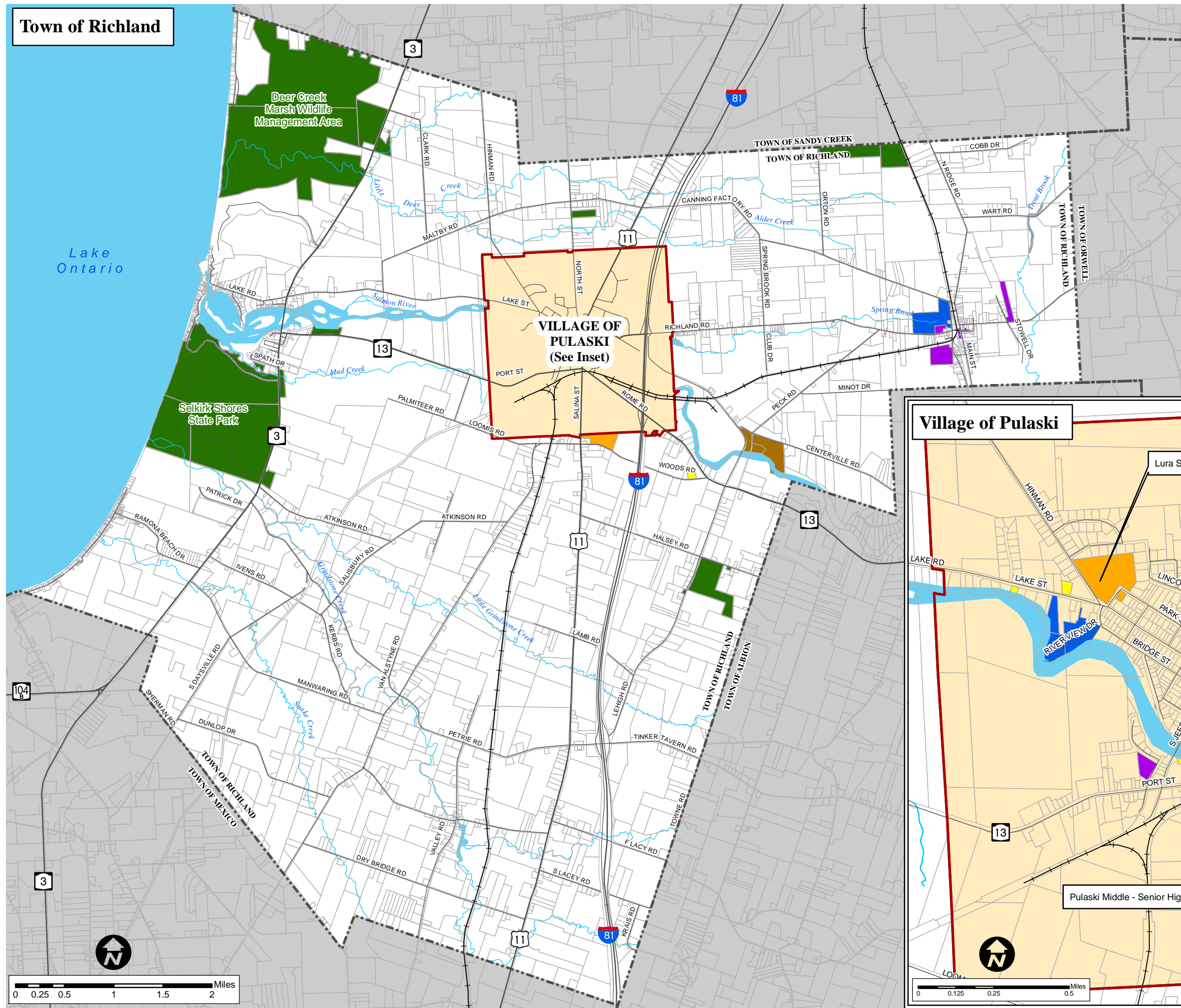


Figure 5. Land use in the Town of Richland and Village of Pulaski as reported by the New York State Office of Real Property Services in 2000.

Town of Richland



Public Lands

Richland/Pulaski Comprehensive Plan

MAP 3

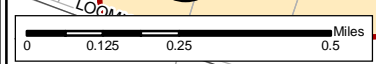
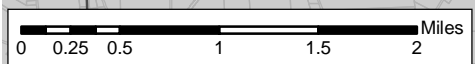
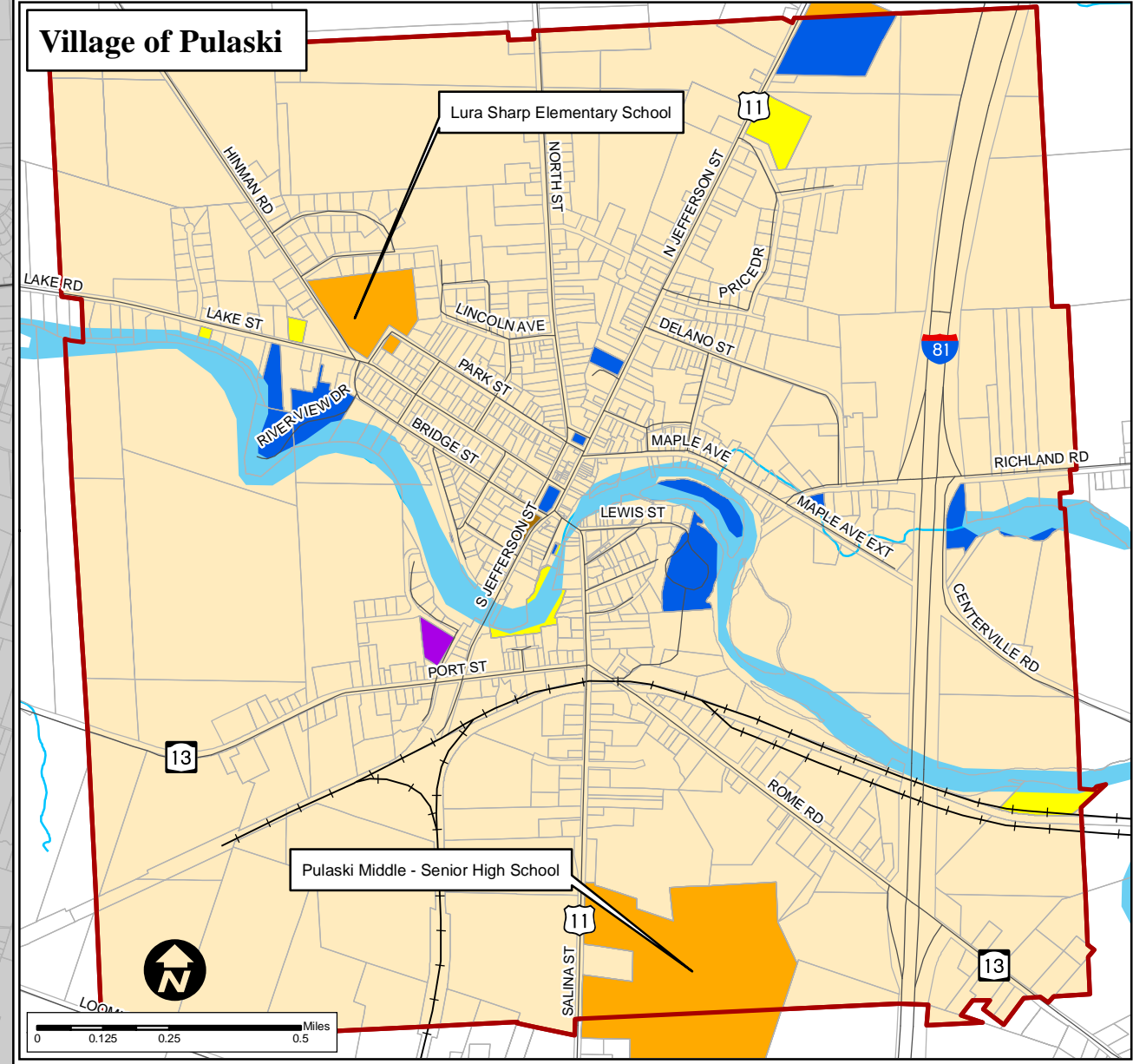
Legend

- | | | | |
|--|--------------------|--|----------------|
| | Roads | | County |
| | Railroad | | Public Utility |
| | Towns | | School |
| | Village of Pulaski | | State |
| | Tax Parcels | | Town |
| | | | Village |



Data obtained from Oswego County Planning Department and New York State Office of Real Property Services. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Map created: 5/21/08 Revised: 5/1/09

Village of Pulaski





**Pine Grove State Boat Launch
Route 3, Richland, NY**

In the Town of Richland, there are almost 2,700 acres of land that are publicly owned by the town, Oswego County, the State of New York, and/or public utility providers (organizations that maintain infrastructure for public services) (Map 4). The State owns over 2,400 acres in the town outside of the village. Most of this acreage is located along Lake Ontario and includes the Deer Creek Marsh Wildlife Management Area (1,195 acres) and Selkirk Shores State Park (980 acres). The State also owns a significant amount of land along the Salmon River, east of Route 3 and north of Route 13. Oswego County owns over 60 acres of land in the Town of Richland. These parcels are located near Centerville and Lehigh Road and are used for public recreational purposes, in addition to housing the County DPW facilities and transfer station. The Village of Pulaski owns almost 55 acres of land outside of the Village limits in the vicinity of Richland Road near Canning Factory Road. The Town of Richland owns nearly 50 acres of public land. These properties are primarily located on the east side of town, near Richland Road. They provide space for the municipal offices, highway department, and other public facilities. A small portion of the Pulaski Academy and Central School District (Pulaski Junior and Senior High School complex of ~31 acres) lies within the Town of Richland, outside of the village boundary. National Grid also owns land within the town (~4 acres).



Selkirk Shores State Park

The Pulaski Academy and Central School District owns the largest share of public land within the village limits. The Lura Sharp Elementary School and a majority of the Pulaski Junior Senior High School are within the village limits and account for nearly 70 of the 140 acres of public land within the village. The Village of Pulaski owns the second largest amount of public land within the village. These parcels, totaling nearly 54 acres, are located on Lake Street, N. Jefferson Street, and Richland Road and are used for a variety of purposes including government operations, highway department facilities, sewage treatment, drinking water storage, and public parks. National Grid owns over 17 acres of land on N. Jefferson and Lake Streets. The Town of Richland also owns a small piece of property, approximately 2 acres in size, within the village. Located on Laveck Drive, this parcel is where the town's highway garage can be found. Oswego County owns a little less than an acre of land in the Village of Pulaski, on Bridge Street. This is the location of the H. Douglas Barclay Court House.

The Village of Pulaski owns the John Ben Snow Community Complex and Haldane Center Community Complex, located in the Village of Pulaski on the Maple Avenue Extension. The Haldane Center has a surrounding one mile long groomed recreational trail, a section of which is a part of the Salmon River Trail System in development. This public use facility provides residents with an opportunity to engage in a number of team sports and other activities, both indoors and out. Just to the east of the Village, on Route 2 is an expansive Little League field complex with two ball fields used for Little League games in the spring and summer.



John S. Haldane Memorial Arena, Pulaski, NY. (source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008)

The only limit to our realization of tomorrow will be our doubts of today. Let us move forward with strong and active faith.

*- President Franklin
Delano Roosevelt*



Little League fields on Route 2 just east of the Village of Pulaski. (source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008)

Zoning

In 1987, the Town of Richland adopted a zoning ordinance that established eight different zoning districts including residential-agricultural (RA), residential-agricultural 2 (RA2), residential-recreation (RR), residential-recreation2 (RR2), residential cottage (RC), commercial (C), industrial (I), and industrial 2 (I2). Within the last few years, the town also added a residential-recreation 3 (RR3) district and reclassified the area surrounding the Barclay property as such (Figure 6). The town's zoning map was digitized by the Oswego County Planning Department and is available electronically, although as of this writing, the RR3 district had not yet been added to the electronic data. The Town of Richland has never adopted a comprehensive plan for their community.

In addition to specifying the permitted uses and the area, yard, coverage, height and supplementary regulations, Richland's zoning ordinance also addresses site plan review and approval, parking and landscape requirements, performance standards, mobile home parks, sign standards, and other land use regulations. In 1990, the town amended their subdivision regulations to more adequately address the procedures that need to be undertaken when subdividing large parcels of land into smaller lots.



Commercial and industrial land use along Route 13 in Pulaski, NY



Looking west along Rome Rd where 55' setbacks and expansive roadside parking requirements result in sprawling commercial development. Minor Commercial (B-2) zoning extends over much of the southeast portion of the Village of Pulaski.

In 1964, the first Master Plan for the Village of Pulaski was completed by Sargent, Webster, Crenshaw and Folley. The plan contained a significant amount of background information on the village, using data from the United States Census to reflect changes in the economic, social and physical structure of the community. The master plan also contained a land use plan, transportation plan, public utilities plan, and a community facilities plan.

In 1987, the Town Board of the Town of Richland adopted and enacted a zoning ordinance “to provide for orderly growth in accordance with a comprehensive plan, to lessen congestion in the streets, to secure safety from fire, flood and other dangers, to provide adequate lights and air, to prevent overcrowding of land, to avoid undue concentration of population, to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements, and to promote the health, safety and general welfare of the public.”

In addition to zoning ordinance enacted by the Town of Richland in 1987, the Board of Trustees of the Village of Pulaski adopted amendments, general provisions and regulations between 1975 and 2004 to address issues including adult entertainment businesses, fish cleaning and disposal, flood damage prevention, subdivision of land, swimming pools, and telecommunication facilities. All of the Village of Pulaski regulations are available electronically through the General Code E-Code website (www.e-codes.generalcode.com).



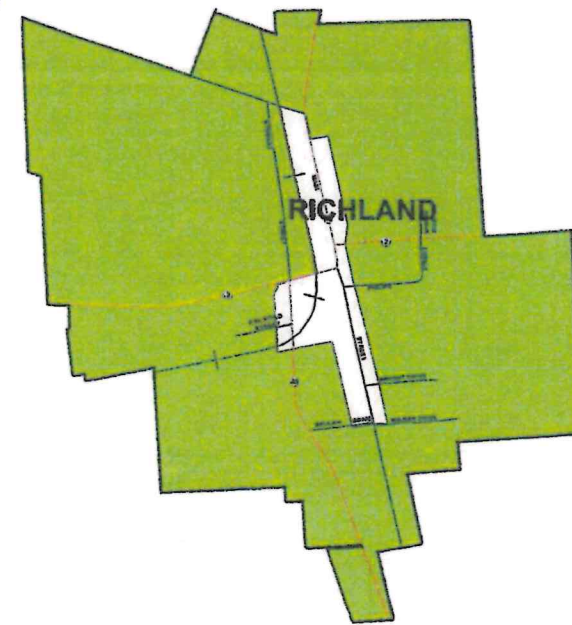
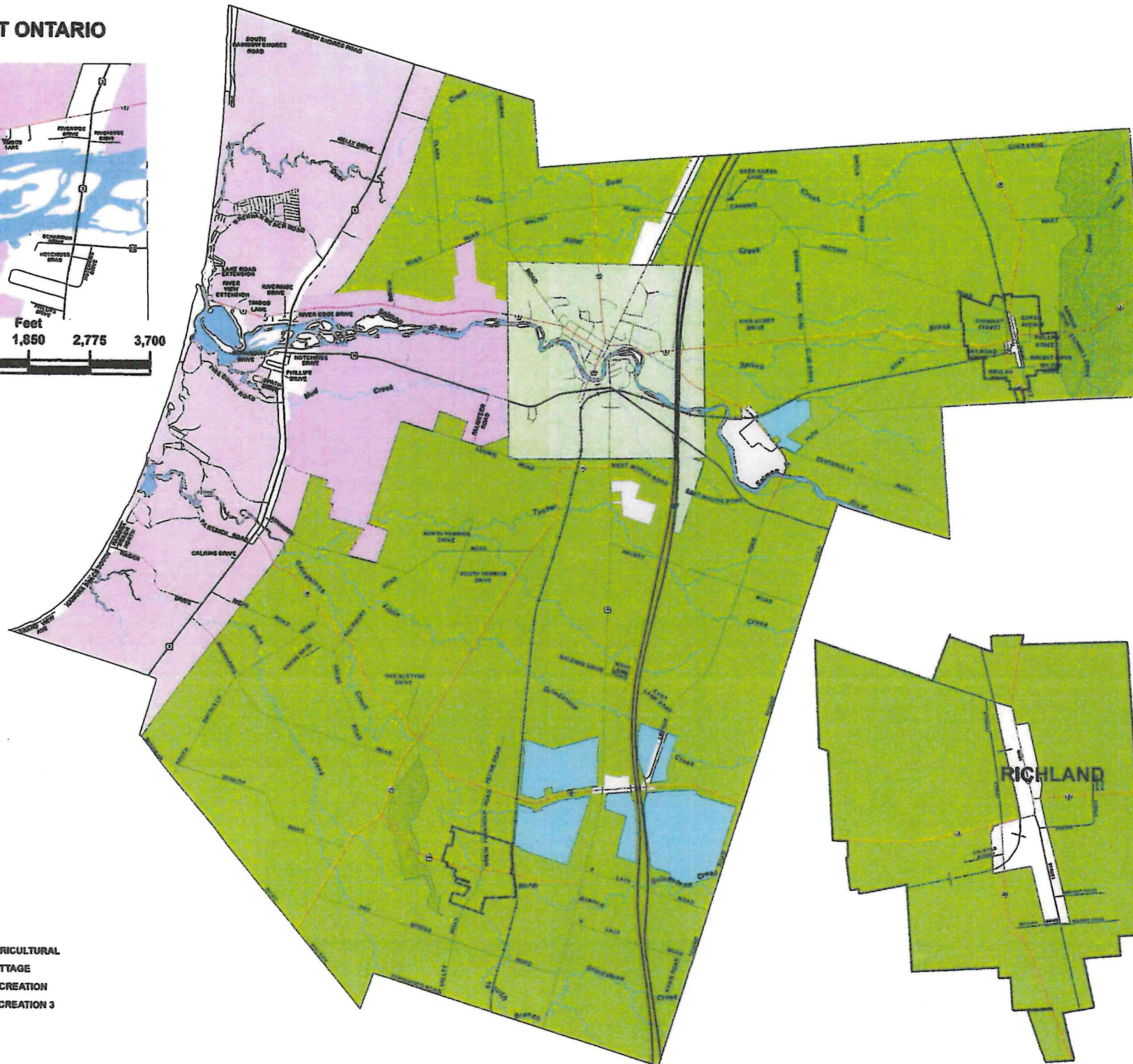
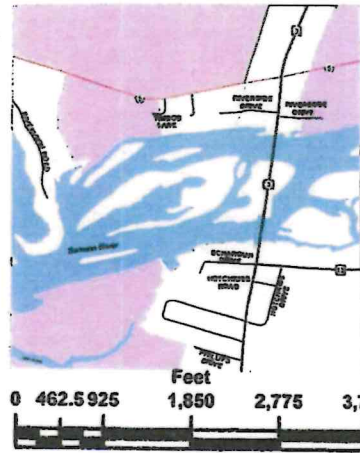
Land along Route 13 in the Village is zoned High Density Residential (A-1).

“How we manage change, how we protect and conserve open land and historic sites while providing space for the homes, commercial centers and industrial parks we need, will have a profound impact on future generations.”

Source: New York Open Space Conservation Plan, November 2006

TOWN OF RICHLAND ZONING DISTRICTS

PORT ONTARIO



- RESIDENTIAL-AGRICULTURAL
- RESIDENTIAL COTTAGE
- RESIDENTIAL-RECREATION
- RESIDENTIAL RECREATION 3
- COMMERCIAL
- INDUSTRIAL
- INDUSTRIAL 2
- VILLAGE OF PULASKI
- HAMLET OF FERWOOD OVERLAY ZONE
- HAMLET OF RICHLAND OVERLAY ZONE
- WELLHEAD PROTECTION OVERLAY ZONE



PREPARED BY OSWEGO COUNTY
DEPARTMENT OF COMMUNITY
DEVELOPMENT, TOURISM,
AND PLANNING
DATE: DECEMBER 2017



TOWN OF RICHLAND



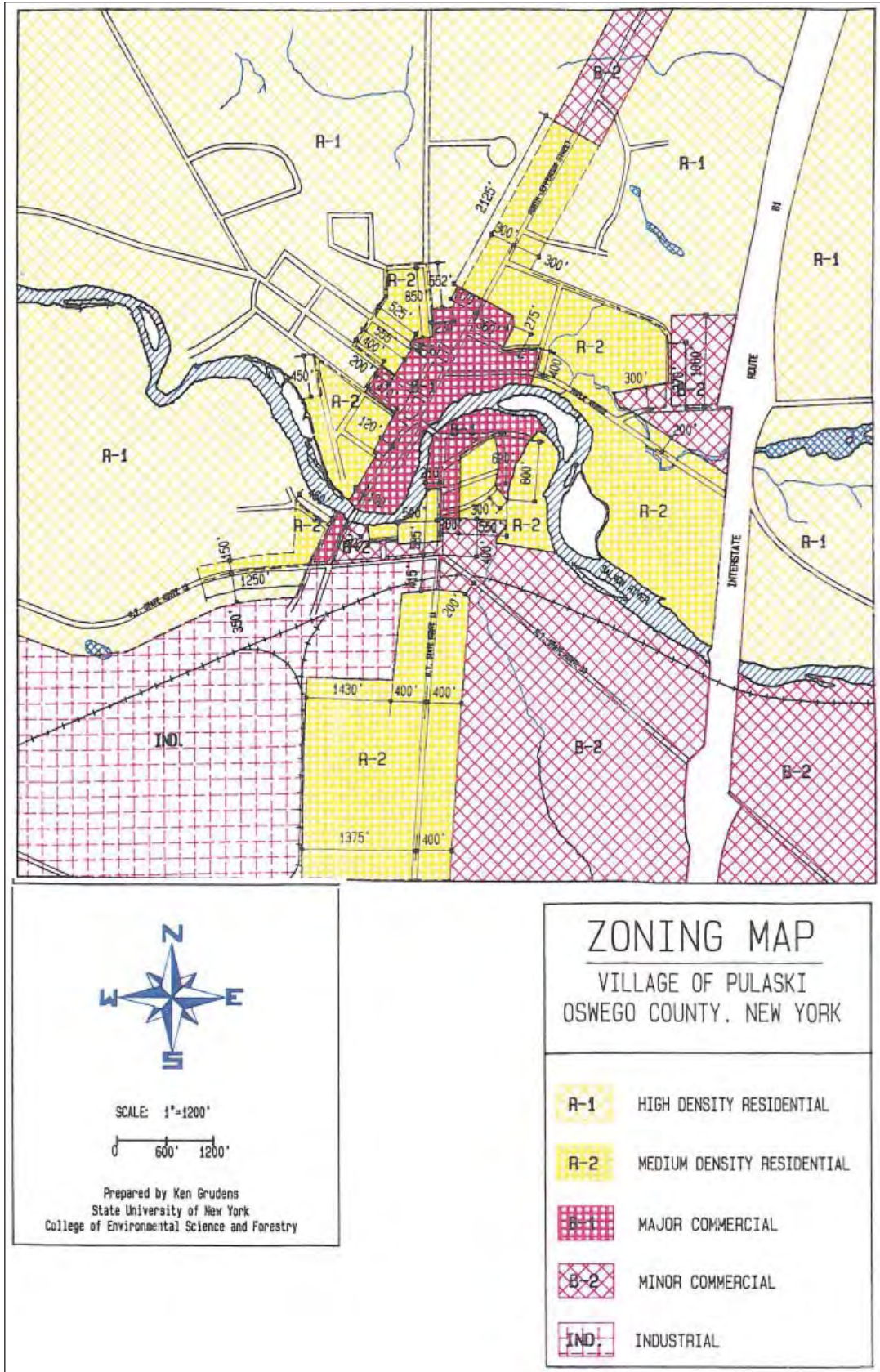


Figure 6. Zoning Map for Village of Pulaski.

Table 20. Land Use Regulations in the Town of Richland and Village of Pulaski

Pulaski Village District (adopted in 1992)	Description
Residential (R 1) District	20,000 square feet minimum lot 50 feet road frontage Permitted Uses: Accessory road, carport, dock, dwelling (one family), garage, private noncommercial marina, roadside stand Special Permits: Fisherman access, home occupation, hospital, school
Residential (R 2) District	20,000 square feet minimum lot 50 feet road frontage Permitted Uses: Accessory road, carport, dock, dwelling (one family), garage, nursing home, private noncommercial marina, roadside stand Special Permits: Single apartment, boarding house, boat launch, community center, day care center, fisherman access, fraternity/sorority house, home occupation/professional office, hospital, religious institution, school, tourist home, two family dwelling
Business (B 1) District	Permitted Uses: Accessory road and building, boat launch, charter boat, club, community center, day care center, dock, dwelling, fisherman access, flea market, food pantry, funeral home, home occupation/professional office, laundromat, nursing home, private noncommercial marina, religious institution, restaurant, retail store, roadside stand, service business, theater Special Permits: Amusement center, boardinghouse, condos, fish cleaning station, hospital, kennel, restaurant/tavern, tourist home
Business (B 2) District	Permitted Uses: Accessory road and building, automobile/trailer sales, boat launch, camp/campsite, charter boat, club, community center, commercial marina, day care center, dock, drive-in, dwelling, fisherman access, flea market, food pantry, funeral home, gasoline convenience market, home occupation/professional office, indoor/outdoor recreation, laundromat, nursing home, religious institution, restaurant, retail store, roadside stand, service business, theater Special Permits: Amusement center, boardinghouse, campground, condos, fish cleaning station, hospital, hotel, kennel, mobile home park, restaurant/tavern, shopping center, theater, tourist home
Industrial (I) District	Minimum lot size 30,000 sq ft (non residential) Permitted Uses: Accessory road and building, automobile/trailer sales and service, club, day care center, dock, fisherman access, flea market, funeral home, garage and vehicle sales, gasoline convenience market/station, home occupation/professional office, indoor/outdoor recreation, industrial paper manufacturing, laundromat, private noncommercial marina, restaurant, retail store, roadside stand, service business Special Permits: Amusement center, fish cleaning station, hospital, hotel, kennel, mobile home park, motel, restaurant/tavern, shopping center, theater

Future Development and Conservation Subdivision Design

Conventional subdivision regulations currently in use in the Town of Richland are not supportive of the community’s desire to protect the scenic, rural character of the Town. As demands for new subdivisions of land increase, it will be important to employ land use strategies that conserve the community’s valued rural-agrarian character. There are methods for the subdivision of land that allow an opportunity to preserve or protect natural, scenic, historic, or cultural features that are of value to a community while also allowing flexibility in subdivision design and an opportunity for developers to initiate creative solutions to development. Planning and development studies in recent years have demonstrated clear economic and environmental benefits of using a method called conservation subdivision design vs. conventional subdivision design methods. Implementing a process to encourage conservation subdivision design can result in far less open land being consumed by development, and less money spent by a municipality on infrastructure and community services than would be spent as a result of conventional subdivision design.

The process of Conservation Subdivision Design entails a conservation analysis prior to site plan layout, and allows a community an opportunity to identify and recommend protection for valued natural and cultural resources prior to subdivision and development decisions. The first step in the process requires identifying the location of any significant natural or cultural resources, or areas with conservation value on the parent tract and within 200 feet of the parcel boundaries. This information should be required on a sketch plan along with a description of the land, and an analysis of the conservation value of various site features. Resources that should be identified on the initial sketch plan and considered for their conservation value include constrained land such as steep slopes, scenic views,

prime agricultural soils, public water supply watersheds and wellheads, trail corridors, stream corridors, wetlands, woodlands, historic structures, archaeological sites, and stone walls. Land exhibiting present or potential future recreational value, as determined by the Planning Board should also be identified. Prior to any major subdivision of land, a dialogue about the conservation value of the lands proposed for development should occur between the property owner (or developer) and the Town Planning Board.

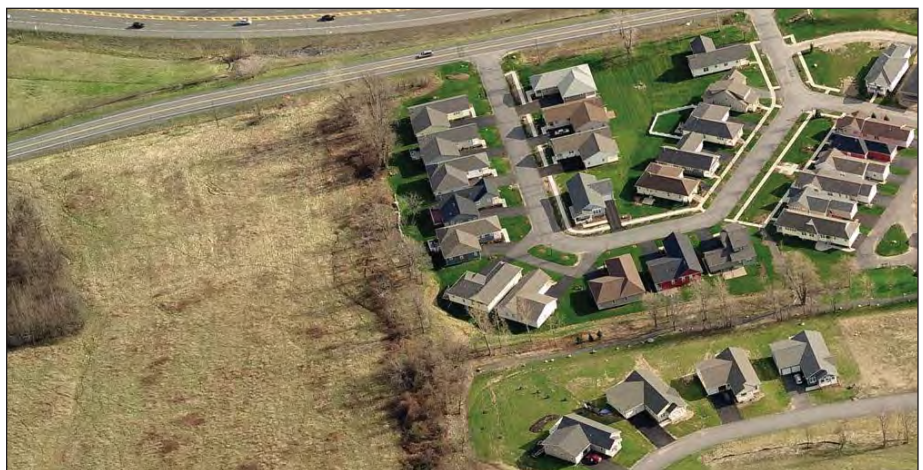
Examples that illustrate the differences between conventional subdivision design and conservation subdivision design are shown in the photographs below. Conventional larger lot subdivision development, as shown here of a development in Manlius New York, consume much more of the surrounding rural landscape.

...conservation oriented subdivisions that retain half of the tract as green space have substantially less environmental impact and can cost half as much to build.



A conventional subdivision development in Manlius, New York consumes large tracts of the rural landscape without any protected open space.

In contrast, a popular neighborhood, Annesgrove, in Camillus New York, where property sells quickly and for very good prices, is an example of the smaller lot sizes of compact developments. Open space is retained next to the tucked-in development allowing the preservation of viewsheds, farmland, or wildlife habitat, and helps to prevent or minimize the loss of a community's valued rural-agrarian character.



Compact development (Annesgrove,) in Camillus, New York consumes far less open land than conventional large lot subdivisions.

Municipal Infrastructure and Public Utilities

The Town of Richland and Village of Pulaski provide residents of the community with a broad range of services including sewage treatment, drinking water, road maintenance, garbage collection, recycling, fair and equitable governance, and education for the community's youth. The following sections provide more detail on a number of these municipal services, in addition to the public utilities available in the town and village.

Sewage and Wastewater Treatment Facilities

Residents in the Town of Richland outside of the village must rely on private on-site septic systems to treat their waste. The Village of Pulaski owns a sewage treatment facility located on River Road, which discharges into the Salmon River. They contract with VRI (Valley River Inc., Millbrook, NY) to operate the plant on a daily basis, while the village's DPW staff is responsible for maintaining all of the structures outside of the plant. In 2002, the plant received a significant upgrade and is currently operating as a sequential batch reactor (SBR), providing secondary treatment of wastewater. It is permitted to treat up to 650,000 gallons of wastewater per day (0.65 mgd). The 12-month annual rolling average as of July 2007 was 539,000 gallons per day (0.54 mgd). The system, currently serving over 2,000 customers in residences and businesses within the village limits, is operating at 82% of total capacity and should be assessed for capacity expansion needs.



Pulaski's wastewater treatment facility.
villagepulaski.org/

Public Water Facilities

The Town of Richland owns and operates a public water facility, located on County County Rt. 2 and Stewart Streets, and two 144 foot standing towers, each of which are capable of holding up to 150,000 gallons of water. The town pumps an estimated 150,000 gallons of water per day from the towers to its customers. Currently, there are over 400 service connections along the 22 miles of pipeline in the southwest corner of the town, referred to as Water District #1. These connections provide water to over 2,500 people including residents of Brennan Beach. In 2007, the Town of Richland's drinking water was voted the "Best Tasting Drinking Water in Oswego County" at the 17th Annual Best Tasting Drinking Water Contest at the Lake Ontario Bird Festival in the Yogi Bear Campground, Mexico, New York, and second best tasting tap water in the State of New York at the 2008 New York State Fair.



Pulaski's water tower.
villagepulaski.org/

The town also has obtained funding to create an additional water district, which would expand service in Water District #1, as well as provide public water to areas in the eastern portion of the town near Fulton Boiler Works and Schoeller Technical Paper. The preliminary plans for Water District #2 call for an additional 22 miles of pipeline and over 500 service connections, resulting in approximately 3,000 additional residents receiving public water. Residences that are not part of Water District #1 or the proposed Water District #2 must currently rely on private wells for water.

In December 2007, the Town of Richland reached an agreement with Felix Schoeller Technical Papers to purchase the company's well field, located at Blue Springs Meadow across from the Richland Airpark off County Route 2. The purchase included over 600 acres of land with 15 wells, giving the town an immediate infrastructure system complete with wells, pipes, pumps, and a known water supply. This land acquisition will eventually allow the town to create two additional water districts and could also provide an additional source of water to be made available to the Albion, Parish and other nearby townships.



Blue Springs Meadow, location of Schoeller well field recently purchased by the Town of Richland.

Proposed Eastern Shore Water System

Copyright 2018, Eastern Shore Water System

The purpose of this document is to provide information about the Eastern Shore Water System project. The project is a joint project between the Towns of Richland and Sandy Creek, and the Villages of Sandy Creek and Lacona. The project is a joint project between the Towns of Richland and Sandy Creek, and the Villages of Sandy Creek and Lacona. The project is a joint project between the Towns of Richland and Sandy Creek, and the Villages of Sandy Creek and Lacona.

Project Description

The Eastern Shore Water System is a joint project between the Towns of Richland and Sandy Creek, and the Villages of Sandy Creek and Lacona. The project is a joint project between the Towns of Richland and Sandy Creek, and the Villages of Sandy Creek and Lacona. The project is a joint project between the Towns of Richland and Sandy Creek, and the Villages of Sandy Creek and Lacona.

Survey Results

The project includes a survey of the area to be served. The survey results show that the area is suitable for the proposed water system. The survey results show that the area is suitable for the proposed water system. The survey results show that the area is suitable for the proposed water system.

Estimated Annual Water Costs

Category	Annual Cost
Water	\$100,000
Electricity	\$50,000
Maintenance	\$20,000
Depreciation	\$10,000
Total	\$180,000

Estimated Backlog Charges

The project includes a backlog of water service. The backlog charges are estimated to be \$200,000. The backlog charges are estimated to be \$200,000. The backlog charges are estimated to be \$200,000.

Next Steps

1. The project is currently in the planning phase. The project is currently in the planning phase. The project is currently in the planning phase.
2. The project is currently in the planning phase. The project is currently in the planning phase. The project is currently in the planning phase.
3. The project is currently in the planning phase. The project is currently in the planning phase. The project is currently in the planning phase.

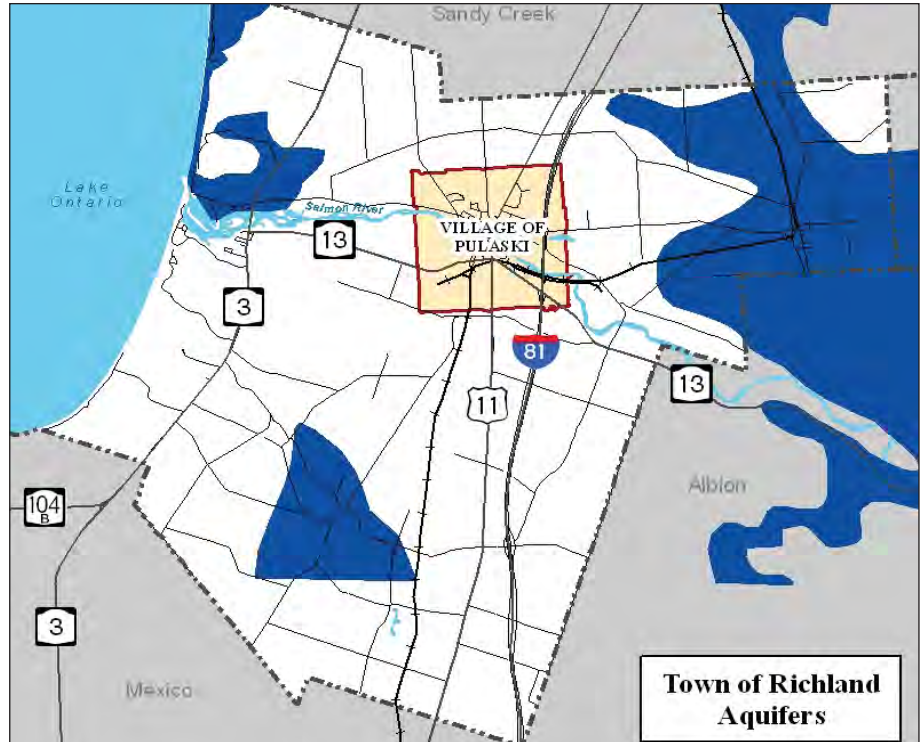
The Eastern Shore Water System is a joint project between the Towns of Richland and Sandy Creek which would expand water service to Town of Richland residents not currently served by existing public water facilities, while also bringing public water to residents in the Town of Sandy Creek. Eastern Shore Water System facilities would provide water to approximately 185 users in the Town of Richland and 845 users in the Town of Sandy Creek. Water would be provided by the Town of Richland's Schoeller Well Site, and also the Villages of Sandy Creek and Lacona water system. Areas proposed to be served generally include residents along roads in the northern portion of the Town of Richland, and residents west of Route 3 and south and east of North Pond in the Town of Sandy Creek. The proposed water system would also replace existing water mains that currently serve Town of Sandy Creek residents outside of the Village of Sandy Creek. An elevated water storage tank would also be constructed in the Town of Sandy Creek, near the northern boundary of the proposed Water System. The proposed facilities include about 28 miles of new 8-inch ductile iron water mains and fire hydrants at approximately 600-foot intervals. This project would provide water to contaminated public and private wells in both Richland and Sandy Creek. The Towns would seek interest free and extended term financing, and up to \$2M in grant dollars, through the Drinking Water State Revolving Fund (DWSRF).



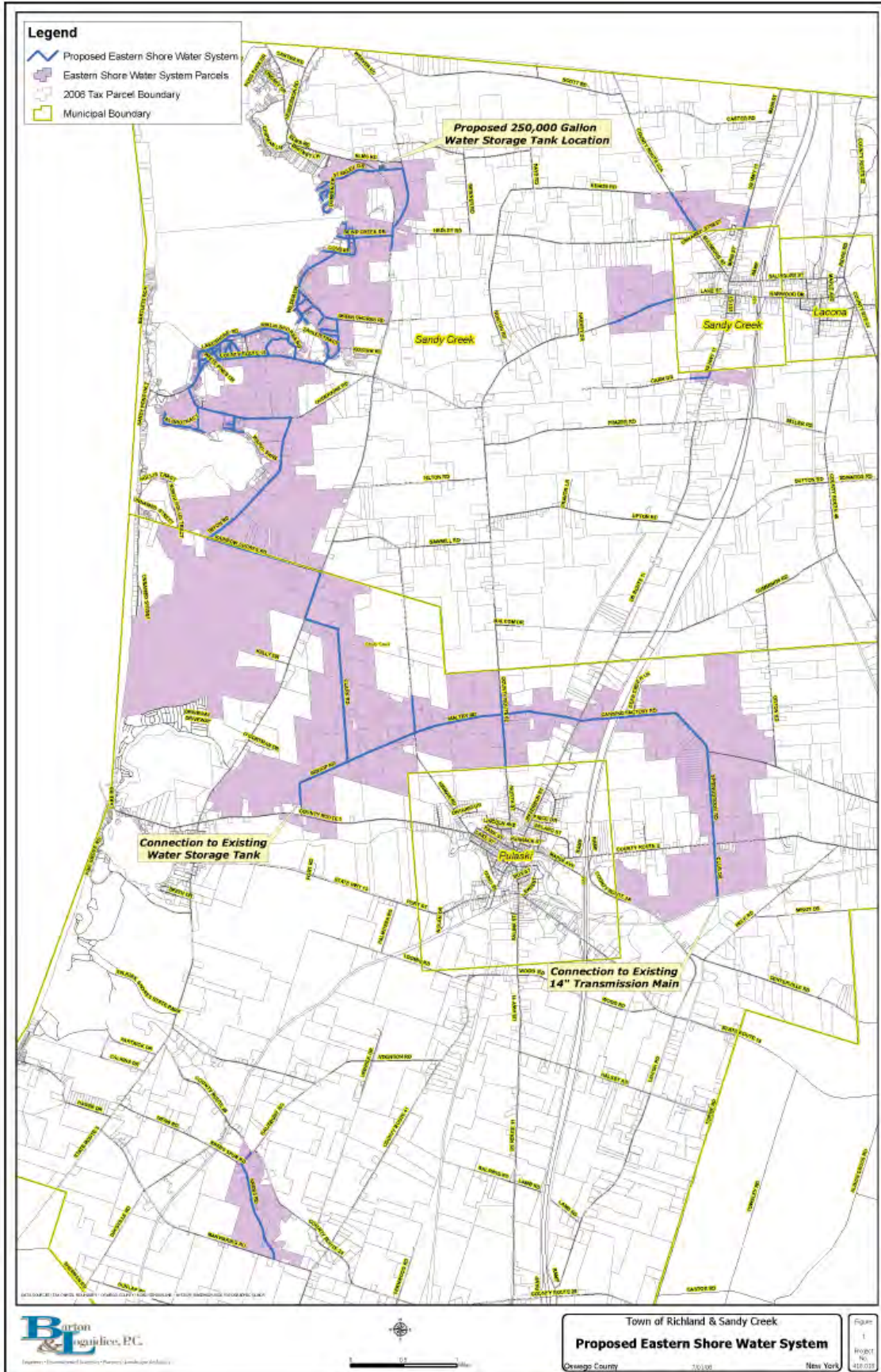


The Tug Hill Aquifer.













The Village of Pulaski maintains the public water supply for all village residents and pumps up to 800,000 gallons of water per day. The Village owns 4 wells, which are located on County Route 41 and can store up to 900,000 gallons of water total. There are over 2,000 customers in the village’s water district representing private residences, commercial businesses, and industrial enterprises. At the 2007 Oswego County Best Tasting Drinking Water Contest, the Village of Pulaski water placed third. It was voted the Best Tasting Water in Oswego County during the 2006 contest. Protection of the quality of the water that recharges both private community and municipal wells is critical to the health and welfare of the community. Specific land use regulations do not currently address protection of the sensitive aquifer recharge areas in the Town of Richland.

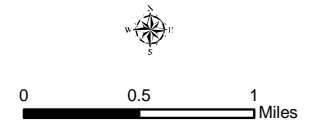
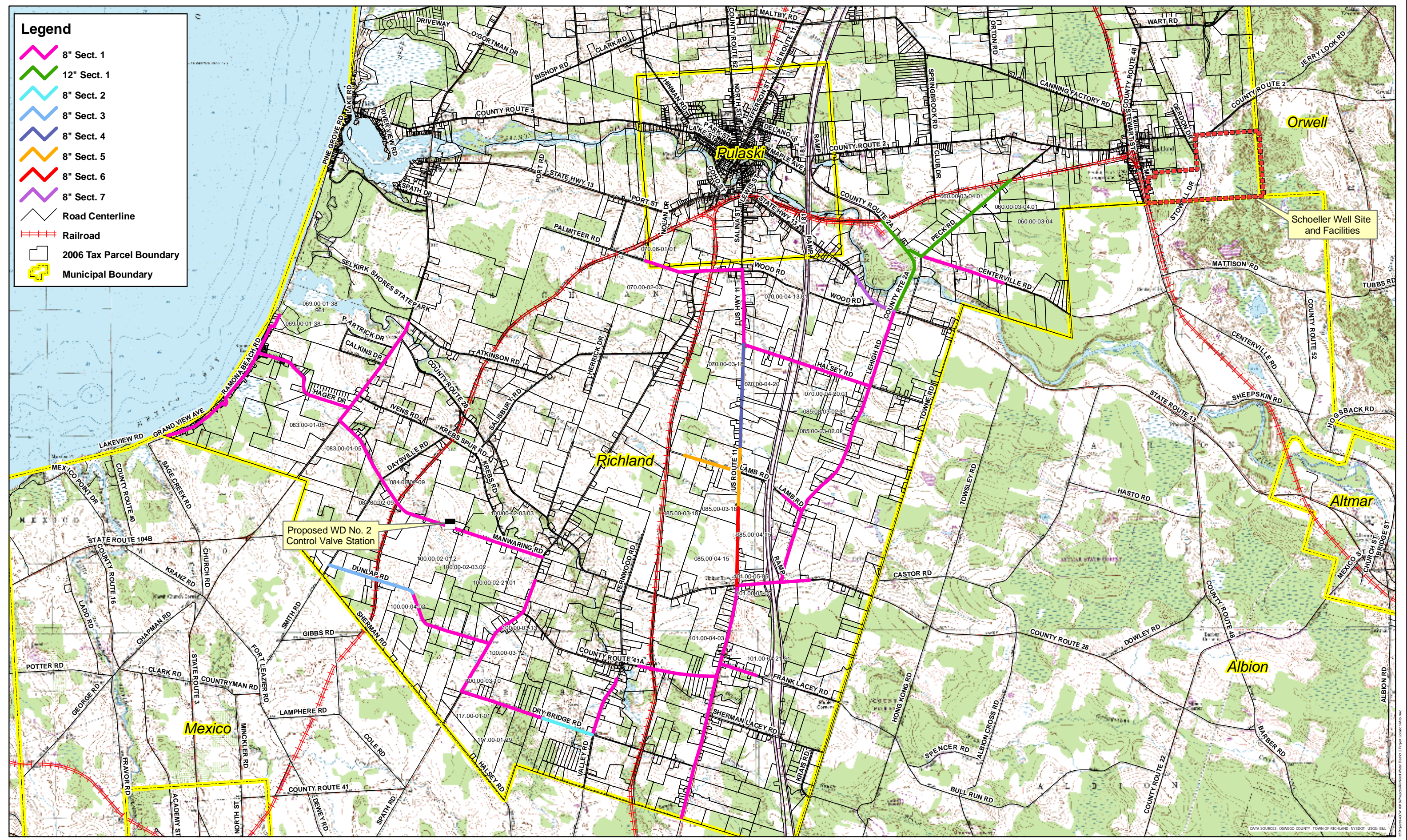


Aquifers in the Town of Richland.



Legend

-  8" Sect. 1
-  12" Sect. 1
-  8" Sect. 2
-  8" Sect. 3
-  8" Sect. 4
-  8" Sect. 5
-  8" Sect. 6
-  8" Sect. 7
-  Road Centerline
-  Railroad
-  2006 Tax Parcel Boundary
-  Municipal Boundary



Transportation Infrastructure

The Town of Richland and Village of Pulaski are conveniently located adjacent to Interstate 81, the main highway connecting Pennsylvania to the United States-Canadian Border through New York State. The availability of good roads and ample water supply means that the development of industry is possible in the Town of Richland. Access to Interstate 81 in the Village of Pulaski is unusual in that the location of the on/off ramps is described as a diamond intersection. Vehicles traveling north on Interstate 81 can only reach the Village of Pulaski by exiting at State Route 13 driving west to Route 11 and then onto Jefferson Street. The on-ramp to I-81 north is located on County Route 2 (Richland Road), north of the Village. Alternatively, vehicles traveling south on Interstate 81 can reach the Village of Pulaski by exiting at the County Route 2 (Richland Road) exit and traveling west toward Jefferson Street. The on-ramp to I-81 south is located on State Route 13, southeast of the Village of Pulaski. State Routes 3, 11, and 13 are the other major roadways that run through the town and village (Map 4). Currently, the bridge that crosses over the north-south rail corridor at Dry Bridge Road is closed and is a cause for health and safety concerns for residents of the Hamlet of Fernwood as well as significantly limiting east-west connections in the town between NYS Route 11, Interstate Route 81 and NYS Route 3.

Over the past several years, the New York State Department of Transportation and the Oswego County Highway Department have conducted traffic counts along various roadway segments in the Town of Richland and Village of Pulaski to determine traffic patterns and usage. Table 21 provides the average annualized daily traffic (AADT) as reported by the State and County transportation and highway departments. Map 4 also highlights the segments of roadways used in the AADT analysis.

Table 21. Average Annualized Daily Traffic (AADT) counts in the Village of Pulaski, Town of Richland and surrounding areas from 2003 to 2005. Data provided by the New York State Department of Transportation.

Road	Segment	Year	AADT
I81	JCT 104 TO ACC CR 28 TINKER TAVERN	2004	19,426
I81	ACC CR 28 TINKER TAVERN RD TO ACC RT 13	2004	19,900
I81	JCT RT 13 TO ACC CR2 RICHLAND RD	2004	17,844
RT3	PORT ONTARIO TO CR 15 CENTER CHURCH	2004	3,174
RT3	RT 104B TO RT 13 PORT ONTARIO	2004	5,683
RT 11	RT 13 TO CR 5 PULASKI	2004	7,039
RT 11	CR 41 WOOD RD TO RT 13	2003	4,708
RT 11	RT 104 MAPLEVIEW TO CR 41A	2003	1,931
RT 11	CR 41 WOOD RD TO RT 13	2004	4,779
RT 11	CR 5 PULASKI TO CR 15 SANDY CREEK	2004	2,726
RT 13	ACC RT 81 TO RT 11	2005	9,746
RT 13	OSWEGO CO LN TO RT 183 WILLIAMSTOWN	2005	1,645
RT 13	CR 48 PINEVILLE TO ACC RT 81	2004	1,971
RT 13	RT 11 TO RT 3 END 13	2004	2,737

Both the town and village operate highway departments. Each entity is responsible for maintaining and repairing local roads. The Town of Richland Highway Department is also responsible for plowing 59 miles of town-owned roads, 26 miles of county-owned roads, and 8 miles of village-owned roads. The Town of Richland Highway Department also has a contract with Oswego County for snow removal and other weather-related highway assistance. The county repairs, maintains, and plows their roadways, including Routes 3,

11, and 13. New York State owns, maintains, and removes snow from Interstate 81.

During the mid-twentieth century, passenger rail service that had once connected the Town of Richland and Village of Pulaski to cities throughout the state and the country ceased. Although railroad infrastructure remained in place, freight rail service declined in New York as commercial freight business moved to other modal carriers across the U.S. Many businesses and shippers in the central New York Region dependent on rail service closed down, moved away, or turned to over-the-road trucking to fulfill their transportation needs. Almost all major (and many minor) railroads in New York abandoned or sold off marginal track, deferred maintenance, reduced service, or closed stations, yards, and other rail facilities in an attempt to remain profitable.

Today, 59 of the New York's 62 cities are located along active rail lines, and many inactive lines still exist in part along County-owned rights-of-way, like the old rail line that once connected the Port of Oswego with Daysville and the Village of Pulaski. CSX Transportation, Inc. provides freight service to businesses and shippers from Pennsylvania to Canada through Pulaski and Richland (Map 4 and 4a) and owns and operates railroad tracks throughout New York State along the New York State Thruway and Interstate 81, just one mile west of the Tinker Tavern exit. In the Village of Pulaski, the rail line heads east (away from I-81) and follows along the southern shore of the Salmon River, crosses County Route 2 (Richland Road) in the Hamlet of Richland, and heads north into the Village of Lacona, Town of Sandy Creek. Just outside of Lacona, the CSX rail line meets up with Interstate 81 and follows the interstate all the way north into Ogdensburg where a CSX TRANSFLO Bulk Transfer terminal is located. This terminal is a part of CSX's North American network of full service bulk product transfer facilities. The CSX rail line north from Pulaski and Lacona extends into Canada continuing on to other major North American Cities.

The Town of Richland and Village of Pulaski are in close proximity to several airports, including the Oswego County Airport and Syracuse Hancock International Airport only 35 minutes away. There is also a grass airfield near Stowell Drive and Route 2 in the Town of Richland. The Oswego County Airport, located in the Town of Volney, is approximately 31 miles (45 minutes) southwest of the Town of Richland. The airport has 5,200 feet of primary runway and serves a population of more than 120,000 people, in addition to national/international companies in and around the County of Oswego. Approximately 25,000 aircraft take off and land at the Oswego County Airport per year. The airport features a fully equipped training facility, flight school, restaurant, and a joint aeronautical degree program offered by Cayuga Community College and BOCES.

The Syracuse Hancock International Airport, located in Onondaga County, is approximately 35 miles (40 minutes) south of the Town of Richland and is easily accessed via Interstate 81. With 9,000 feet of primary runway, the Syracuse Hancock International Airport is the principal commercial airport in the Central New York region. Seven commercial airlines operate out of the airport including American Eagle, Continental, Delta, Jet Blue, Northwest, United Express, and USAirways. Of the major passenger airlines, USAirways continues to service the majority of the enplanements and deplanements through the airport. There are also several commuter and regional airlines operating out of Syracuse Hancock International such as ComAir, CommutAir, and Shuttle America. In 2007, the airport served over 1.3 million passengers and enplaned almost 14,000 tons of mail and freight through 18 different carriers.



Oswego County Airport.
www.co.oswego.ny.us/airport.shtml



Syracuse Hancock International Airport.
www.visitingdc.com/airports/syracuse-airport-address.asp



Port of Oswego. <http://maps.live.com/>

The Port of Oswego, located just 23 miles from the Village of Pulaski, is the first U.S. port of call on Lake Ontario and the Great Lakes from the Atlantic Ocean and the St. Lawrence Seaway. It is also the gateway to the New York State Barge Canal System through the Oswego River Canal, also known as the Erie Canal, and to the Atlantic Intercoastal Waterway. The location of the port near the crossroads of the great Northeastern U.S. market allows shippers to reach the industrial and agricultural centers of the Northeast without the coastal port congestion and big-city traffic bottlenecks. The Port is only 45 miles from the entrance to the St. Lawrence River and offers easy access to major highway and railway transportation routes.

The best way to predict the future is to invent it.

- Immanuel Kant

Oswego's new link to global shipping

By 2011, the Port of Oswego could become the only American port in Lake Ontario capable of handling overseas container shipments. Port officials predict two to three container vessels will stop at the port weekly, creating a 24-hour-a-day operation.



What is container shipping?

The modern shipping container was invented in 1956. These standardized "boxes" can be loaded on ships, trucks, trains and airplanes. Today more than 90 percent of the world's good are shipped by container.

Standard 20' container

- Inside length:** 19'4"
- Inside width:** 7'8"
- Inside height:** 7'10"
- Capacity:** 1,172 cubic ft.
- Max. cargo:** 47,999 lb.



Source: Maersk Line, of Denmark, the world's largest shipping container operator

Great Lakes cities to get container facilities



Map of the Port of Oswego and locations of proposed container ports in the Great Lakes. Source: The Post-Standard, syracuse.com Accessed January 5, 2008.



The Port of Oswego. Source: <http://www.city-data.com/picfiles/c/picc16764.php>

On average, the Port of Oswego welcomes over 50 commercial vessels a year from the Atlantic Ocean and all across the Great Lakes region. Primary products handled at the Port include aluminum ingots, agricultural fertilizers, cement, road salt, materials for recycling, and heavy machinery. Cargo is moved efficiently by convenient dockside rail service and by a modern, four-lane highway system. On-site conveyors, hoppers, and a 50-ton mobile crane assist in cargo management. Additional equipment capable of handling up to 200 tons is available. Open 24 hours a day, seven days a week, the Port of Oswego works around the clock to accommodate vessels from all Great Lakes ports and ports around the world. It boasts an entrance depth of 27 feet, a width of 750 feet, a turning basin of 115 acres, and it has no restrictions on beam length for ships entering the harbor.

Through agreements and cooperative ventures, the Port of Oswego Authority accommodates the H. Lee White Marine Museum; the U.S. Fish and Wildlife Commission; the Oswego Maritime Foundation and its 1850s-style Great Lakes Schooner, the OMF Ontario; the Oswego International Marina; and the Oswego East Side Marina. The Port leases property to private management for the popular Admiral Woolsey's restaurant overlooking the harbor.

The Port's strategic location as the only deep water U.S. port on Lake Ontario, and as a direct and cost-effective link to trade routes throughout North America, helps make Oswego County an attractive location for industry. The Port's commercial capabilities coupled with the County's vast resources of low-cost water, available full-service industrial sites, storage facilities, and a trained labor force will continue to help stimulate economic development in the region. Plans are currently in progress that could make the Port of Oswego the only American port in Lake Ontario capable of handling overseas container shipments. Port officials predict two to three container vessels will stop at the port weekly, creating a 24-hour-a-day operation. The Oswego facility would tie-in with a larger \$300 million container terminal under development in Nova Scotia.⁴ In addition, the state's Canal Corp., the agency that oversees the 524-mile New York State canal system, hopes to connect with the Oswego container port when it becomes operational in 2011.

⁴ *Port of Oswego Slated for Container Shipments*, by Tom Schmitt / The Post-Standard, Accessed at syracuse.com, January 5, 2008



Town of Richland

Transportation Infrastructure

Richland/Pulaski Comprehensive Plan

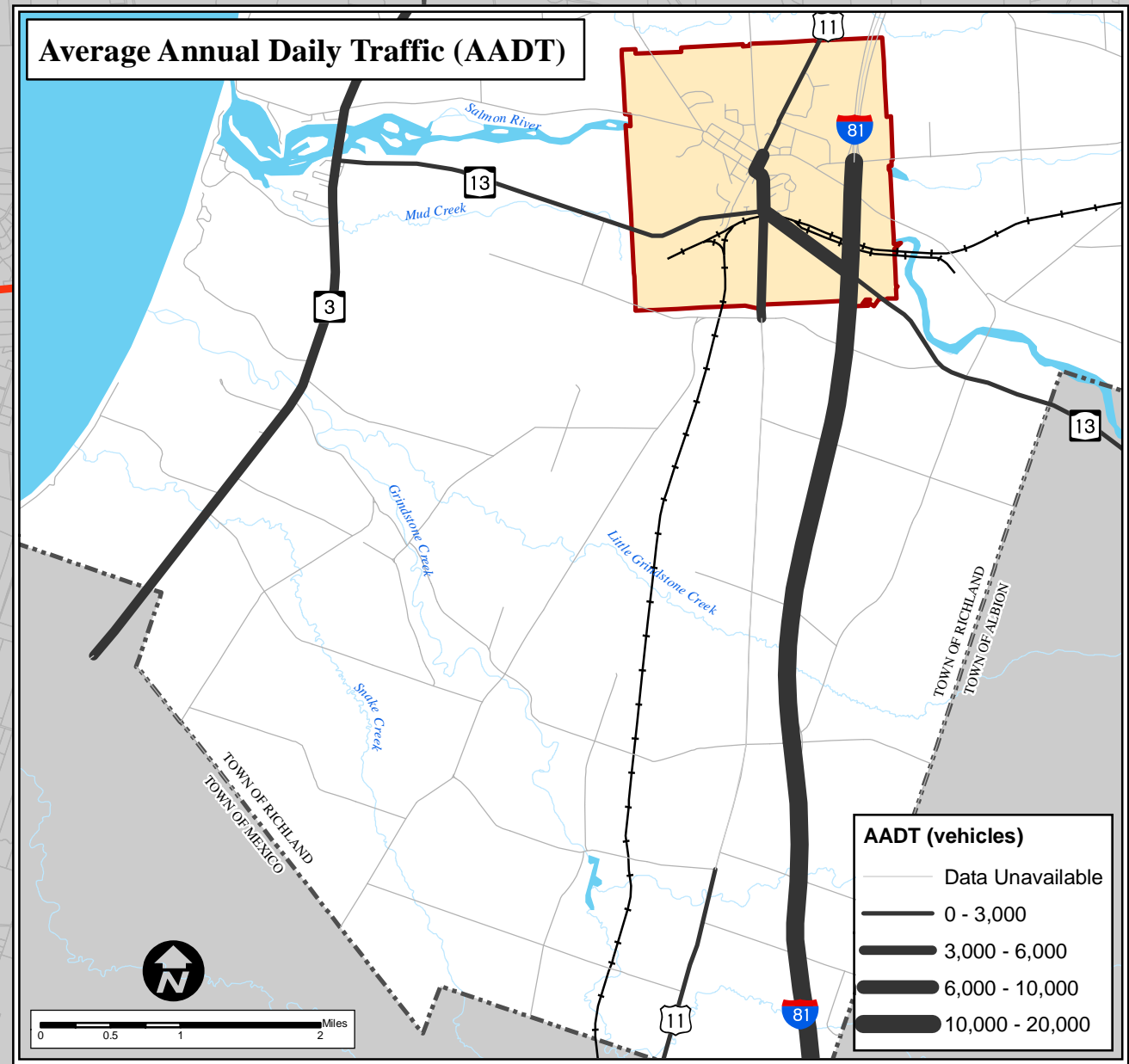
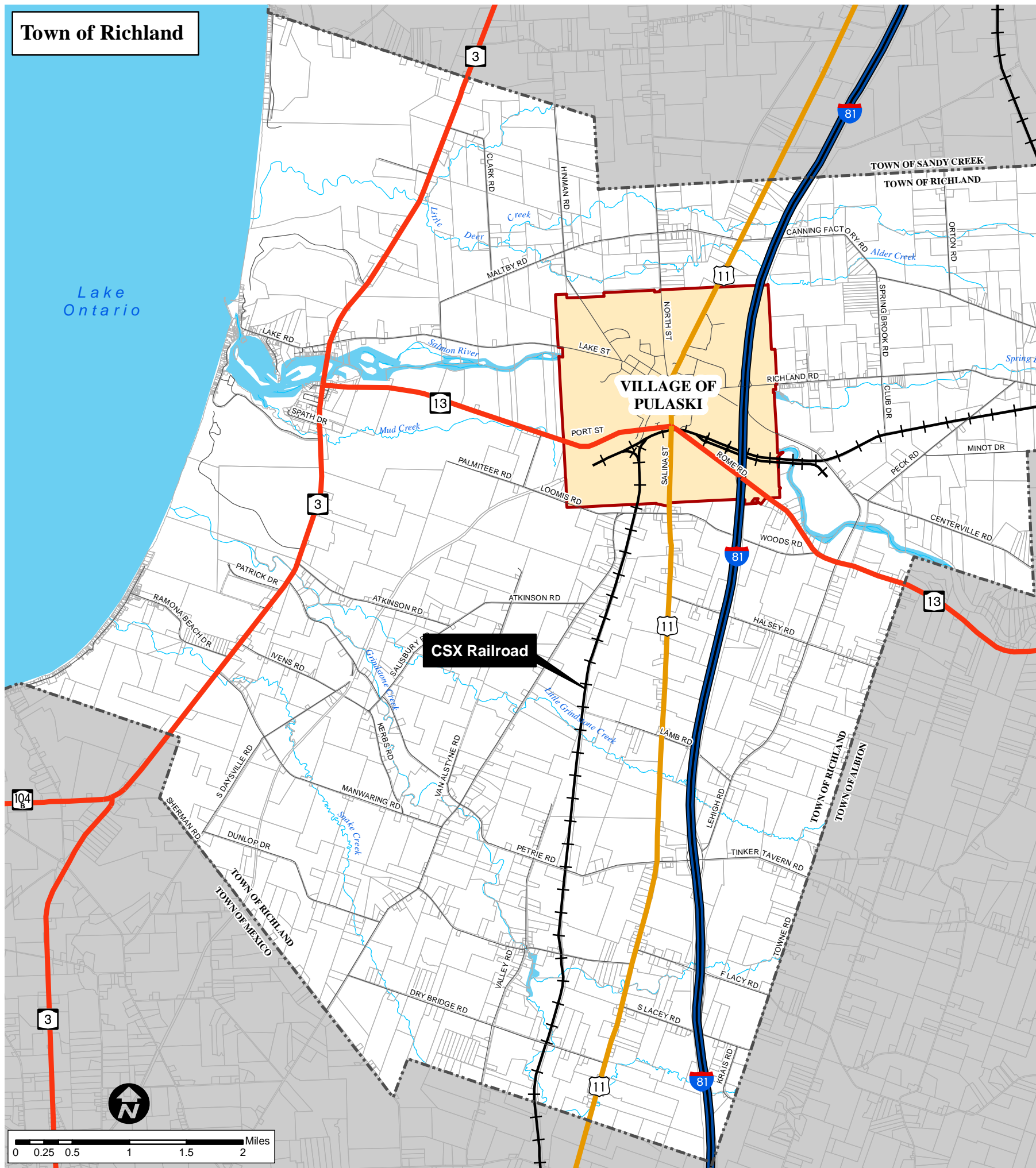
MAP 4

Legend

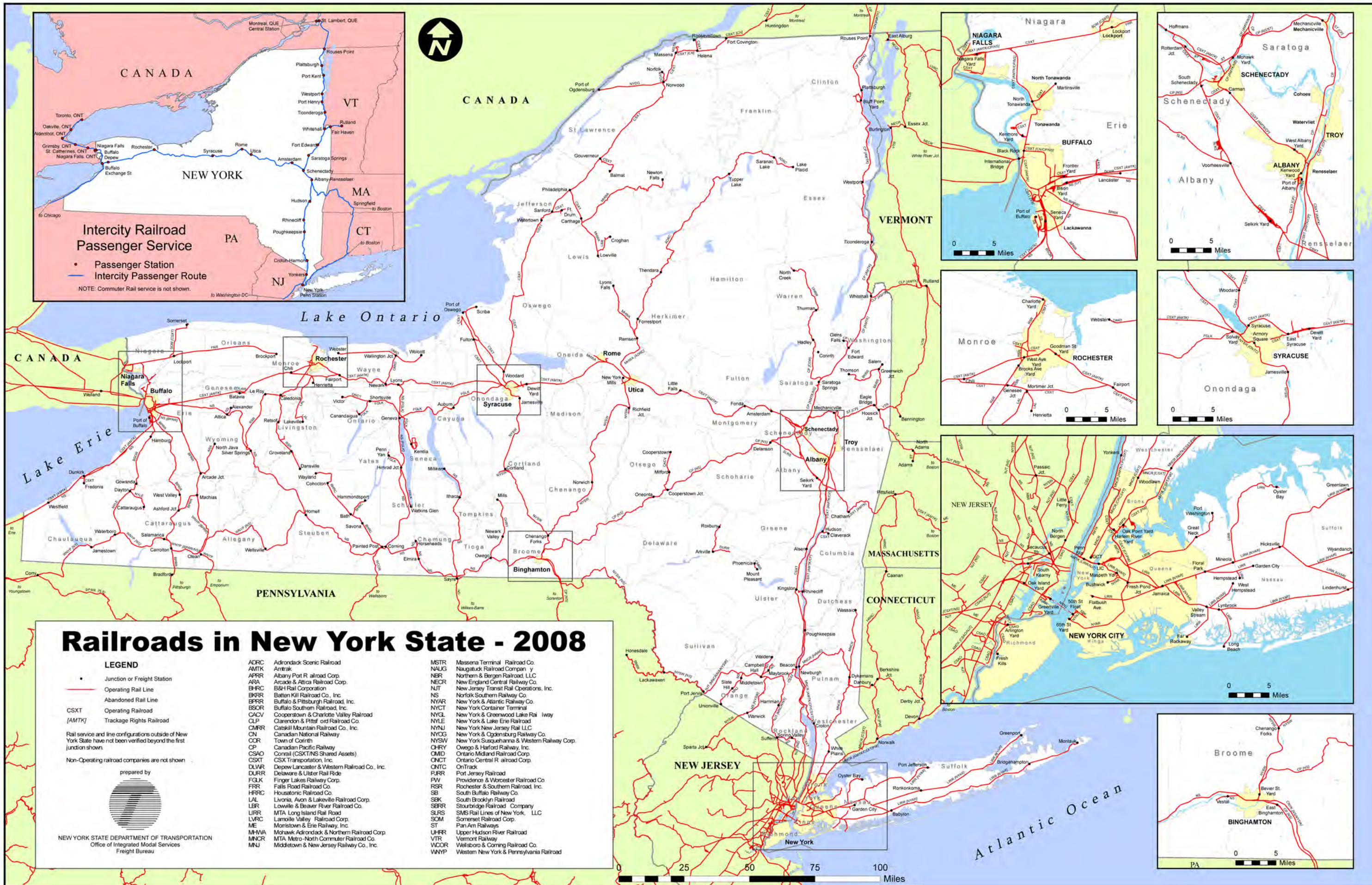
- Local Roads
- Interstate
- NYS Route
- US Route
- Railroad
- Towns
- Village of Pulaski
- Tax Parcels



Data obtained from Oswego County Planning Department and New York State Department of Transportation. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08



- AADT (vehicles)**
- Data Unavailable
 - 0 - 3,000
 - 3,000 - 6,000
 - 6,000 - 10,000
 - 10,000 - 20,000



Intercity Railroad Passenger Service

- Passenger Station
- Intercity Passenger Route

NOTE: Commuter Rail service is not shown.

Railroads in New York State - 2008

LEGEND

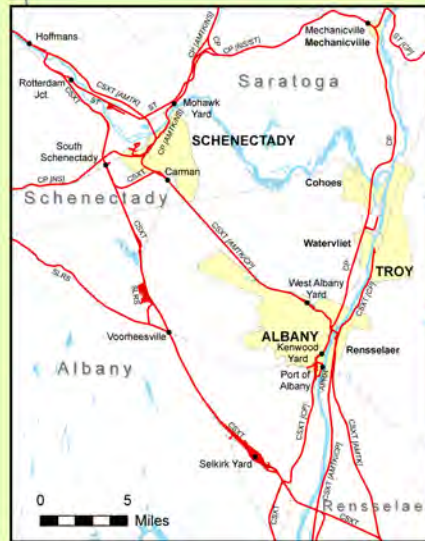
- Junction or Freight Station
 - Operating Rail Line
 - - - Abandoned Rail Line
 - CSXT Operating Railroad
 - [AMTK] Trackage Rights Railroad
- Rail service and line configurations outside of New York State have not been verified beyond the first junction shown.
- Non-Operating railroad companies are not shown



NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Office of Integrated Modal Services
Freight Bureau

- | | |
|---|--|
| ADRC Adirondack Scenic Railroad | MSTR Massena Terminal Railroad Co. |
| AMTK Amtrak | NAUG Naugatuck Railroad Company |
| APRR Albany Port R. Railroad Corp. | NER Northern & Bergen Railroad, LLC |
| ARA Arcade & Attica Railroad Corp. | NECR New England Central Railway Co. |
| BHRC B&H Rail Corporation | NJT New Jersey Transit Rail Operations, Inc. |
| BKPR Batten Kill Railroad Co., Inc. | NS Norfolk Southern Railway Co. |
| BFRR Buffalo & Pittsburgh Railroad, Inc. | NYAR New York & Atlantic Railway Co. |
| BSOR Buffalo Southern Railroad, Inc. | NYCT New York Container Terminal |
| CACV Cooperstown & Charlotte Valley Railroad | NYL New York & Lake Erie Railroad |
| CLP Clarendon & Pittsford Railroad Co. | NYLE New York & Lake Erie Railroad |
| CMRR Catskill Mountain Railroad Co., Inc. | NYNJ New York New Jersey Rail LLC |
| CN Canadian National Railway | NYOG New York & Ogdensburg Railway Co. |
| COR Town of Corinth | NYSV New York, Susquehanna & Western Railway Corp. |
| CP Canadian Pacific Railway | OWO Owego & Harford Railway, Inc. |
| CSAO Conrail (CSXT/NS Shared Assets) | OMID Ontario Midland Railroad Corp. |
| CSXT CSX Transportation, Inc. | ONCT Ontario Central R. Railroad Corp. |
| DLWR Depew Lancaster & Western Railroad Co., Inc. | ONTR OnTrack |
| DURR Delaware & Ulster Rail Ride | PRRR Port Jersey Railroad |
| FLK Finger Lakes Railway Corp. | PW Providence & Worcester Railroad Co. |
| FRR Falls Road Railroad Co. | RSR Rochester & Southern Railroad, Inc. |
| HRRC Housatonic Railroad Co. | SB South Buffalo Railway Co. |
| LAL Livonia, Avon & Lakeville Railroad Corp. | SBK South Brooklyn Railroad |
| LBR Lowville & Beaver River Railroad Co. | SBRR Stourbridge Railroad Company |
| LIRR MTA Long Island Rail Road | SLS SMS Rail Lines of New York, LLC |
| LVRC Lamotte Valley Railroad Corp. | SOM Somerset Railroad Corp. |
| ME Monroeton & Erie Railway, Inc. | ST Pan Am Railways |
| MHWA Mohawk Adirondack & Northern Railroad Corp. | UHR Upper Hudson River Railroad |
| MNCR MTA Metro-North Commuter Railroad Co. | VTR Vermont Railway |
| MNJ Middletown & New Jersey Railway Co., Inc. | WCOR Wellsboro & Corning Railroad Co. |
| | WNYP Western New York & Pennsylvania Railroad |

0 25 50 75 100 Miles

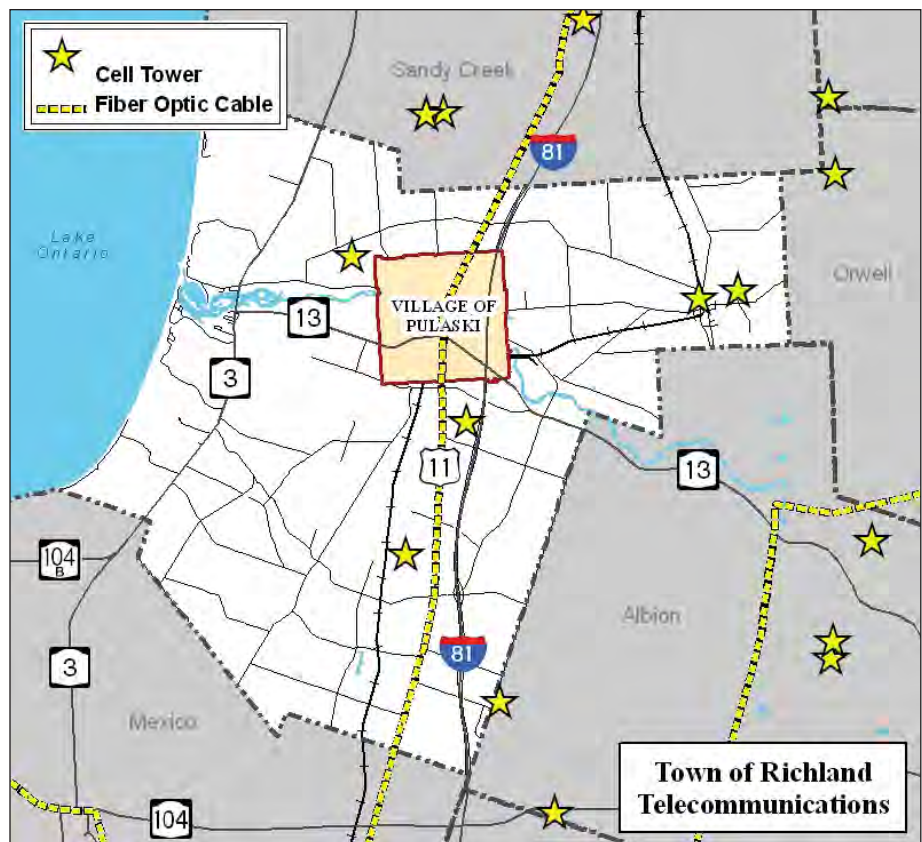


Atlantic Ocean

Electric, Gas & Telecom Utility Service Providers

National Grid provides electric service to all the residents of Richland and Pulaski. A majority of the residents in the Town of Richland and Village of Pulaski heat their homes with oil or propane. These heating products are delivered by a variety of suppliers including E&U Energy, National Grid, Suburban Energy, Glider Oil Services, North Shore Oil Company, and Burnwell Gas Corporations. National Grid provides natural gas service to a limited number of residents in the Village of Pulaski. The distribution pipelines run throughout the village, at 20 psig, and extend into the Town of Richland on Hinman Road, Lake Street, North Jefferson Street, County Route 2 and County Route 2A. There are also two natural gas transmission pipelines in the Village of Pulaski located along the western edge of the Village (300 psig) and in close proximity to the intersection of Routes 3 and 13 (475 psig) (Map 5).

There are 5 cellular phone towers within the Town of Richland and several more in the immediate vicinity. Fiber optic cable lines also run through the town and village, parallel to Interstate 81. Frontier, Verizon, AT&T, and Time Warner provide telephone (landline and/or wireless) service to the residents of the Town of Richland and Village of Pulaski. TCE, Verizon, People PC, Time Warner, and Verizon provide Internet service to the community with high speed internet available in some locations. WiFi service (wireless local access networks) is also available in select locations throughout the village, including the library. Time Warner provides cable television service to the residents, as well as several companies that offer satellite television service, such as Direct TV.



Telecommunication facilities in the Town of Richland and adjacent communities.

Public Safety Facilities

Within the Village of Pulaski, the Pulaski Police Department provides police protection; while Oswego County and New York State provide protection to the residents of the Town of Richland outside of the village. The Ringgold Fire Company, along with the Town of Richland and Town of Sandy Creek Volunteer Fire Departments provide fire protection throughout the town and village.

The Northern Oswego County Ambulance (NOCA), which is governed by the seven northern towns of Albion, Boylston, Orwell, Redfield, Richland, Sandy Creek and Williamstown, provides emergency medical service to the region. This collaboratively operated ambulance service is a solid example of successful inter-municipal cooperation.

The H. Douglas Barclay Court House, located in the Village of Pulaski on Bridge Street, was named after Senator Barclay in recognition of his service to the greater Pulaski community and the State of New York. Originally built in 1819 of local bricks, additions have maintained the original design. The most famous trial involved Horace Greeley, a New York City newspaper editor and a local politician D. C. Littlejohn. The Court House is listed on the National Register of Historic Places.

Educational Facilities

There are 1,074 children in the Town of Richland and Village of Pulaski enrolled in the Pulaski Academy and Central School District (Map 6). Grades K through 5 attend classes at the Lura Sharp Elementary School, built in 1939 with additions in the 1950s, which is located on Hinman Road. The Pulaski Junior/Senior High School, located on South Salina Street offers both a middle school (grades 6-8) and high school (grades 9-12) on one campus with 525 students. The school was constructed in 1969 with additions in the 1990s and in 2008.

According to the District's website (www.pacs.cnyric.org), three building projects were completed in the late 1990's. Renovations were done at the Lura Sharp Elementary School and a new community playground was constructed. The Junior - Senior High School was renovated, received a 10 classroom addition, and a new outdoor track and field facility was constructed. A new bus garage was built. As a result, the District facilities are in excellent condition both in appearance and infrastructure.

There are three other school districts that extend into the Town of Richland including the Sandy Creek Central School District to the north. This district just completed a \$33 million renovation project that nearly doubled the size of the district's single school building on Salisbury Street. The new school complex offers state-of-the-art educational and athletic facilities to its student body of approximately 1,150, staff, and members of the community. The Altmar-Parish-Williamstown School District is located to the east of the Town of Richland and serves a student population of 1,500 within a 180 square mile area. The Mexico Academy and Central School District is primarily located south of the Town of Richland and serves a student population of approximately 2,800 (Map 6).

Jefferson Community College, located in Watertown New York currently works with the Pulaski Academy and Central School District, and offers 14 two year career curricula degree programs.



Town of Richland Fire Station.
© Sam Rose 2003



Ringgold Fire Company, Pulaski, NY



Lura Sharp Elementary School

**Any town that doesn't
have sidewalks doesn't
love its children.**

- Margaret Mead








Town of Richland

Natural Gas Facilities

Richland/Pulaski Comprehensive Plan

MAP 5

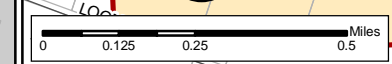
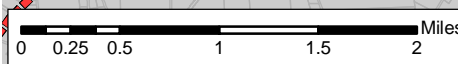
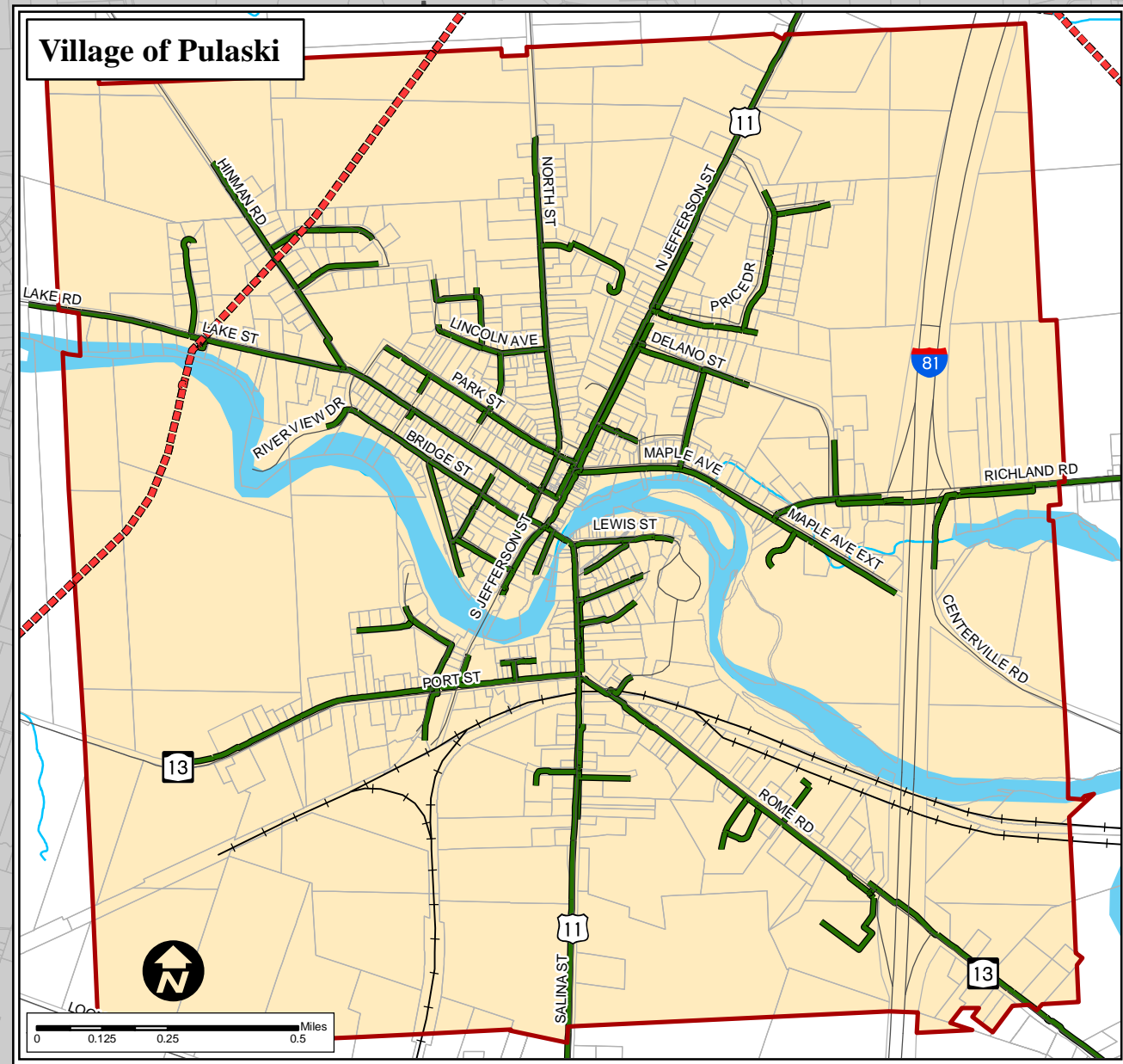
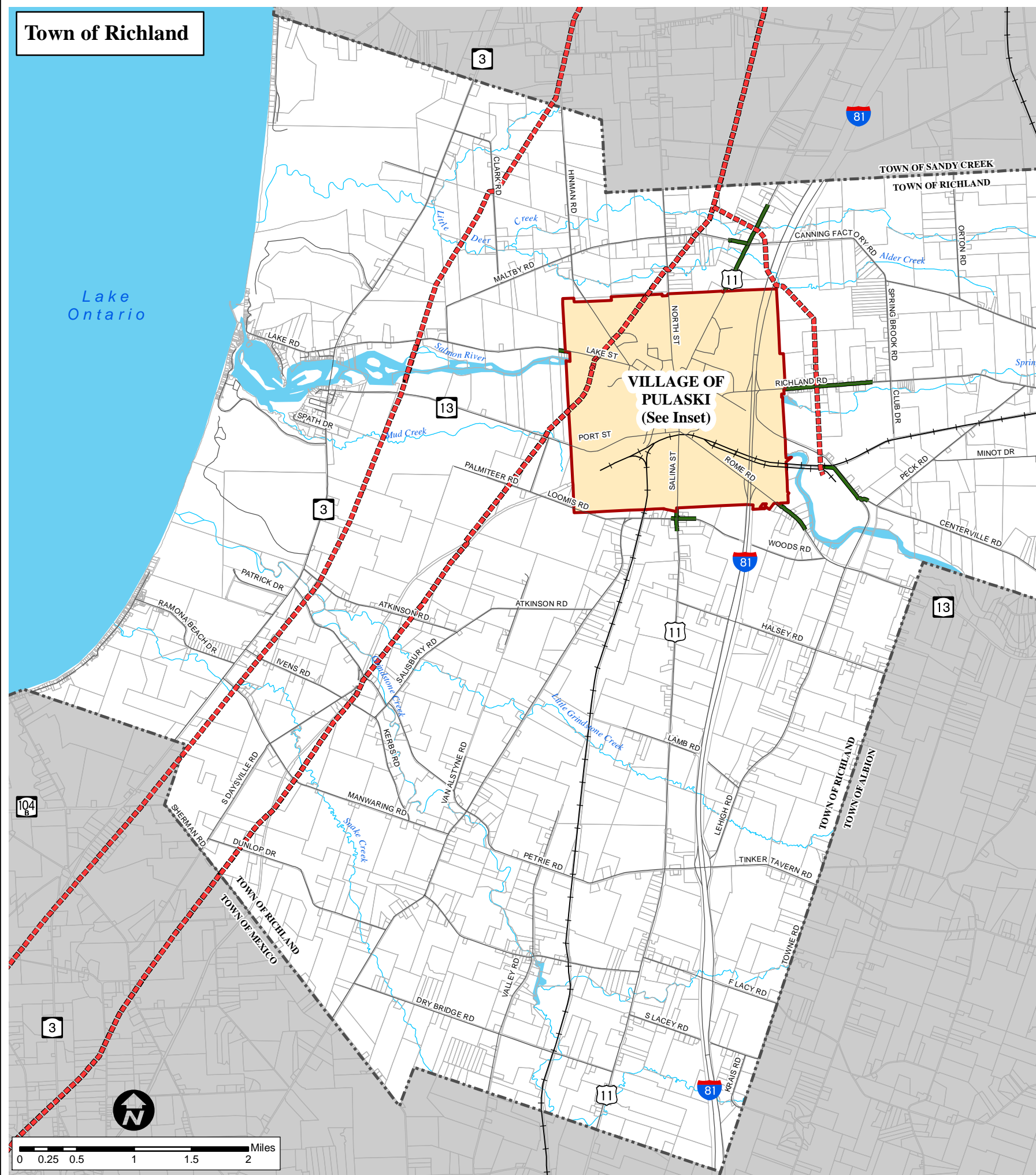
Legend

-  Natural Gas Main
-  Transmission Pipeline
-  Roads
-  Railroad
-  Towns
-  Village of Pulaski
-  Tax Parcels



Central New York Regional Planning & Development Board

Data obtained from Oswego County Planning Department and National Grid. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08

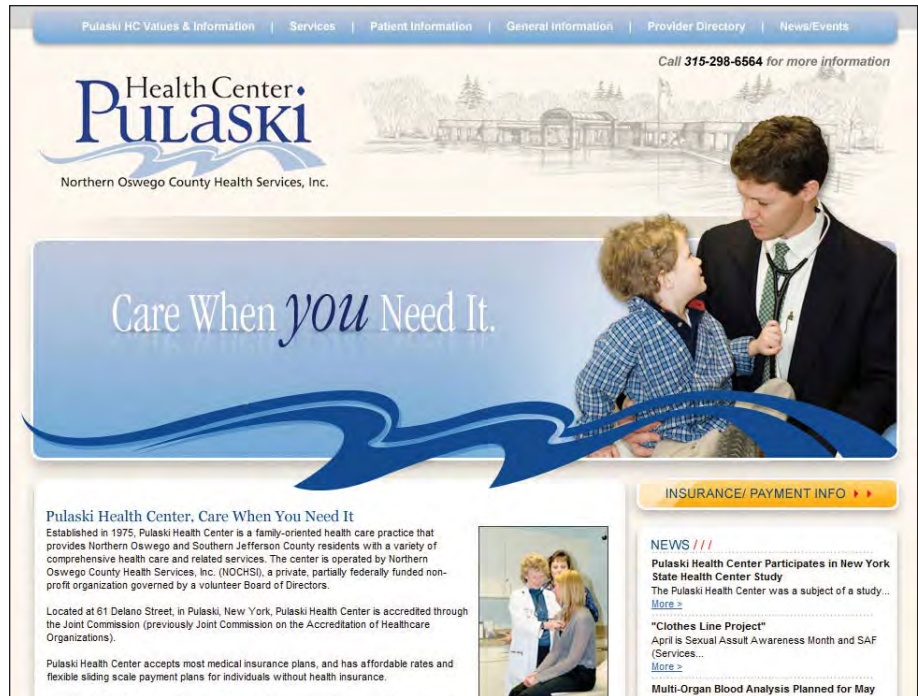




The Pulaski Health Center.

Healthcare Facilities

The Pulaski Health Center is a family oriented health care practice that provides Northern Oswego and Southern Jefferson County residents with a variety of comprehensive healthcare and related services, located on Delano Street in the Village of Pulaski. Day to day operations of the facility are guided by the Northern Oswego County Health Services. Residents from the Village of Pulaski and the Town of Richland also seek medical treatment at St. Joseph’s, Upstate, and University Hospitals in Syracuse, as well as Good Samaritan Hospital in Watertown and medical facilities in the City of Oswego.



The Pulaski Health Center website (source: <http://www.pulaskihealthcenter.com/>)

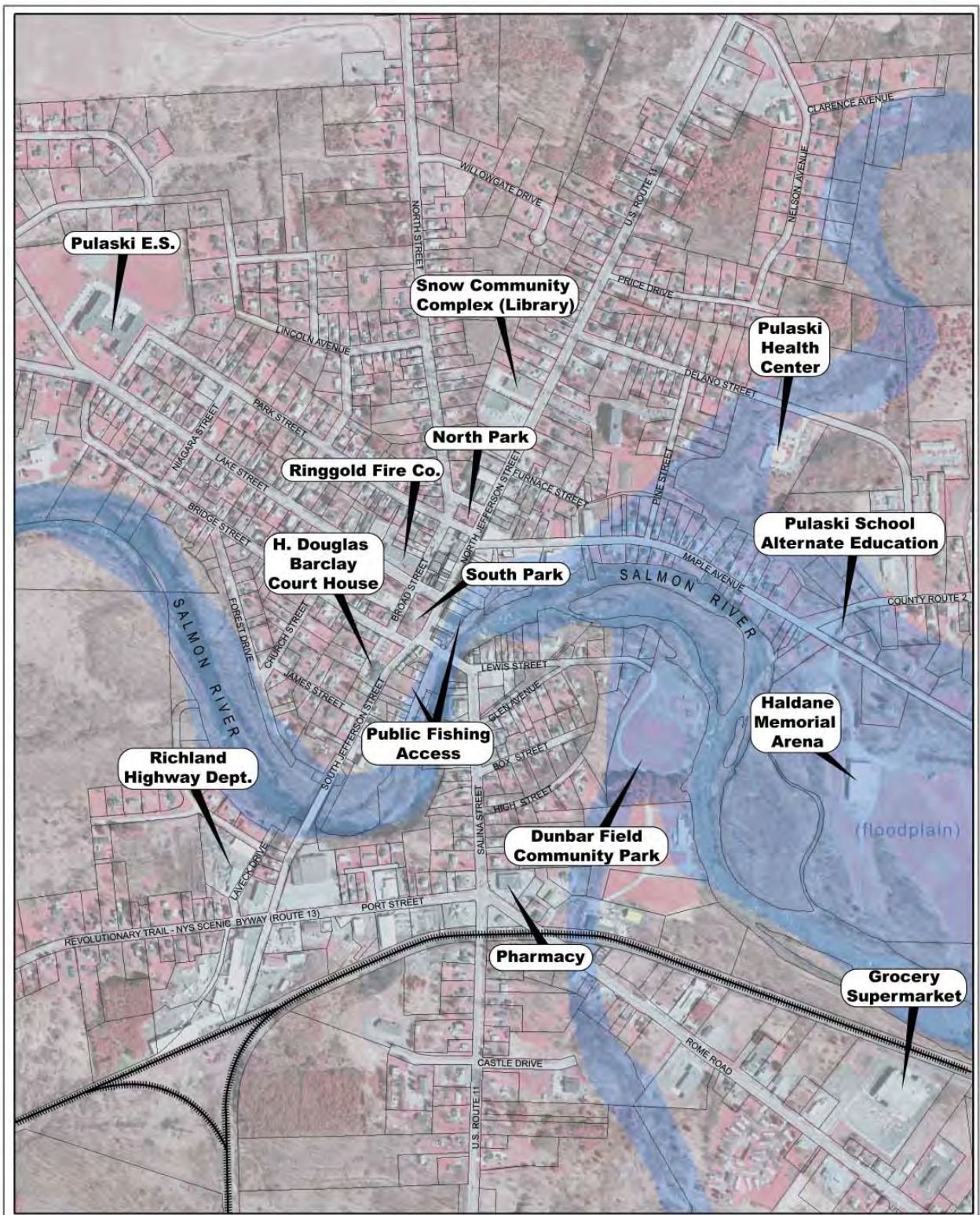


Rural and Migrant Ministry in Richland NY

Within the Town of Richland, the Rural and Migrant Ministry of Oswego County (RMMOC) provides medical treatment for the uninsured, in addition to special women’s services, youth counseling, and emergency assistance. Operated by a volunteer board, the facility on Stewart Street in the Hamlet of Richland is open on Monday and Wednesday and the clinic is open on Wednesday evenings. In 2006, the RMMOC spearheaded the formation of a community task force to focus on issues of safe housing and poverty in the township, and in 2008 the facility became a supervised visitation center with Oswego County Opportunities, Inc.

Pulaski Day Care, a non-profit day care center located off Rt. 11 at Castle Drive provides daycare services to 80 to 100 Children from 6 weeks to 12 years old.

Northern Oswego County Ambulance (NOCA), established in 1974, has an 11 member board, 7 of which represent northern Oswego County townships including Albion, Boylston, Orwell, Redfield, Richland, Sandy Creek and Williamstown. Four members of the board are at large. NOCA will soon provide shared ambulance services to the Town of Richland.



Central New York Regional Planning & Development Board
 126 North Salina Street
 100 Clinton Square, Suite 200
 Syracuse, NY 13202
 Phone: (315) 422-8276
 Fax: (315) 422-9051
 www.cnyrpd.org
 December 2008

Village of Pulaski Community Resources











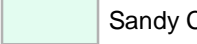
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School Districts

Richland/Pulaski Comprehensive Plan

MAP 6

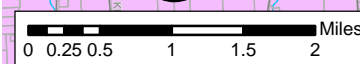
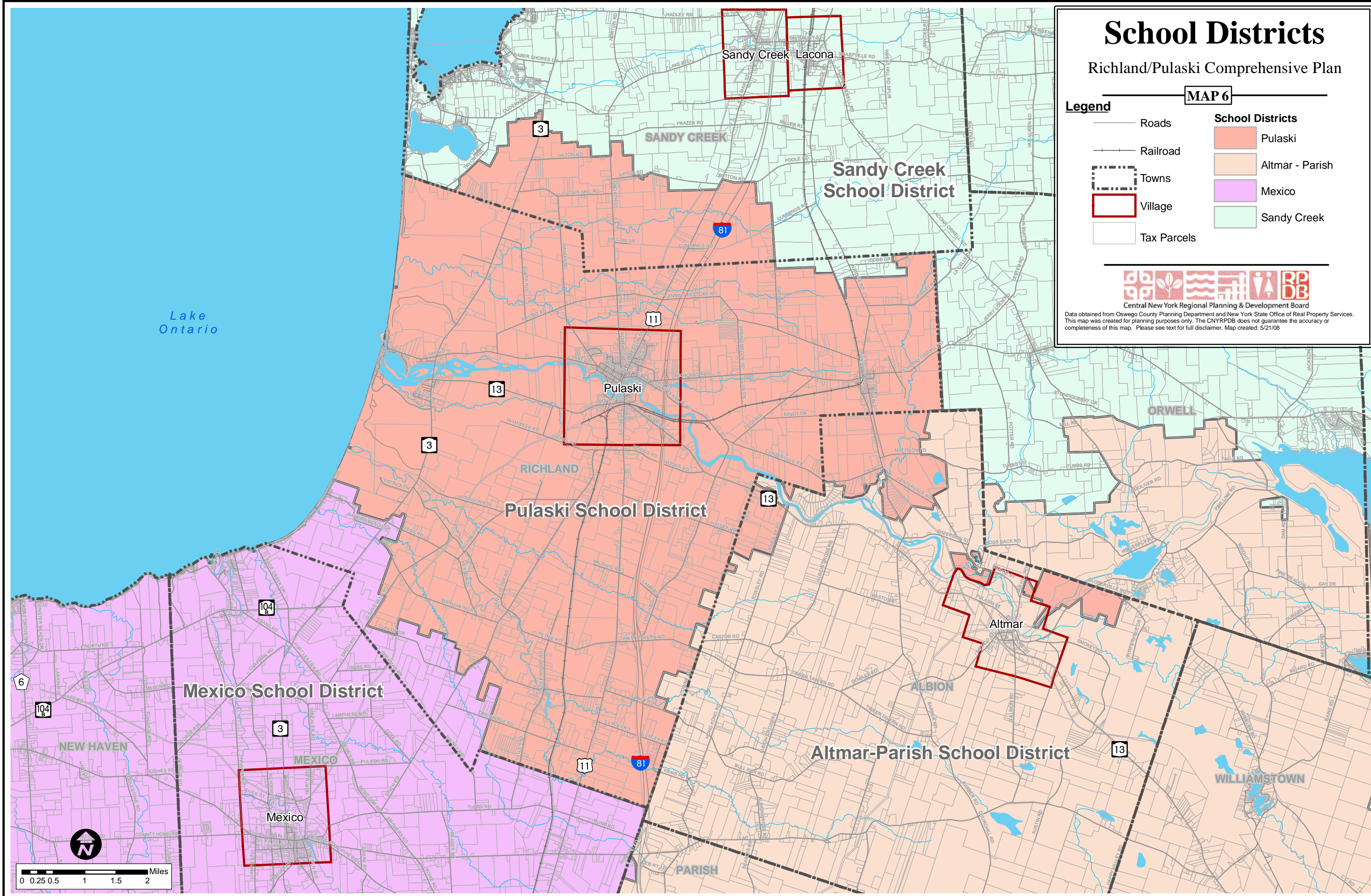
Legend

- | | |
|---|---|
|  Roads | School Districts |
|  Railroad |  Pulaski |
|  Towns |  Altmar - Parish |
|  Village |  Mexico |
|  Tax Parcels |  Sandy Creek |



Central New York Regional Planning & Development Board

Data obtained from Oswego County Planning Department and New York State Office of Real Property Services. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08





A row of nineteenth century buildings along Jefferson Street in the Historic District of the Village of Pulaski, NY

...one of the most intact collections of nineteenth and early twentieth century architecture in northern New York.



Salina Street in the Historic District, Pulaski, NY, 2008.

Historic, Scenic and Cultural Resources

In 1983, the fourteen acre core of the Village of Pulaski was listed on the National Register of Historic Places as the Pulaski Village Historic District. This historic district, successfully established by members of the community, encompasses 110 acres of land and 37 buildings on Jefferson, Broad, Bridge, Hubbel, and Lake Streets.

Settled in 1804, the Pulaski Village Historic District is significant as one of the most intact collections of nineteenth and early twentieth century architecture in northern New York. Today, private individuals and public entities own the buildings which are used for commerce or trade, residences, and government purposes. Contributing resources to the Pulaski Village Historic District include South Park, Washington Park, seven residences, two churches, the H. Douglas Barclay Court House built in 1859 totally encasing an earlier 1819 courthouse, and twenty-six commercial structures (eighteen of which were built between 1892 and 1901).

Jefferson Street, in the center of the village is characterized by two and three-story brick buildings featuring heavy bracketed cornices, wide friezes, corbelling, elaborate lintels and arched windows. Many of the commercial buildings along Jefferson Street retain their original storefronts. Three building including the Pulaski National Bank and the Masonic Temple, were built by Archimedes Russell, a prominent regional architect whose designs have been identified in several central New York State counties.



Pulaski National Bank Building, at 7566 Jefferson Street, built in 1882, was designed by prominent regional architect Archimedes Russell.



South Jefferson Street in the Historic District of the Village of Pulaski, 2008.



The Pulaski Historic District, established in 1983

Another important historic building is the former movie theater (Kallet Theater), designed by Milo Folley in 1938 and located on the south end of Jefferson Street is currently abandoned. This two story Art Deco style building featured an intact pastel Carrara façade in 1981, but has fallen into a state of disrepair and at present the masonry is structurally unsound. The altered façade of the former theater building creates a detrimental visual impact to the historic character of downtown Pulaski.



The Kallet Movie Theater Building, designed by Milo Folley in 1938 at the south end of Jefferson Street, in the Art Deco Style features a partially in-tact pastel Carrara glass tiled façade.

Dreams come true;
without that possibility,
nature would not incite
us to have them.

- John Updike, writer



A 1940's era postcard featuring the Kallet Movie Theater on North Jefferson Street in the Village.



The Kallet Movie Theater Building in prime condition in its heyday.

Remnants of the Syracuse Northern Railroad arches built in c.1870 and abandoned in 1880, are also located in the Village of Pulaski. These arches were constructed so that a railroad crossing steel bridge would not block the wagon trail running alongside the river. The remains of these arches, along with the foundations of several early factories including the Charmaphone Company mill building, are at the Black Hole River fishing access area.



Remains of the Syracuse Northern Railroad arches in the Village of Pulaski.

The historic structures and landscapes located in the Village of Pulaski and the Town of Richland serve as the foundation for the area’s economy, especially in the village where the historic district also serves as the Central Business District. Unfortunately, there are currently no special regulations or requirements protecting the historic character that exists in the district, and therefore although the historic district has been established, portions of it could still be impacted or lost to inappropriate development activities in the village. In 1989, at a cost of over one million dollars, all of the utilities along North Jefferson St. in the Village of Pulaski were buried underground so as not to detract from the historic setting of the Village. Further underground work has not been done due to limited resources, but as funds allow, the community is committed to a planning for underground utilities through the historic district and across the commercial district on NYS Route13 Scenic Byway (the Revolutionary Trail) .



The west side of Jefferson Street in the Historic District in Pulaski, 2007.

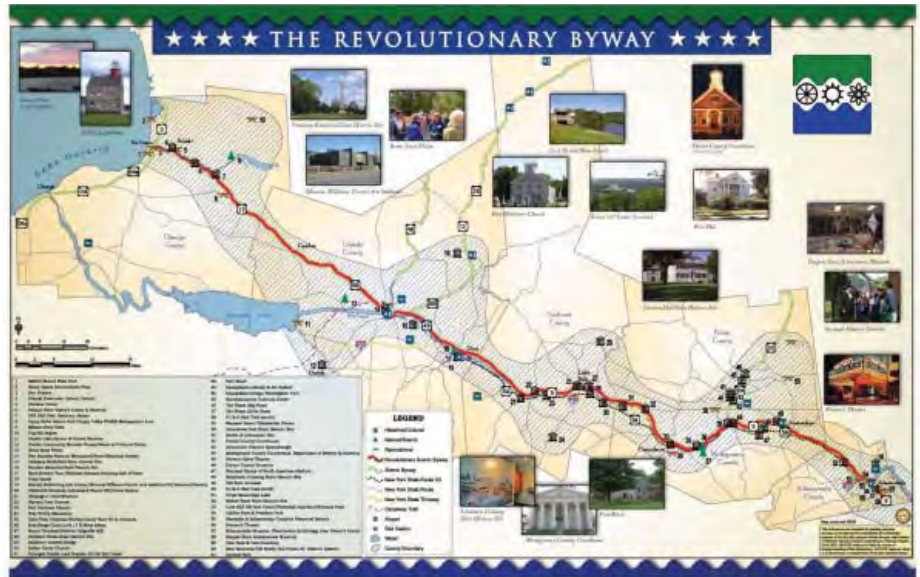


The former Pulaski School Annex (1926) building, in need of rehabilitation just beyond the Historic District in Pulaski.



The burial of utility lines along Jefferson Street in the Historic District in Pulaski, 1989 (photo courtesy of Shawn Doyle).

The Revolutionary Trail, a designated New York State Scenic Byway (Route 13), follows the Salmon River from historic Port Ontario at the eastern Lake Ontario shore through the Village of Pulaski and continues east across New York State to the Village of Scotia in Schenectady County. Through the unique story of cultural and natural history told by the Revolutionary Trail, travellers along this corridor have a unique experience while boosting tourism in communities like Richland and Pulaski through which it passes. More than forty-five Revolutionary War veterans are buried in the Town of Richland.



The Revolutionary Trail New York State Scenic Byway map.

Source: <http://www.byways.org/explore/byways/2222/directions.html>

The Seaway Trail (Route 3), another designated New York State Scenic Byway, crosses the Revolutionary Trail at Port Ontario in the Town of Richland, resulting in much potential benefit to both visitors and the Richland community as well.



Half-Shire Historical Society building in the Town of Richland.

Two historical Societies in the Town of Richland represent the many historic and cultural resources to be found in the village and the town. Founded in 1972, the Half-Shire Historical Society represents the northern Oswego County Towns of Albion, Amboy, Boylston, Orwell, Redfield, Richland, Sandy Creek, and Williamstown. The group is headquartered (since 1974) in the former Richland school, a two-story brick structure built in 1926. The society museum has been undergoing extensive second floor renovations including refitting for domestic arts, agriculture, and logging exhibits. The library holds a large collection of genealogical material on the region with a large emphasis on local families. The Half-Shire Historical Society has coordinated the Heritage Building Exhibit at the Oswego County Fair, held at the fairgrounds in the Town of Sandy Creek since 1995. The Town of Richland Historian has an office in the H. Douglas Barclay Courthouse in the Village of Pulaski.



Pulaski Historical Society in the Village of Pulaski, NY

The Pulaski Historical Society, founded in 1976, is located on Maple Avenue in the village, maintains research files including Pulaski history, family history, photographs, glass plate negatives, military records, school records, some business records, scrapbooks, and other materials. The Pulaski Historical Society also has historical walking/riding tour information available to residents and tourists. A walking tour brochure is also available through the Heritage Foundation to help visitors identify historic buildings throughout the village. Additional historic information can be found at the Pulaski Library in the

Snow Memorial Building on North Jefferson Street. Copies of the “Pulaski Democrat”, the local newspaper, from 1834 to 1990 can be accessed on microfilm, in addition to cemetery records of northern Oswego County, information about the Underground Railroad in Oswego County, and yearbooks from the Pulaski Academy and Central School dating back to 1893. Additional information can be obtained from the Village of Pulaski Historian.

Several community organizations are active in Pulaski including the Friends of the Library, Pulaski Eastern Shore Chamber of Commerce, Pulaski Lions Club, Pulaski Farmer’s Market Committee, Monday Historical Club, the Ontario Chapter of the Daughters of the American Revolution, The American Legion, Veterans of Foreign Wars, Knights of Columbus, the Pulaski Masonic Lodge, The Grand Order of the Eastern Star, Pulaski/Boylston Snowmobile Club, two Red Hat Society chapters, and the Pulaski Alumni Society. In addition, several active support organizations of various local churches add to the busy mosaic of cultural, religious and fraternal organizations in the region.



Snow Memorial Building in Pulaski.

The Salmon River Fine Arts Center is located on Lake Street in the Village of Pulaski. The non-profit Center hosts, promotes, coordinates, and sponsors numerous cultural arts programs, shows and competitions throughout the year.

The Salmon River International Sport Fishing Museum is located outside of the Village, to the east on Rt 13 and features rods, reels, lures and fishing line displays of interest to any serious angler. In addition, an impressive artwork collection features 19th-century French prints of people fishing in the Seine River and paintings created for the covers of Outdoor Life magazine.

We know what we are,
but know not what
we may be.

- William Shakespeare,

(1564-1616), English playwright



Salmon River Fine Arts Center,
19 Lake Street. Source: [http://
villagepulaski.org/](http://villagepulaski.org/)



The Salmon River International Sport
Fishing Museum in Pulaski



Fishing along the Salmon River.
www.dec.ny.gov/outdoor/37926.html



Yankee Fly & Tackle Shop, Pulaski NY.

Natural Resources and Environment

The Town of Richland is located in the Lake Ontario Plain physiographic province between the Tug Hill Plateau and the eastern shore of Lake Ontario. The region is characterized by level to gently rolling till-plain with vegetation types including northern hardwood, beech-maple, and elm-ash and pine forest. Habitats in the region have been greatly modified by modern man with wetlands drained, forests cleared, dams constructed, and urban areas developed. The dominant land use in the eastern shore area today is agriculture and recreation, or former agriculture with some remaining forest land in farm woodlots. Settlement areas dedicated to rural residential, recreational residential, and urban use are scattered throughout the region.⁵

A great diversity of aquatic habitats and fishes once existed in the waters of Lake Ontario, with species like the lake sturgeon, lake trout, cisco, lake whitefish, blue pike, and Great Lakes muskellunge once commercially important species. The blue pike is considered extinct, other species have seen a dramatic decline in numbers. Unplanned introductions of species like the sea lamprey, and planned introductions of coho and chinook salmon, have created changes in the Ontario fisheries over time. The largemouth and smallmouth bass, walleye, yellow perch, northern pike, and emerald shiner are commonly found in the quiet shoreline areas of Ontario. Brown trout, brook trout, coho salmon, and chinook salmon can be found in the colder streams.

Commerce in the Town of Richland and Village of Pulaski revolves heavily around fishing and tourism driven by the natural resources of the area due to the close proximity of the Salmon River and Lake Ontario. As the population in the Town of Richland and

⁵ Compiled by Northeastern Forest Experiment Station, Northeastern Area State and Private Forestry, and the Eastern Region. From "U.S. Forest Service Ecological Subregions of the United States," 1994.

Village of Pulaski has grown, natural resources within the community have experienced increased pressure from development.



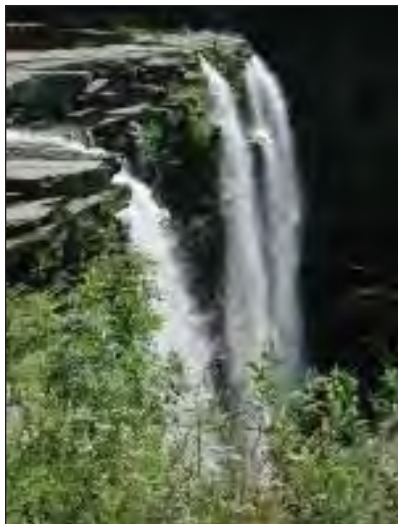
Two major fish records have been set in the Salmon River: the Great Lakes record Chinook salmon (47 lbs. 13 oz.) and the world record Coho salmon (33 lbs. 4 oz.).

The Salmon River corridor in the Village of Pulaski.

The Salmon River

The Salmon River enters Oswego County in the Town of Redfield and stretches 17 miles from the Lighthouse Hill Reservoir in Altmar to where it empties into Lake Ontario at Port Ontario in the Town of Richland. There are 12 miles of public fishing rights along the river. The Salmon River offers some of the finest sport fishing in the nation. Deep holes, pristine runs, and pocket waters teem with world-class salmon, steelhead

An interpretive sign at the Salmon River in Port Ontario.



Salmon River Falls.

www.amulvey.com/DisplayImage.asp?ImageName=The_Mulveys\SRFalls20010720\DSCN2054.jpg

and brown trout. Thick canopies of trees—lush green in spring and summer, red and gold in the fall, and gracefully snow-laden in winter—alternate with sunny open spaces to surround resident and visiting fisherman alike in a garden of quiet and beauty. Two major fish records have been set in the Salmon River: the Great Lakes record Chinook salmon (47 lbs. 13 oz.) and the world record Coho salmon (33 lbs. 4 oz.).

Along the Salmon River in the Town of Orwell, approximately 19 miles upstream from the mouth of the river, is the 110-foot-high Salmon River Falls. Since State ownership in 1993, the Salmon River Falls has become a popular destination spot for local families, fisherman, and other individuals or families visiting the area throughout the year. Local businesses along with the Oswego County Promotion and Tourism Department have been advertising the Salmon River Falls as a place to visit and engage in hiking along the numerous trails in the area including the Upper Falls Trail and the Gorge Trail.

The Salmon River Falls Unique Area is located in Oswego County in the Town of Orwell on Falls Road, which runs between County Route 22 and Dam Road. It is located on the Salmon River, approximately halfway between its mouth on Lake Ontario and its headwaters in Lewis County. This property is 112 acres in size with its main attraction being the 110-foot waterfall and a spectacular gorge starting at the falls and running down stream approximately 3000 feet before leaving the property. Within the gorge there are sheer cliffs and steep slopes as high as 120 feet.



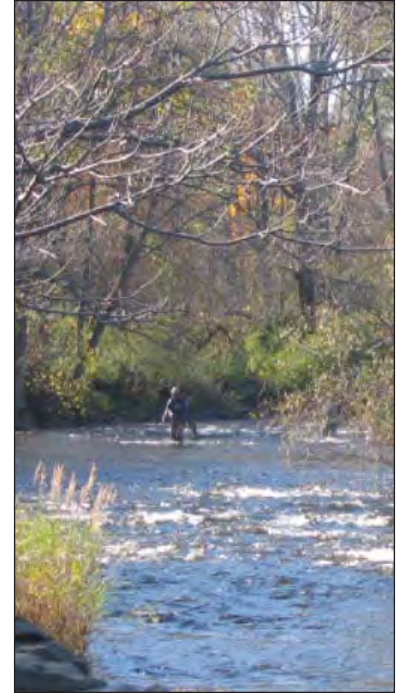
Grindstone Creek Public Fishing Stream, Richland NY

Along the river there are a number of public and private fishing access sites. Although at present there is no roadside visitor information in the Town of Richland mapping them, there are a total of 21 public access fishing sites along the Salmon River, some of which also have areas for launching drift boats (Map 7). The Pine Grove Boat Launch, located off of Route 3 at Port Ontario in the Town of Richland is the only public access site with accommodations for over 100 cars and trailers with access to Lake Ontario. The majority of public access fishing sites along the Salmon River have accommodations for up to 40 vehicles and require the fisherman to walk a short distance to reach the river. There are also public fishing access points along Orwell Brook, Trout Brook and Grindstone Creek.

The largest, privately owned access to the Salmon River is within the Douglaston Manor property situated on over 3,900 acres of land adjacent to Lake Street, Route 13, and Route 3. The property has been in the Barclay family since 1807. The current owner, Douglas Barclay, a descendant of a Revolutionary War officer from Connecticut, has designed the Douglaston Salmon Run as a private resort where guests enjoy a unique fishing experience in the company of like-minded sportsmen.

The stretch known of river within the Douglaston Salmon Run property is two and a half miles in length and is located at the lower end of the river, where the fish first enter from the Lake Ontario estuary into Port Ontario. In addition to sport fishing, the Douglaston Salmon Run property also provides opportunities for hiking, canoeing, and exploring the natural beauty of the area.

In addition to sportfishing, the Salmon River is also a great whitewater rafting resource. During three weekends in the summer months, controlled whitewater dam releases are scheduled whereby water from the Salmon River Reservoir is allowed to flow into the river downstream. Rafting enthusiasts from throughout the area travel to the Salmon River to take part in the guaranteed class III whitewater in the warm weather. Additional opportunities for whitewater rafting are available on the Black River, approximately 40 minutes north of the Town of Richland, throughout the summer months.



The Salmon River at Douglaston Salmon Run in Richland, NY.



www.douglastonsalmonrun.com



Whitewater rafting on the Salmon River. <http://www.whitewaterchallengers.com/graphics/rafting/salmon-col-1.jpg>

Recreational Facilities

Richland/Pulaski Comprehensive Plan

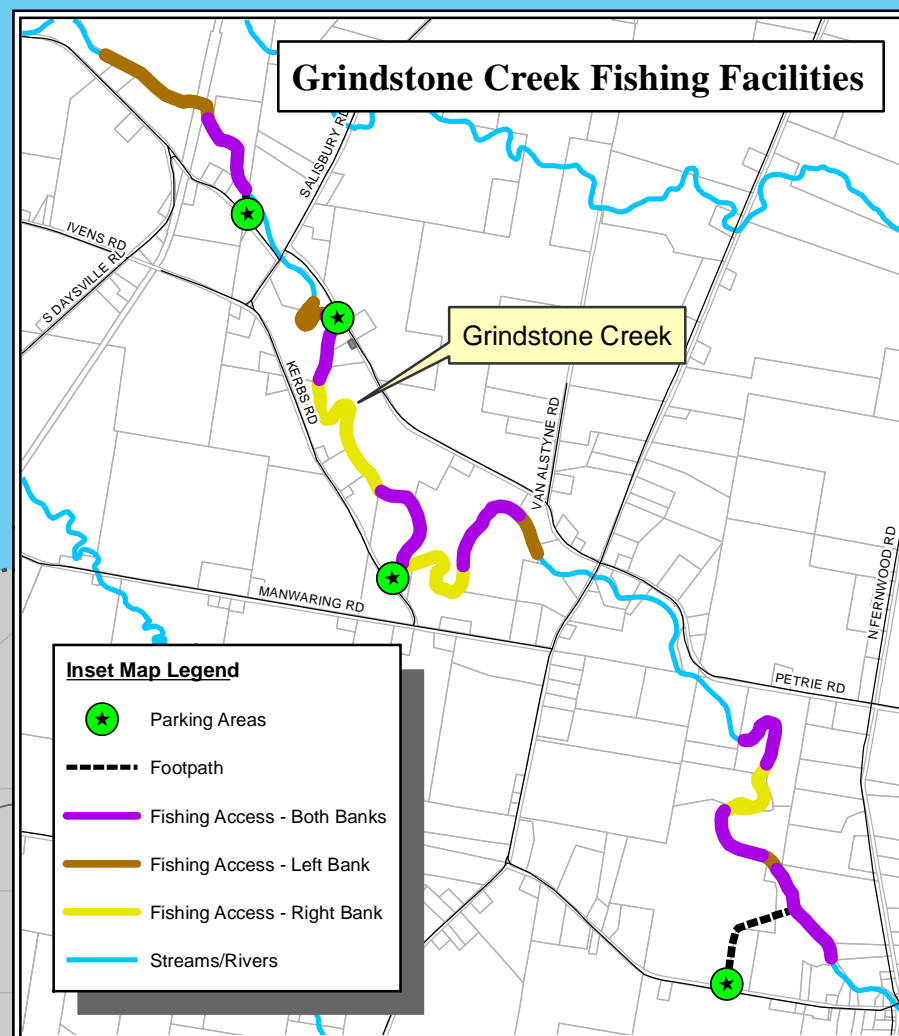
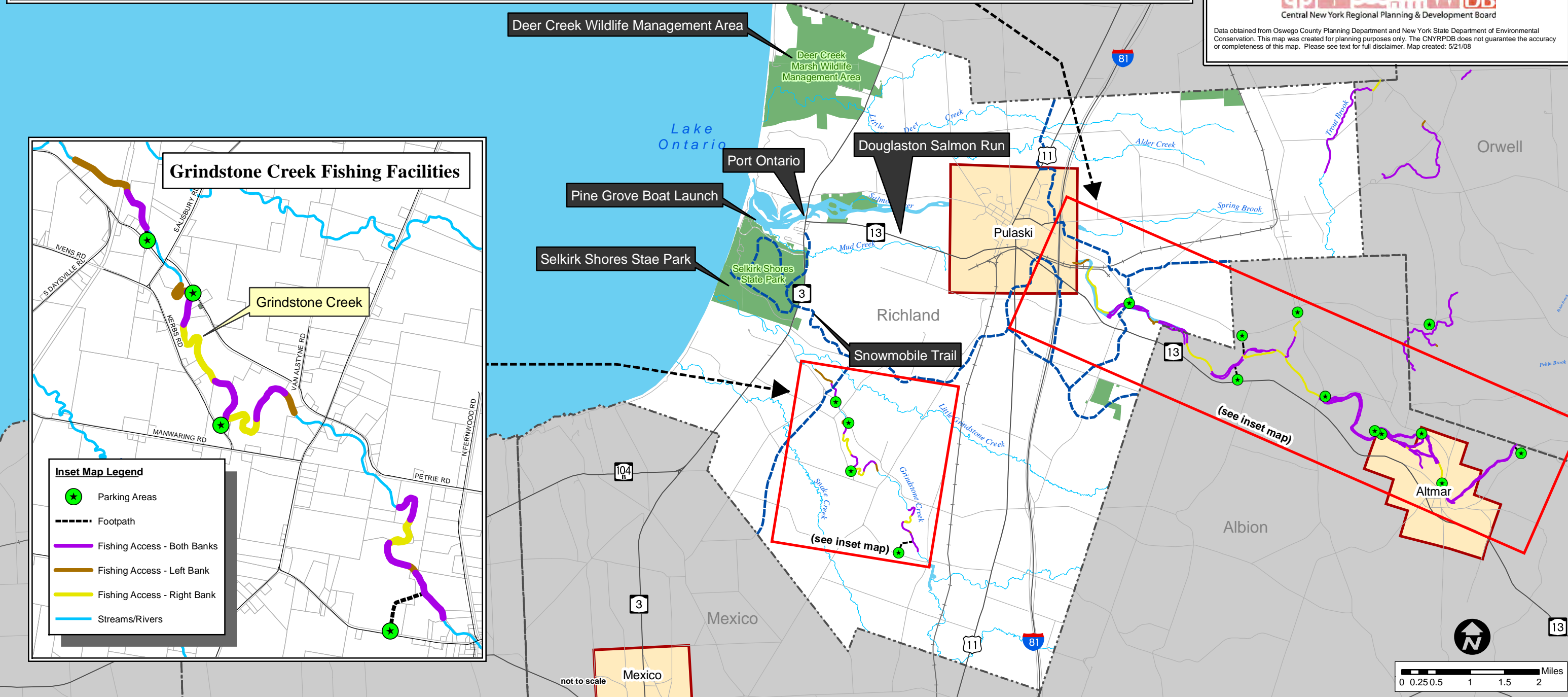
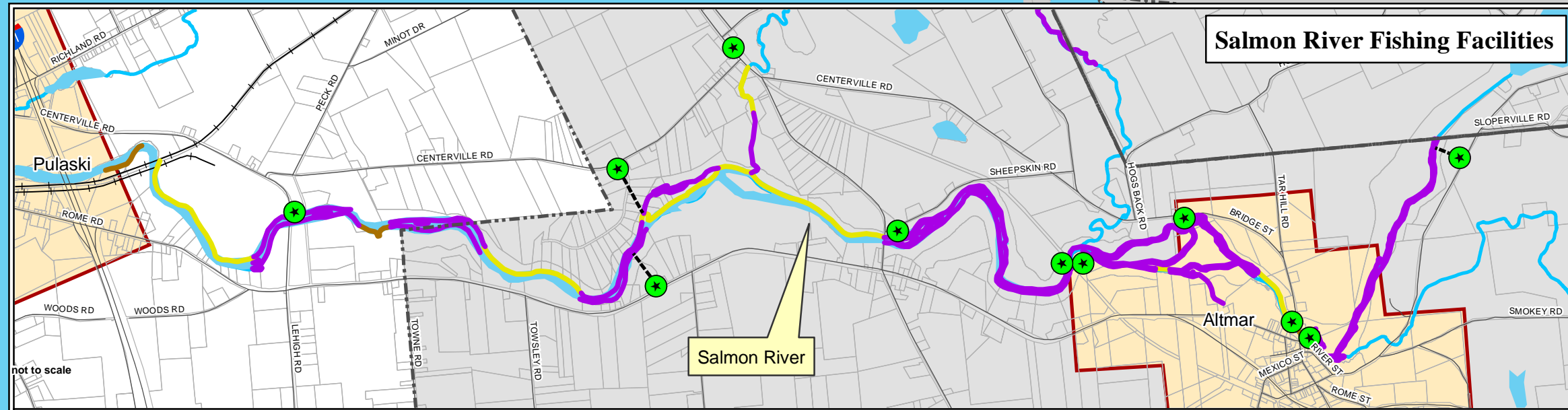
MAP 7







Legend

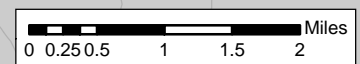
-  Road
-  Snowmobile Trail
-  Town
-  Village
-  State Owned Public Land



Data obtained from Oswego County Planning Department and New York State Department of Environmental Conservation. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08



- ### Inset Map Legend
-  Parking Areas
 -  Footpath
 -  Fishing Access - Both Banks
 -  Fishing Access - Left Bank
 -  Fishing Access - Right Bank
 -  Streams/Rivers





Selkirk Bay and the surrounding wetlands at the mouth of the Salmon River at Port Ontario, 2008.

*Within the town,
there are over 4,300
acres of wetland
...The largest area of
contiguous wetland
covers more over 775
acres and is found in
close proximity to
Lake Ontario.*

Wetlands

Wetlands play an important role in water quality improvement and flood prevention, and therefore must be considered as important natural resources requiring protection in land use planning and future development that could impact them. The Clean Water Act, defines wetlands as: “Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

Wetlands act as sedimentation areas and filtering basins to remove soils and other impurities from surface water, thereby enhancing water quality. They protect downstream areas from flooding by slowing runoff and temporarily storing excess surface water. Wetlands can also recharge groundwater and increase surface water flow.

There are several threats to the health and function of wetlands including industrial, commercial and residential development. As the surface area of these naturally occurring landforms is minimized, there is a reduced potential for runoff retention of urban and agricultural pollutants and reduced water storage capacity within the wetland. In addition, there is an increased potential for susceptibility of high water damage.

Wetlands provide suitable breeding grounds for various species of waterfowl and resting and feeding habitat for migrating birds. They also provide excellent habitat for migratory waterfowl and serve as wintering yards for many animal species that utilize the low growing vegetation for cover and a year-round food source. Wetlands provide spawning and nursery grounds, supply food, and lend protection to fish and other aquatic species. They also provide excellent recreational, aesthetic and educational opportunities.

There are two different categories of wetlands – state and federal. Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York (6NYCRR), Part 664.5 establishes four ranked regulatory classifications of state wetlands based on the degree of benefits supplied, which depend on many factors including vegetative cover, ecological associations, special features, hydrological and pollution control

features, distribution and location. The New York State Department of Environmental Conservation (DEC) regulates wetlands that are at least 12.4 acres (5 hectares) in size. Activities within the wetlands and within a 100-foot buffer are subject to state regulations. For further information see 6 NYCRR Part 663. Federal wetlands are designated by the Army Corps of Engineers, according to the species composition present in the area.

There are a number of state and federally designated wetlands located in the Town of Richland (Map 8). Within the town, there are over 4,300 acres of wetland according to the state and federal classification systems. The largest area of contiguous wetland covers more over 775 acres and is found in close proximity to Lake Ontario. Most of the remaining wetland parcels in the town are also located west of Route 3, in close proximity to Lake Ontario. A smaller cluster of wetlands can be found north of Canning Factory Road and west of North Ridge Road in the northeastern corner of the town.

In the Village of Pulaski, there are almost 100 acres of state and federally designated wetlands. These environmentally significant features are located on approximately 4 separate parcels, primarily located north of Richland Road and east of North Jefferson Street. There are no federally designated wetlands in the village.

Flood Hazard Areas and Hydrology

Understanding the extent of flood hazard areas and the dynamic nature of the hydrology of the Town of Richland is crucial in land use planning to ensure that future development is appropriately directed for both public safety and environmental protection. In September of 2010, a significant portion of the River Street break wall collapsed along the banks of the Salmon River threatening a principal Village sewer line.

The Town of Richland encompasses 32,251 acres, and is drained by several westward flowing waterways including the Salmon River, Grindstone Creek, Deer Creek, Alder Creek, Spring Brook, Snake Creek, and Mud Creek. The Salmon River stretches 17 miles from the Lighthouse Hill Reservoir in Altmar to Lake Ontario at Port Ontario in the Town of Richland. Each of these waterways provided dependable waterpower for the first 100 years of settlement. Today, these freshwater bodies are a prime source of outdoor recreation including fishing, swimming, canoeing, kayaking, and other activities.

Recently, the Federal Emergency Management Agency (FEMA) has updated all of the floodplain maps for New York State for areas that are prone to flooding based on elevation, water levels, and the occurrence of storm events. Map 9 depicts the 100-year floodplain for the Town of Richland and Village of Pulaski. Because the 100-year floodplain is defined as the flood elevation that has a 1% chance of being equaled or exceeded each year, a 100-year flood could occur more than once in much shorter period of time.

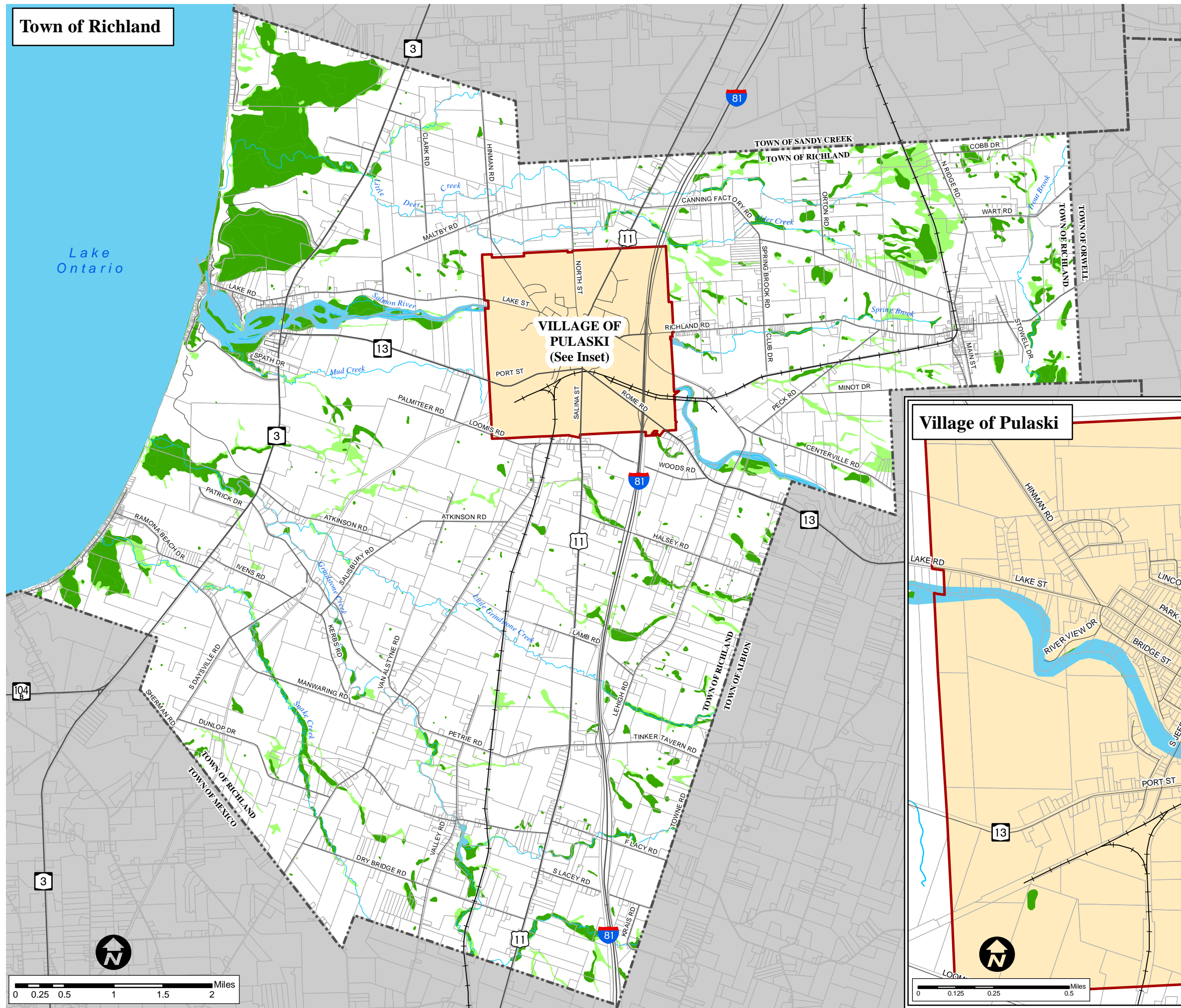
The area determined to be affected by the 100-year flood, which is the standard used by most Federal and State agencies, is used by the National Flood Insurance Program (NFIP) as the standard for floodplain management and to determine the need for flood insurance. A structure located within a special flood hazard area shown on an NFIP map has a 26 percent chance of suffering flood damage during the term of a 30-year mortgage.

Within the Town of Richland, over 4,430 acres of land are located within the 100-year floodplain (Map 9). These areas, estimated to be inundated with flood waters at intervals of approximately every 100 years, are scattered throughout the town adjacent to the Salmon River, Little Deer Creek, Alder Creek, Little Deer Creek, Grindstone and Little Grindstone Creeks, Mud Creek, and Spring Brook. Over 28 acres of land within the Village of Pulaski have been determined, by FEMA, to be within the 100-year floodplain. These lands are primarily located adjacent to the Salmon River.

To undermanage
reality is not to keep
free. It is simply to let
some force other than
reason shape reality.

- Robert S. McNamara,
*Secretary of Defense for
Presidents Kennedy and
Johnson, The Essence of
Security (1968)*

Town of Richland



Wetlands

Richland/Pulaski Comprehensive Plan

MAP 8

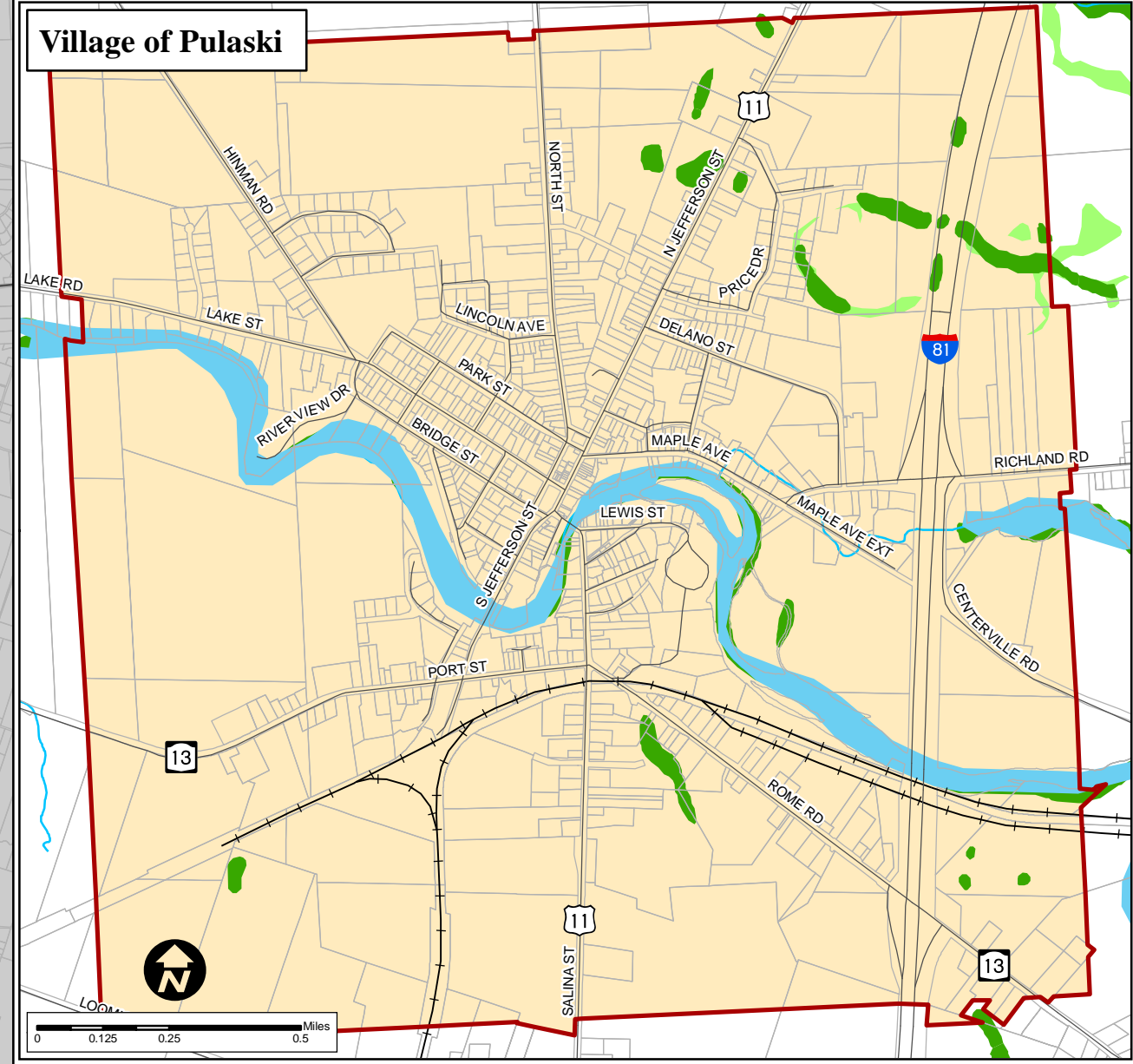
Legend

- Roads
- Railroad
- Towns
- Village of Pulaski
- Tax Parcels
- Federal Wetlands (NWI)
- State Wetlands (DEC)



Data obtained from Oswego County Planning Department, New York State Department of Environmental Conservation and United States Fish and Wildlife Service. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08

Village of Pulaski









Town of Richland

Floodplain

Richland/Pulaski Comprehensive Plan

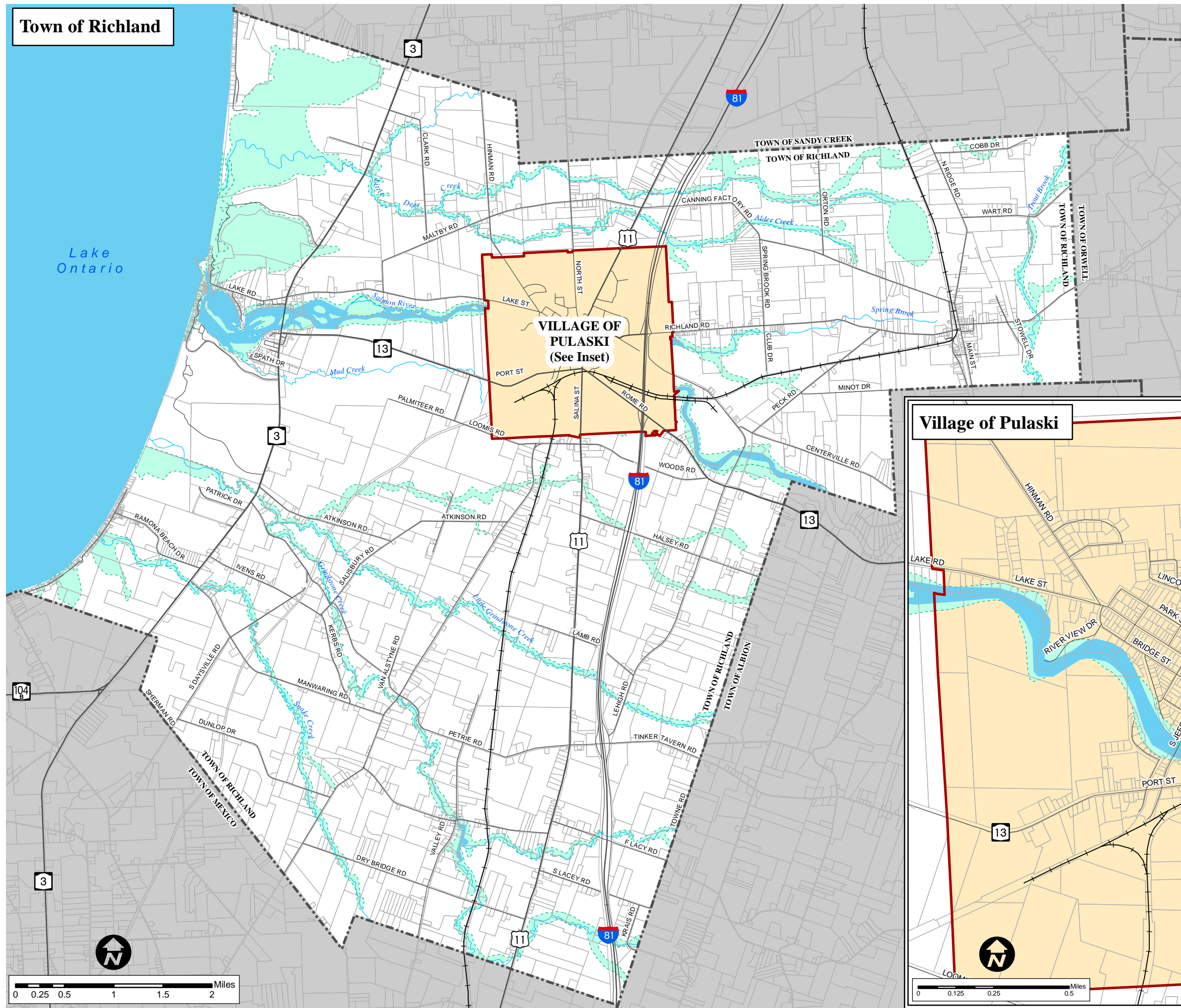
MAP 9

Legend

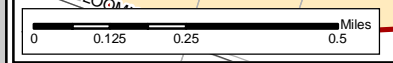
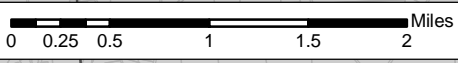
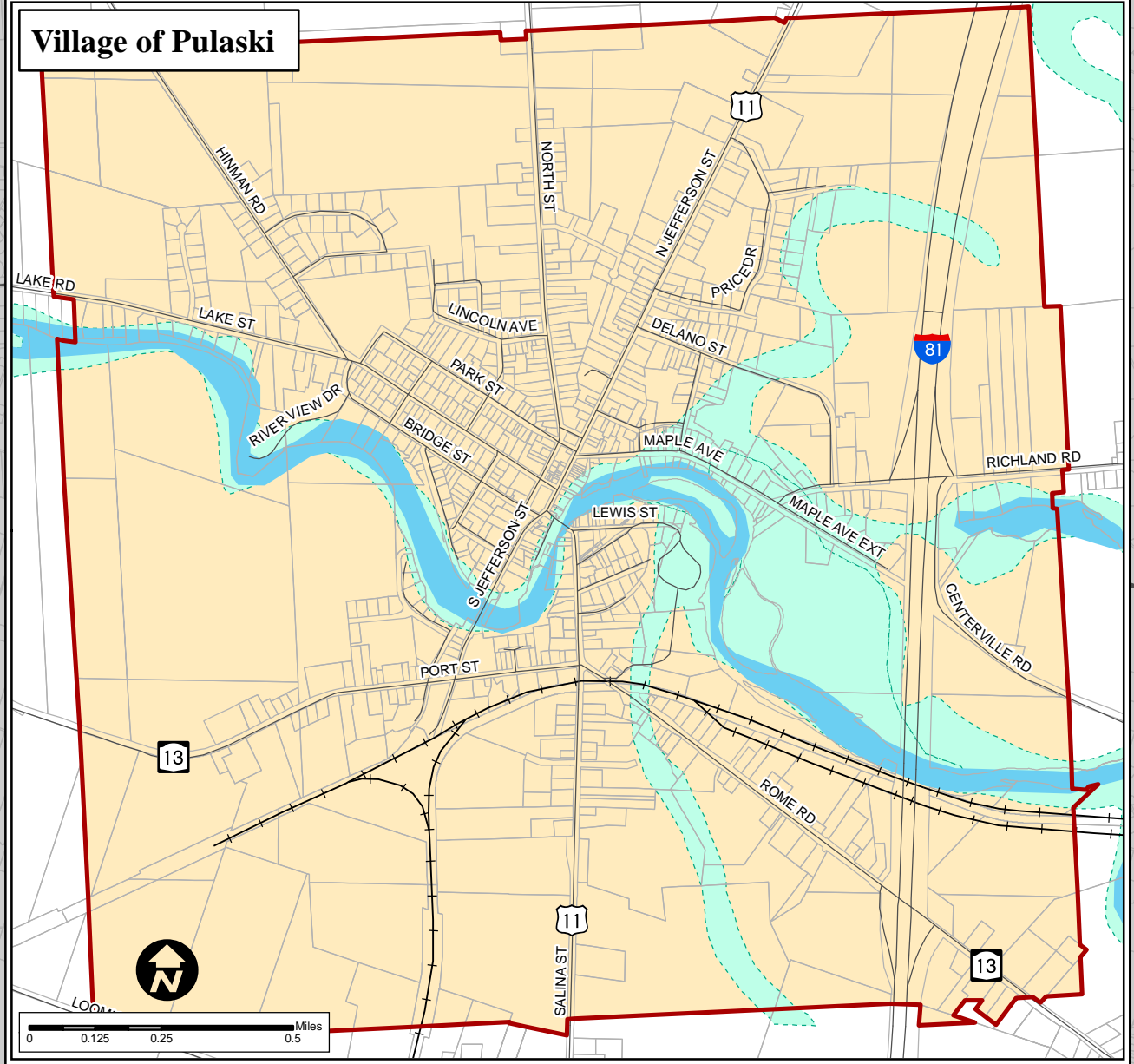
-  Roads
-  Railroad
-  Towns
-  Village of Pulaski
-  Tax Parcels
-  100 Year Flood Zone



Data obtained from Oswego County Planning Department and the Federal Emergency Management Agency. This map was created for planning purposes only. The CNRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08



Village of Pulaski



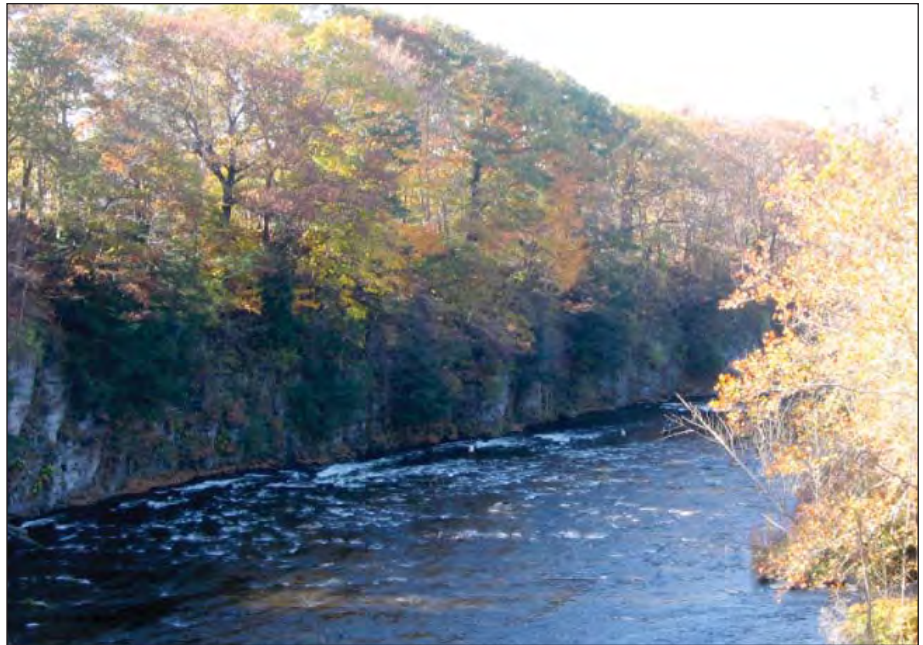


The view from Sand Hill, or more popularly Cemetery Hill, along Scenic Route 3 in Richland, NY, 2008.

Slope and Topography

Planning must consider the shape and relief of the landscape, i.e. slope and topography. This is important in determining appropriate future uses and development of the land, and can prevent negative impacts to natural and cultural assets that are valued by the community.

The topography of the Town of Richland is comprised of gently rolling hills, with soil varying from clay and gravel to sandy loam, and in the eastern end, pure sand with patches of gravel -- evidence of the former coast of a prehistoric lake. To reduce construction costs, minimize risks from natural hazards, and to minimize the impacts of proposed development on natural resources such as soils, vegetation and water systems, the slope of the land must be considered. Proper land use planning and design will lead to the optimal use of the natural terrain and the maintenance of natural features and scenic vistas located throughout the Town of Richland and Village of Pulaski.



Steep limestone cliffs along the Salmon River corridor in the Village of Pulaski.

Data for slopes in the town and village were found in the soil series and map unit description sections of the Soil Survey data. A soil series is a group of soils that have major horizons that are similar in thickness, arrangement, and other important characteristics. Soils within the same series can differ in texture of the surface layer and in slope, stoniness, or other characteristics that affect use of the soils. On the basis of such differences, soil series are divided into phases or map units. For the purposes of this comprehensive plan, the map units with similar slope percentages were grouped together and assigned the following “limitation categories:”

- Low: 0 to 6% slope
- Low to Moderate: 6 to 8 % slope
- Moderate to Steep: 8 to 12% slope
- Steep: 12 to 20% slope
- Extremely Steep: Slopes greater than 20%

The areas best suited for development are those with slopes less than 15%. Based on the data available from the Soil Survey, a vast majority of the Village of Pulaski (72%) and Town of Richland (70%) have slopes that are less than 8% (Figure 7). Therefore, limitations for development are minimal throughout the community. The steepest slopes (greater than 20%) in the Town of Richland are found along the shores of Lake Ontario, especially at the mouth of Grindstone Creek, Little Deer Creek, and the Salmon River. There are other small pockets of moderate, steep, and extremely steep slopes throughout the rest of the community (Map 10).

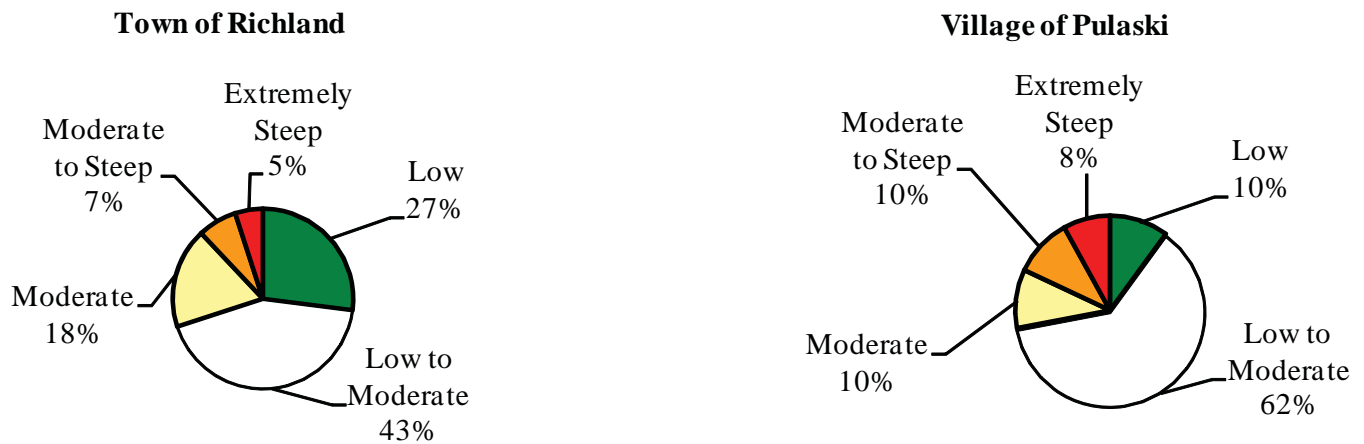
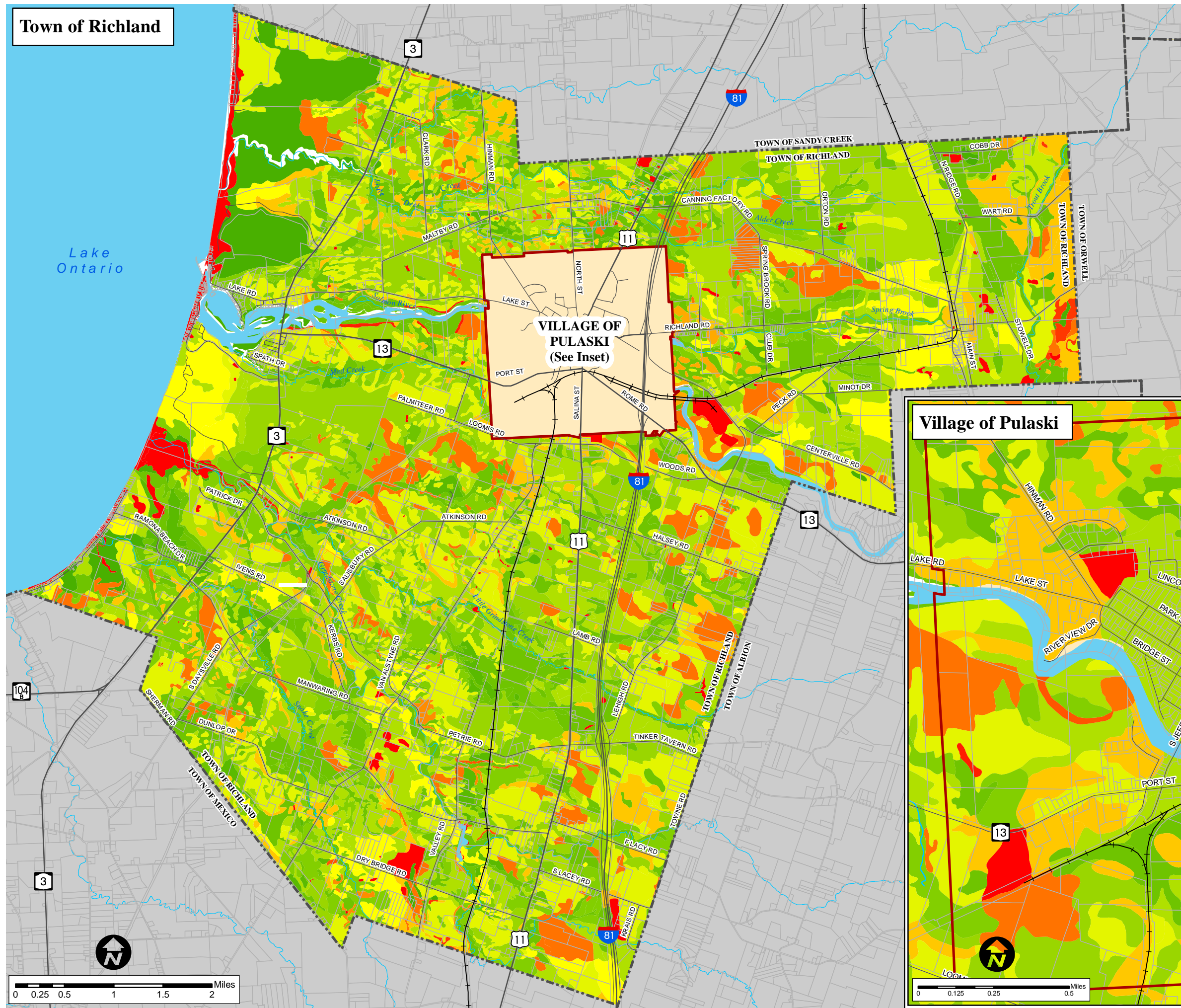


Figure 7. Limitations due to slope in the Town of Richland and Village of Pulaski.
Data provided by the Soil Survey.

Town of Richland



Slope

Richland/Pulaski Comprehensive Plan

MAP 10

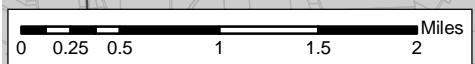
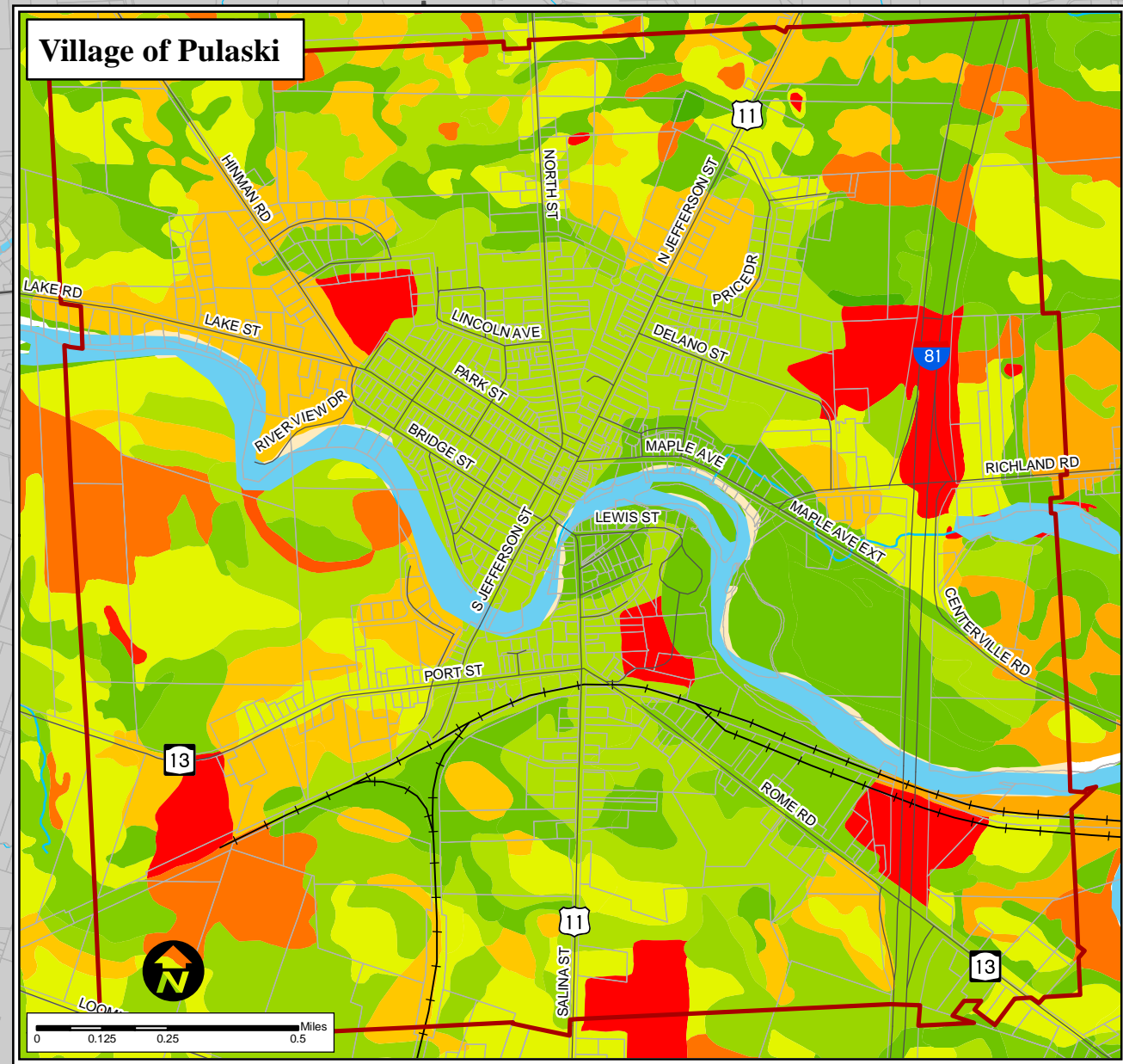
Legend

- | | | | |
|--|--------------------|--|------------------|
| | Roads | | Low |
| | Railroad | | Low to Moderate |
| | Towns | | Moderate |
| | Village of Pulaski | | Moderate to High |
| | Tax Parcels | | High |



Data obtained from Oswego County Planning Department and United States Geological Survey (USGS). This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08

Village of Pulaski





Eastern Lake Ontario Barrier Beach.
<http://www.sandypondresorts.com>

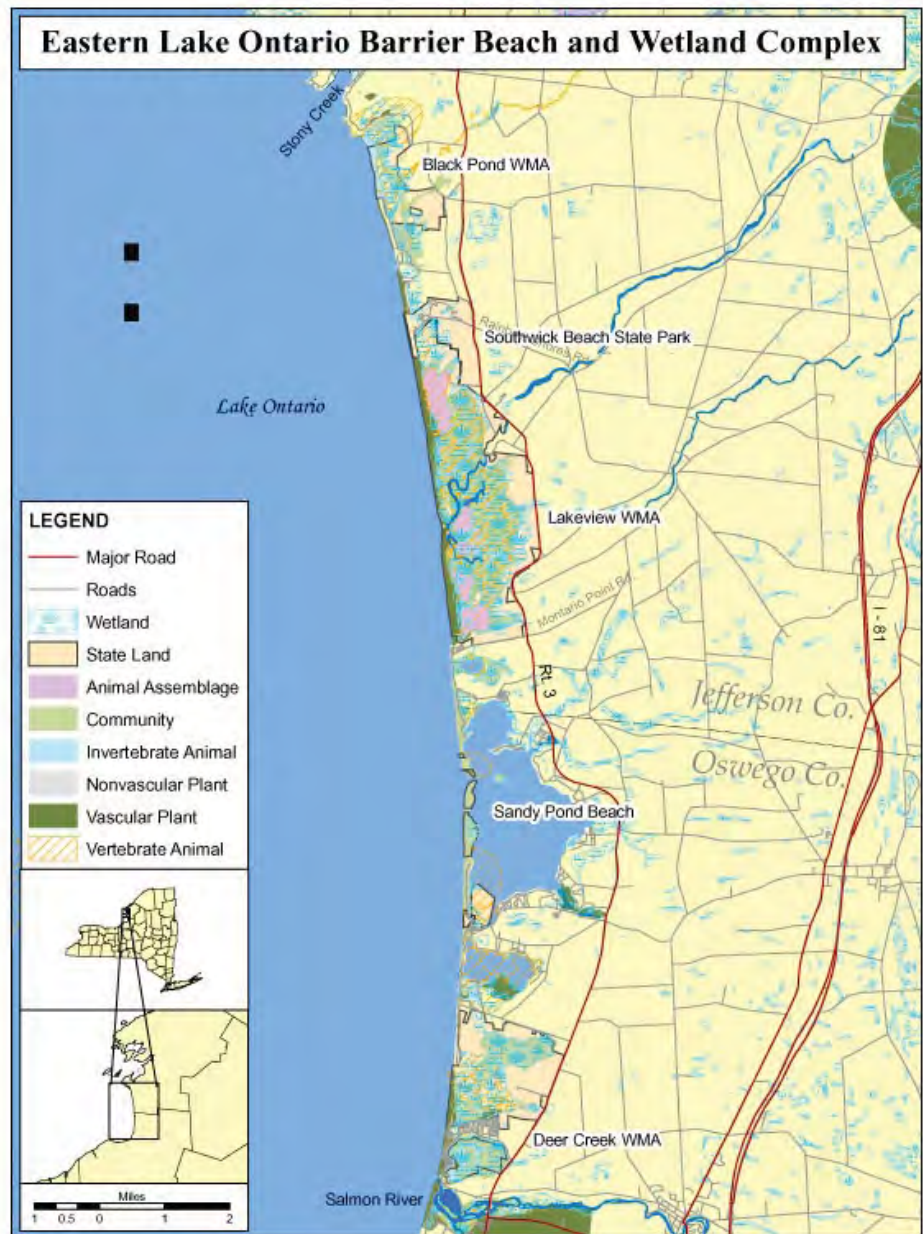
Sand Dunes

The Town of Richland is fortunate to include along its northwestern border an important natural resource deserving of special consideration and protection in future planning and land use efforts. An approximately 17-mile stretch of land referred to as the Eastern Lake Ontario Dune and Wetland Complex lies along the eastern shore of Lake Ontario. This unique and delicate natural resource is an integral part of a coastal barrier system that consists of beaches, sand dunes, embayments, and wetlands. The barrier system contains the largest and most extensive freshwater sand dune formations in New York State. The Eastern Lake Ontario Dune and Wetland Complex is a natural treasure, with freshwater dune barriers of this magnitude found nowhere else in New York State. The dune area provides seasonal visitors with opportunities for swimming, sunbathing, picnicking, camping, hiking, and bird watching. Sunsets over the lake are spectacular.

The Eastern Lake Ontario Dune and Wetland Complex includes the highest concentration of state-designated Significant Coastal Fish and Wildlife Habitats in New York State.



Eastern Lake Ontario Barrier Beach and Wetland Complex from the air.
 (source: <http://www.nysgextension.org>)



Eastern Lake Ontario Barrier Beach and Wetland Complex
 (source: <http://www.dec.ny.gov/animals/39003.html>)

The Deer Creek Marsh Wildlife Management Area, located entirely within the Town of Richland, is one of six areas within the dune and wetland complex that are open to the public for limited use. The other areas include Sandy Island State Park, Sandy Island Beach, Lakeview Marsh Wildlife Management Area, Southwick Beach State Park, Black Pond Wildlife Management Area, and the El Dorado Nature Preserve. All of these properties are owned and maintained by New York State, except the El Dorado Nature Preserve, which is owned by The Nature Conservancy.

The value of the dune system for recreation and tourism is significant, especially since thousands of people visit the system each year. Dunes have very important natural values as well. They provide habitat for a variety of birds and wildlife. Two rare or threatened plant species thrive there. But most importantly, the dunes form a barrier that absorbs the energy of storm-driven lake waves, creating calmer conditions in the low-lying expanses behind the barrier where extensive high quality wetlands have developed. The Eastern Lake Ontario Dune and Wetland Complex includes the highest concentration of state-designated Significant Coastal Fish and Wildlife Habitats in New York State (NYS).



**A dune walk-over along the
Lake Ontario shore.**
<http://www.sandypondresorts.com>



Bird's-eye view of a the Lake Ontario Dunes along the eastern shore in Richland, NY. (source: <http://www.bing.com/maps>)



Selkirk Shores State Park, on the eastern shore of Lake Ontario in Richland NY.

Selkirk Shores is on the direct migration route for a wide variety of bird species... In 2007, over 178,870 people visited the park for day use or longer-term recreational activities.

Open Space, Parks and Recreation

The Town of Richland retains a wealth of outdoor recreation lands and open space in addition to key parcels of open space remaining in the Village of Pulaski that provide important links in an interconnecting system of wildlife habitat throughout the region. Although the natural environment in the region has been greatly modified over past decades with dams constructed, wetlands drained, forests cleared, and large swaths of urban areas developed, much remains of Richland's natural heritage. Existing fauna populations in the open spaces in Richland include the masked shrew, cottontail rabbit, eastern chipmunk, woodchuck, southern flying squirrel, white-footed mouse, raccoon, long-tailed weasel, striped skunk, and white-tailed deer. Common birds supported by Richland's open, forested, and waterfront lands include the green-backed heron, mallard, American kestrel, American woodcock, mourning dove, downy woodpecker, eastern wood-peewee, red-eyed vireo, common yellowthroat, rose-breasted grosbeak, song sparrow, northern oriole. Amphibians and reptiles include the American toad, leopard frog, snapping turtle, painted turtle, northern water snake, garter snake, and milk snake. Historically, the bison, elk, mountain lion, and timber wolf were all fairly common in the region, but have long been extirpated. The white-tailed deer, bald eagle, and wood duck are three animals which made respectable recoveries during the 20th century after being extirpated (or nearly so) in the past.⁶

Open lands not only support wildlife, but provide numerous opportunities for outdoor recreation throughout the Town of Richland. The majority of the Lake Ontario waterfront within the Town of Richland, a potential prime recreational asset, is currently limited to

⁶ Compiled by Northeastern Forest Experiment Station, Northeastern Area State and Private Forestry, and the Eastern Region. From "U.S. Forest Service Ecological Subregions of the United States," 1994.

private residential and recreational use. State owned and operated lands provide limited public use. Although there are no town owned public parks within Richland, there are opportunities for recreation including biking, hiking, golfing, swimming, fishing, boating, canoeing, kayaking, snowmobiling, cross country skiing, snowshoeing, dog sledding and a variety of other activities.

Selkirk Shores State Park, established in 1925 to support recreational access to Lake Ontario, is located on the east shore of Lake Ontario, between the Salmon River and Grindstone Creek. This 980-acre multiple use facility is located entirely within the Town of Richland, about three and a quarter miles from the Village of Pulaski, on a bluff above the lake and offers spectacular sunset views. With 148 campsites, 26 cabins, a camp store and a recreation building, the park attracts many visitors who stay for several days. The park has over five miles of hiking and biking trails, which also serve snowmobilers and cross country skiers in the winter (Figure 8). Guided nature walks are offered on a regular basis for the campers and day visitors. Selkirk Shores is on the direct migration route for a wide variety of bird species, as well. In 2007, over 178,870 people visited the park for day use or longer-term recreational activities. The Pine Grove State Boat Launch is located on the south side of the river off of State Route 13. Small boats, up to 18 feet in length, can be launched from the site into the estuary. Larger boats can be launched from Mexico Point on the Salmon River.



View south of the continually changing beachfront at the eastern Lake Ontario shore, Selkirk Shores State Park, 2008.

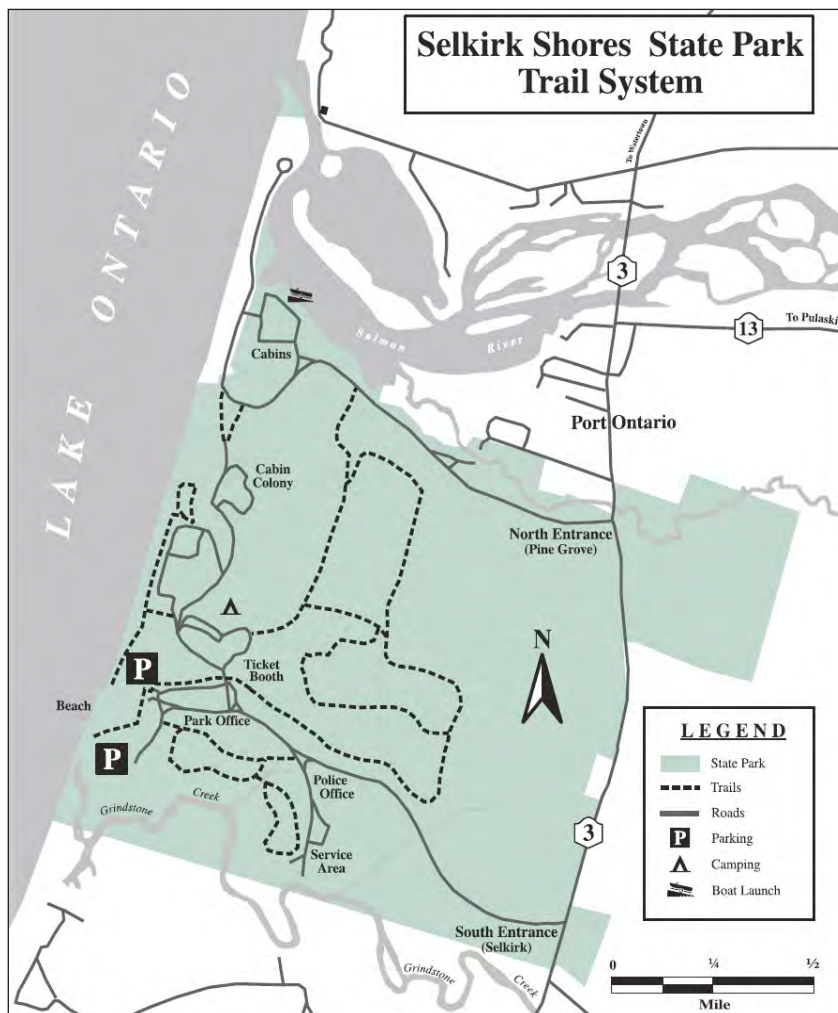


Figure 8. Selkirk Shores State Park trail system map obtained from the New York State Office of Parks, Recreation and Historic Preservation.

True life is lived when
tiny changes occur.

- Leo Tolstoy

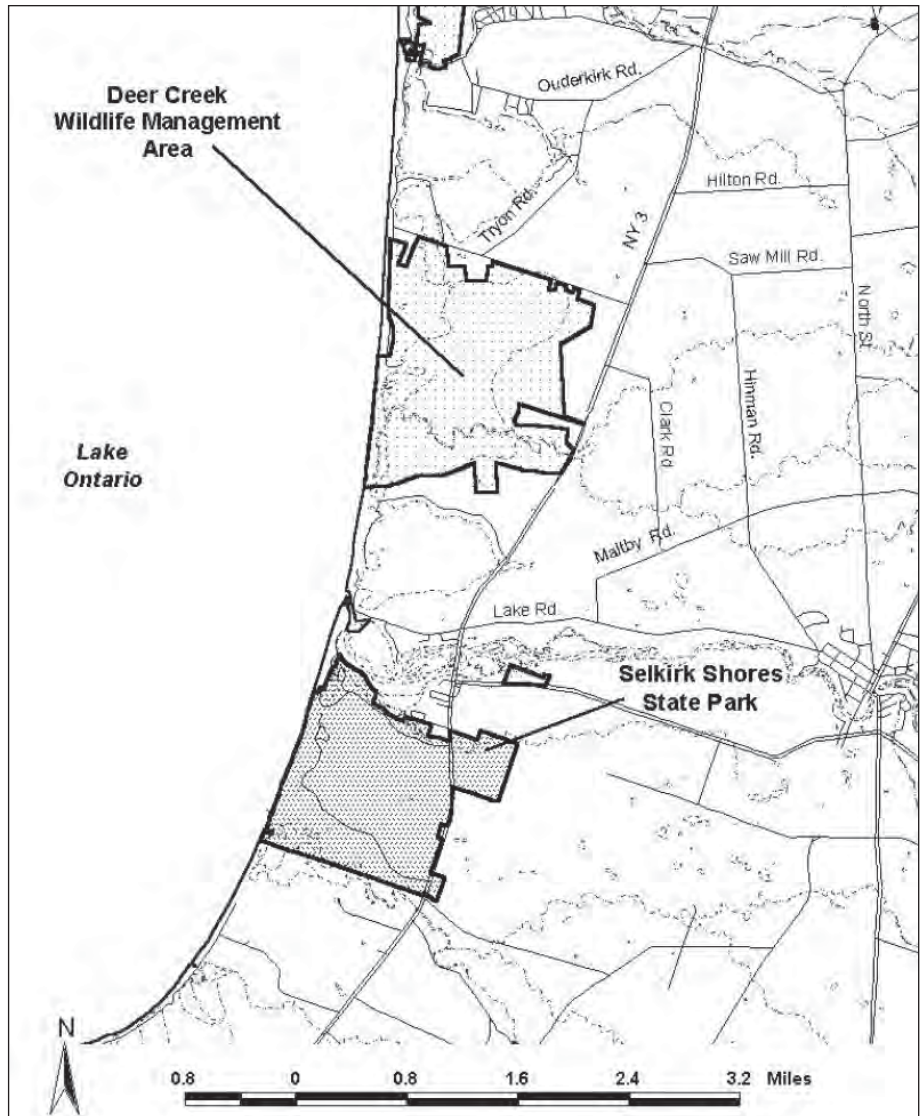
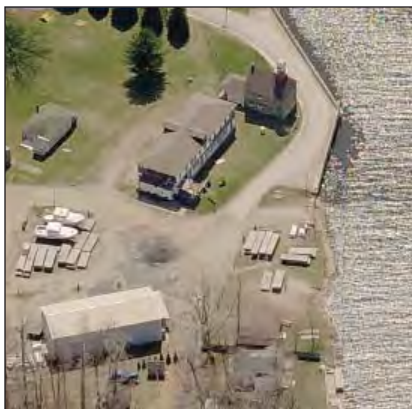


Figure 9. New York State Office of Parks, Recreation and Historic Preservation Map.



Aerial view of the Lighthouse Marina at the mouth of the Salmon River (source: <http://www.bing.com/maps>).

Other New York State owned and operated recreational areas within the town include Deer Creek Marsh Wildlife Management Area, and Deer Creek Marsh WMA, 1,195 acres consisting of uplands, wetlands, handicapped access, boat access, a viewing tower, scenic vistas, parking lot, bird watching, cross-country skiing, snowshoeing, hunting, fishing and trapping. Deer Creek Marsh is part of the Eastern Lake Ontario Barrier Beach and Wetland Complex, which is made up of multiple barrier beaches, embayments, dunes and wetlands. The WMA represents the remains of one of the largest inland dune systems in the eastern Great Lakes and contains some of the highest quality freshwater marshes in New York State. It is one of more than 85 WMAs owned by New York State and operated by the DEC. These lands have been acquired primarily for habitat protection so as to enhance wildlife populations.

Lakefront recreation in the Town of Richland includes the Lighthouse Marina located on the north side of the Mouth of the Salmon River at the end of County Route 5 which has accommodations for launching drift boats and motorboats. This facility also has rental boats available.

During the summer months, residents of the town and village also participate in a variety of activities in the surrounding communities including the City of Oswego’s Harborfest celebration in July, bird watching at the Derby Hill Bird Observatory in Mexico (NY), kayaking and whitewater rafting along the Salmon River, nature walks along the trails in the Salmon River Falls area, automobile races at the Oswego Speedway, the Oswego County Fair in Sandy Creek, and a number of other community events.

Within the Village of Pulaski, there are three village-owned parks and numerous opportunities for recreation. The North Park is located on Jefferson Street (NYS Route 11) between Park and Hubble Streets and is a favorite gathering spot for residents during the summer months. Picnic benches and tables are found throughout the park. The South Park, located on Jefferson Street (NYS Route 11) near the heart of the downtown business area between Bridge and Lake Streets, is also a favorite spot for picnickers. Every Saturday evening, during the summer months, the Pulaski Farmer’s Market is held in the South Park and features local farm produce, wine tasting, arts and crafts, plants and flowers, woodworking, face painting, and live music. The South Park can also be reserved for other community gatherings and events throughout the year. Dunbar Field, located off of Glen Ave., is a popular parking spot for visiting fishermen and also has covered picnic facilities.



South Park, Village of Pulaski.
villagepulaski.org/content/Parks/View/3



Picnic facilities at Dunbar Field in the Village of Pulaski.

In addition to the three village parks, the John Ben Snow Community Complex is located in Pulaski, on the Maple Avenue Extension. This facility provides opportunities for ice skating at the John S. Haldane Memorial Arena, skateboarding at the Sk8board Park, in addition to ball fields, playground equipment, and walking trails along the Salmon River. In April of 2000, the Village of Pulaski and Town of Richland entered into an Intermunicipal Agreement for the town to manage the village-owned complex. Residents of the village and surrounding areas also participate in the Pulaski Run, local cross-country skiing races, and a variety of other competitive sporting activities. In the Hamlet of Richland, the non-profit Richland Park Association maintains a small public playground and pavillion on south Main Street.



Sk8board Park at the Haldane Center in the Village of Pulaski.
villagepulaski.org/content/Parks/View/5

Brennan’s Beach, a privately owned and operated resort, occupies 200-acres of lakeside property in the Town of Richland with 1,163 seasonal campsites, 216 transit sites, and 15 rental units. With a half mile of beachfront on Lake Ontario, the private campground/resort, managed by Equity LifeStyle Properties of Chicago, provides wooded and open campsites, full RV hookups, restrooms and shower facilities, garbage service, picnic tables, telephones, and on-site trailer rentals to paying customers. It also features a playground,

tennis and basketball courts, several swimming pools, video game rooms, ping-pong, indoor miniature golf, shuffleboard courts, and meeting rooms, a convenience store, snack bar, and laundry facilities on site limiting much of the economic benefit of the summer population increase to the resort itself and not so much the Village and Town.



**Bird's-eye view of Brennan Beach on the eastern Lake Ontario shore in Richland, NY
(source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008)**

The only existing town-owned public access to Lake Ontario is an undeveloped 70-foot wide right of way at the end of Ramona Beach Drive. The small strip of rocky beach is located below a short, steep drop off, obstructed by a metal guardrail that lacks any opening or improved access path to the waterfront.



Town-owned public access to Lake Ontario at the end of Ramona Beach Drive lacks any accommodation for access to the shore or visitor amenities, 2008.



Agricultural land along Route 3 in Richland, NY.

Agriculture

According to the USDA, recent trends in agriculture show “The number of farms in the United States has grown 4 percent and the operators of those farms have become more diverse in the past five years”... also, “The 2007 Census counted 2,204,792 farms in the United States, a net increase of 75,810 farms. Nearly 300,000 new farms have begun operation since the last census in 2002. Compared to all farms nationwide, these new farms tend to have more diversified production, fewer acres, lower sales and younger operators who also work off-farm.”

The U.S. Census 2000 indicated that the Town of Richland had a population of only 101 people per square mile which, in part, reflects the rural, agricultural character of the town. Historically, the practice of agriculture has been an important component of the culture and economy of the Town of Richland. High quality agricultural soils are an important natural resource in the town of Richland, and when environmental Best Management Practices (BMPs) in farm management are used faithfully, farming is good land stewardship practice. In addition, diverse and sustainable practices in farming open land contribute to high aesthetic values associated scenic farmland views from surrounding lands, and can provide food and forage for migrating birds.

There are several regulatory and non-regulatory programs in place in New York State to protect farmers and ensure the viability of farming for future generations. In 1971, New York State’s Legislature passed the Agricultural District Law to protect agricultural lands that were being jeopardized by non-agricultural pursuits. The law was designed to encourage and strengthen the agricultural industry by offering farmers and opportunity

*...sustainable practices
in farming open land
contributes to the high
aesthetic values associated
scenic farmland views
from surrounding lands,
and can provide food
and forage for
migrating birds.*

Town of Richland

Agricultural Districts

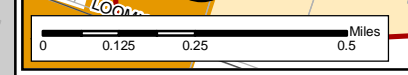
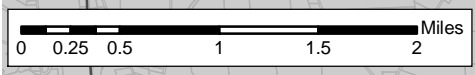
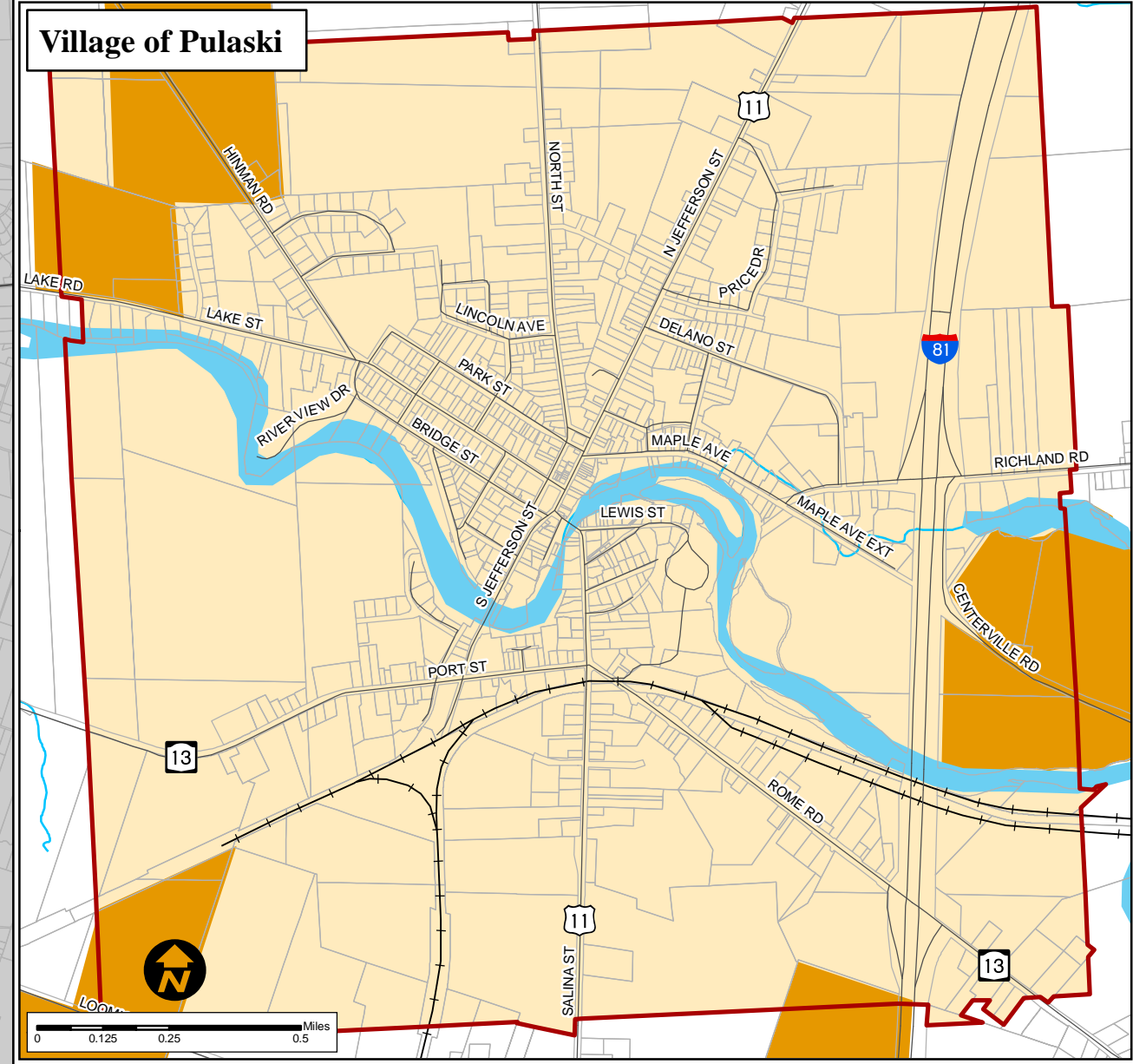
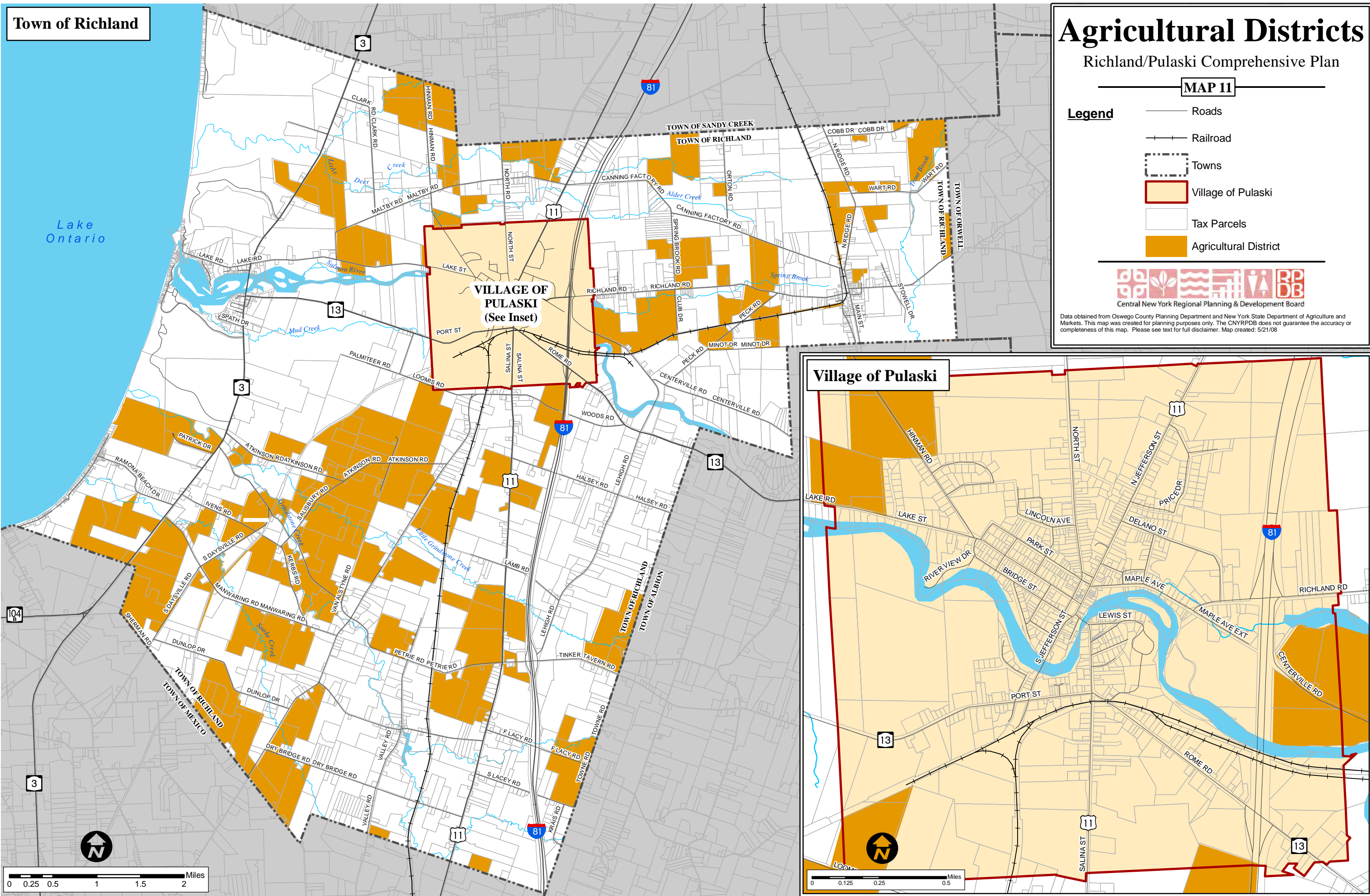
Richland/Pulaski Comprehensive Plan

MAP 11

- Legend**
- Roads
 - +— Railroad
 - - - Towns
 - ▭ Village of Pulaski
 - ▭ Tax Parcels
 - ▭ Agricultural District



Data obtained from Oswego County Planning Department and New York State Department of Agriculture and Markets. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08





Bird's-eye view of a farm on Scenic Route 3 in Richland, NY. (source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008)

to protect themselves from the rising costs and problems associated with encroaching urbanization. The Oswego County Farmland Protection Board has established one Agricultural District that spans the entire county. In the Town of Richland and Village of Pulaski, over 8,200 acres or 55 parcels of land are included in Oswego County Agricultural District 11 (Map 11). These parcels range in size from less than 1 acre to over 1,800 acres. In the summer of 2007, the Oswego County Planning Department and the Farmland Protection Board reviewed the current agricultural district and allowed land to be added or deleted from the existing district. The District will not be reviewed again until 2015.

Agricultural Districts create an identity and solidarity for the farm community, provide protection from conflicting land use and demonstrate a commitment to the future of the farming industry. In New York State, Agricultural Districts must predominately consist of viable agricultural land; more than 50 percent of the land must be in farms. Agricultural Districts help keep lands in production, help municipalities manage growth and development, and help communities maintain their rural character, and protect scenic landscapes. Participation in an Agricultural District is a voluntary commitment by the landowner to keep their land in farming for 8 years. At the end of the 8-year period, the County Farmland Protection Board reviews the district and parcels can be added or removed at that time.

The Town of Richland, with frontage on the eastern shore of Lake Ontario and the Salmon River may expect to face pressure to convert its farmland into residential developments. Successful farmland preservation requires that a Town begin to plan for a future including agriculture. Planning for agriculture can include identifying current farming operations, identifying their needs in terms of processing and marketing, and creating a vision for where and what types of agriculture the Town of Richland would like to see. The State of New York works to preserve farmland through its PDR selection process, identifying agricultural areas to preserve based on how suitable the land is for agriculture (i.e. the quality of its soils), the amount of development pressure the farmland faces (i.e. proximity to water, sewer, number of subdivisions and building permits near farmland) and the degree to which the land buffers a natural resource such as a stream, wetland, lake etc.

The trouble with land
is that they're not
making it anymore.

- Will Rogers

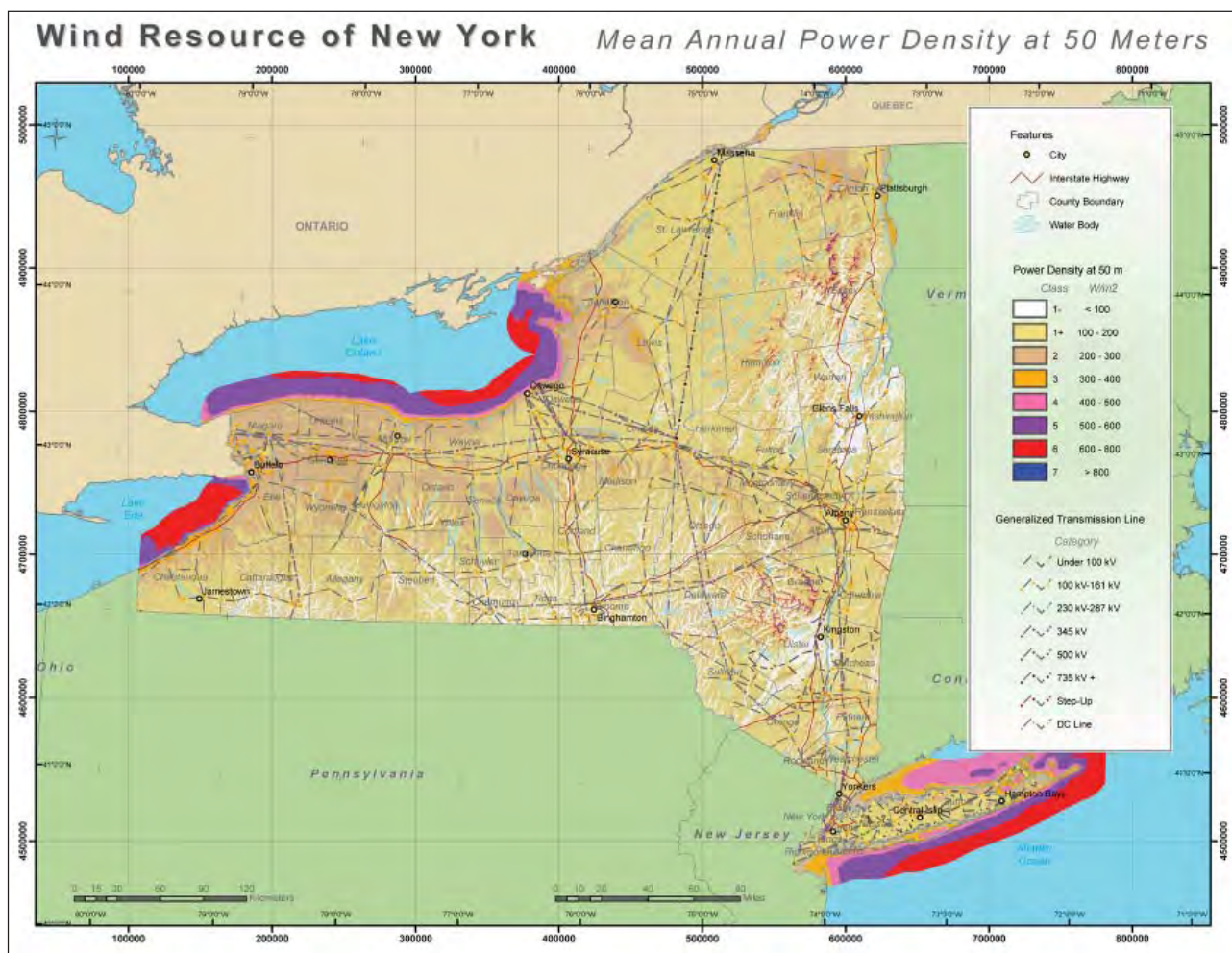


Farmland along NYS Scenic Byway Route 13 in Richland, NY, 2008.

Wind & Wind Energy

Wind energy is a renewable resource that is abundant in Oswego County. With some of the highest power density class ratings in New York State, the Town of Richland is already experiencing commercial wind siting proposals to take advantage of this resource. The Town of Richland has average annual wind speeds of 14 to 15 mph, with areas near the shoreline of Lake Ontario having averages in the 15 to 17 mph range (Map 14, pg. 151). With the predicted increasing cost of non-renewable energy resources, proposals for the development of renewable resources such as wind are inevitable in the Town of Richland.

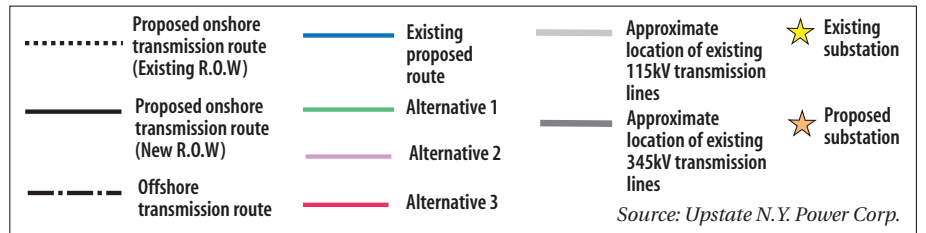
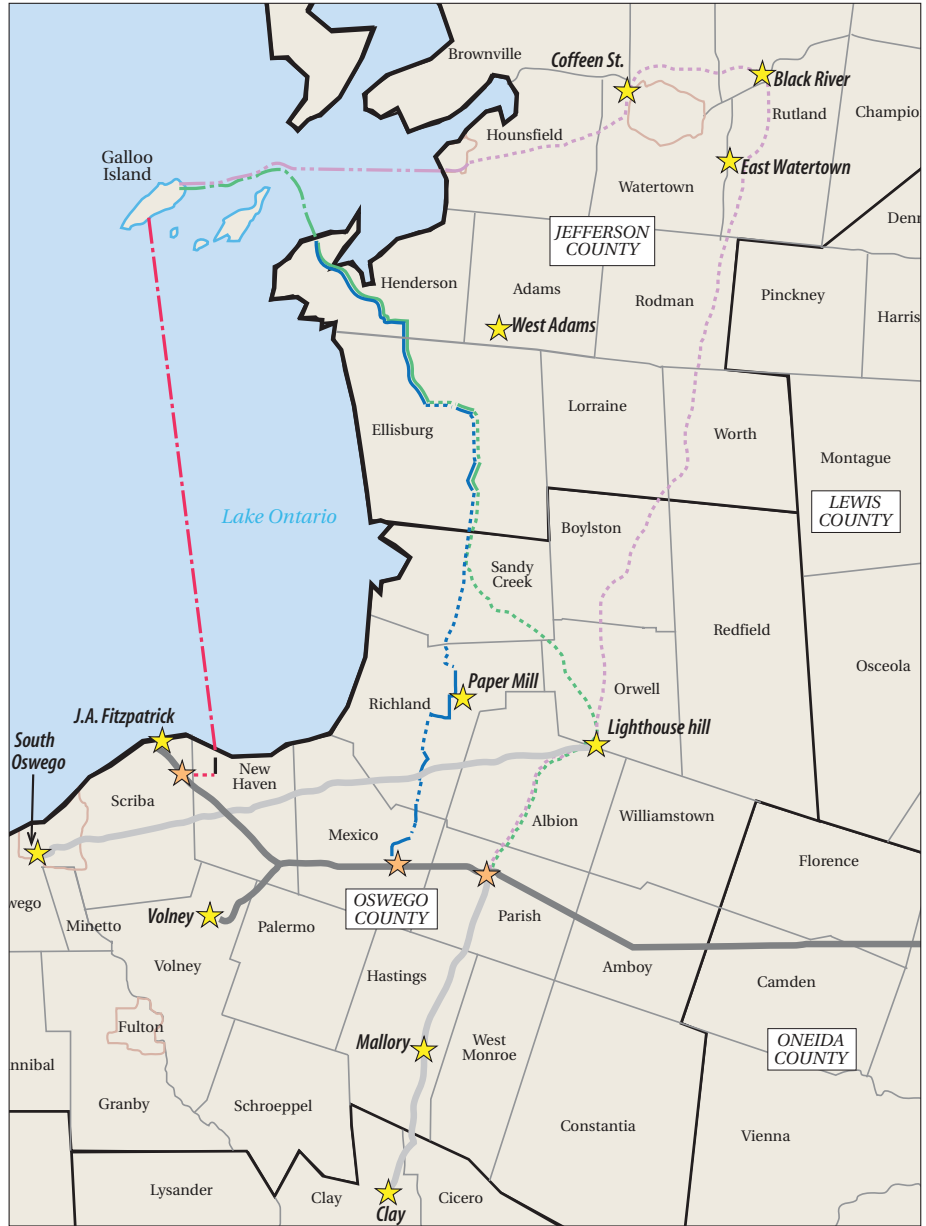
Nationally identified goals to expand renewable energy sources such as wind, solar, biomass etc. have on occasion come into conflict with local land use goals and regulations in northern New York. Development of industrial wind farms along the eastern shore of Lake Ontario has particularly galvanized opposition in shoreline communities to wind development and opened a debate about the industry's incompatibility with the tourism and shoreline real estate segments of the regional economy. The associated electric transmission lines proposed route through Jefferson and Oswego Counties were identified by the community as a direct threat to scenic vistas and completed infrastructure enhancements in Pulaski's historic district, as well as to real estate values. As of August 2010, Upstate NY Power Corporation has proposed to study four potential routes for power transmission lines from the Galloo Island wind farm project.



Source: <http://www.windexplorer.com/NewYork/NewYork.htm>, AWS Truwind, LCC,
http://www.awstruwind.com/files/NY_pwr50m.pdf

It is important to note that because the Town of Richland's outstanding wind resources are not limited only to coastal or hilltop areas, but are widespread across the Town; areas of especially important scenic value may be excluded from wind development while still allowing the economic benefits of wind development to be realized in less sensitive areas of the Town.

POSSIBLE GALLOO ISLAND WIND FARM TRANSMISSION LINE ROUTES



Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how.

- Edward T. McMahon,
The Conservation Fund



Scenic view of farmland along Route 13 in Pulaski NY, 2008.

Scenic Vistas

The Town of Richland, nestled on the shores of Lake Ontario adjacent to the Tug Hill region, has expanses of undeveloped land, forested areas, over six miles of frontage on the eastern shore of Lake Ontario, the Salmon River corridor, several productive creeks, many acres of wetlands, agricultural and open lands, and historic vernacular architecture along many scenic roadways. These natural and cultural assets provide a variety of recreational opportunities for both residents and visitors including opportunities to enjoy scenic vistas along roadways, boating, fishing, hiking, biking, cross country skiing, and snowmobiling. Quality recreational pursuits add significantly to the growth potential of the economy of the Town of Richland and Village of Pulaski, which relies heavily on revenue from tourism and related activities. Therefore, future growth and development in the town must be premised on environmental resource protection, with a focus on the protection of valued natural and cultural resources of the community.

The scenic agricultural, historic and lakefront landscapes in the Town of Richland present potential aesthetic challenges to the siting of wind turbines. For effective operation, wind turbines must be visible, sometimes resulting in concerns over aesthetics. There are techniques for assessing and mitigating visual impacts of Small Wind Energy Systems (SWES). Establishing overlay districts where wind energy systems would be desirable may be appropriate. For example a town may wish to allow these facilities on certain educational, industrial, or municipal land and discourage them within scenic or historic districts, along shorelines, or in sensitive habitat areas.

Scenic vistas are disappearing rapidly from rural landscapes as lands are developed without the effective use of planning tools ...that can protect these valuable community assets.

Mistakes are lessons
of wisdom. The past
cannot be changed.
The future is yet in
your power.

- Hugh White, politician

Residential and commercial development pressures in many rural areas of central New York have resulted in the displacement of wildlife, the loss of recreational corridors, and an increase in the frequency and severity of soil erosion and flooding. Since most development is irreversible, careful planning at the local and county level is crucial to natural resource conservation. Long-term planning, with an emphasis on resource protection, provides individual municipalities with a rational system for guiding development with respect to the distribution and value of natural resources.

Natural resources and scenic vistas add value to rural landscape of the Town of Richland because they reflect desirable aesthetic attributes and a high 'quality of life' environment. These features attract visitors and represent potential investment and economic development opportunities for town and village residents. The term "ecotourism," defined as the attraction of visitors through the promotion of an area's cultural and natural resources, is the type of development that is appropriate throughout the town and village. The Town of Richland is fortunate to have an abundance of scenic and quality of life resources remaining but will likely face growing residential or commercial development pressures in these sensitive areas. Parcels that are valued for their natural, scenic or cultural resources should be identified and protected.

The Town of Richland should anticipate development trends and work to identify natural and cultural features as well as scenic view sheds to be protected from insensitive development. Decisions to allow development of environmentally sensitive parcels, or across scenic vistas should take into consideration the potential loss to the community of the rural character that defines the Town of Richland and contributes to its future economic growth potential. Many planning tools are available to prevent the loss of natural and cultural resources to insensitive development such as conservation zoning ordinances, conservation subdivision regulations, conservation overlay districts, and community purchase or transfer of development rights. When these planning tools are thoughtfully developed as part of a comprehensive plan and implemented as regulation by town and municipal governments, they can provide a framework for development that not only preserves the valued natural and cultural features of the community, but also allows economic benefits of continued community growth and development. The first step in the process is the identification and inventory of valued community natural and cultural resources (see Figure 19, pg. 192).



The Hamlet of Fernwood in Richland NY, 2008. The existing traditional rural hamlet form, vernacular architecture, scale, and visual qualities are not currently protected through hamlet-specific land use regulation or guidelines.

When considering sites for development, the suitability analysis for tax parcels in the Town of Richland (Figure 11) provides some guidance in determining those parcels that may be best suited for development, as well as the natural and cultural characteristics of parcels that should be considered as high priority conservation lands. The suitability map, developed through the use of both Geographic Information System (GIS) and field analysis, identifies many parcels with limited development suitability based on constraints including physical characteristics of the land, parcel size, proximity to conservation lands, and special districting. Land identified in Figure 11 as public land, large (100 acre plus) parcels, land with twelve percent or greater slopes, wetlands, floodplain areas, agricultural district land, and land with associated scenic views (as indicated in the legend at right) should be considered for conservation. In areas featuring publicly accessible scenic views (indicated by red dots on the map) should be protected from insensitive development. Development that is allowed in these areas, although not necessarily conforming to particular styles of architecture, should be considerate of existing views and compatible with the rural agricultural landscape.

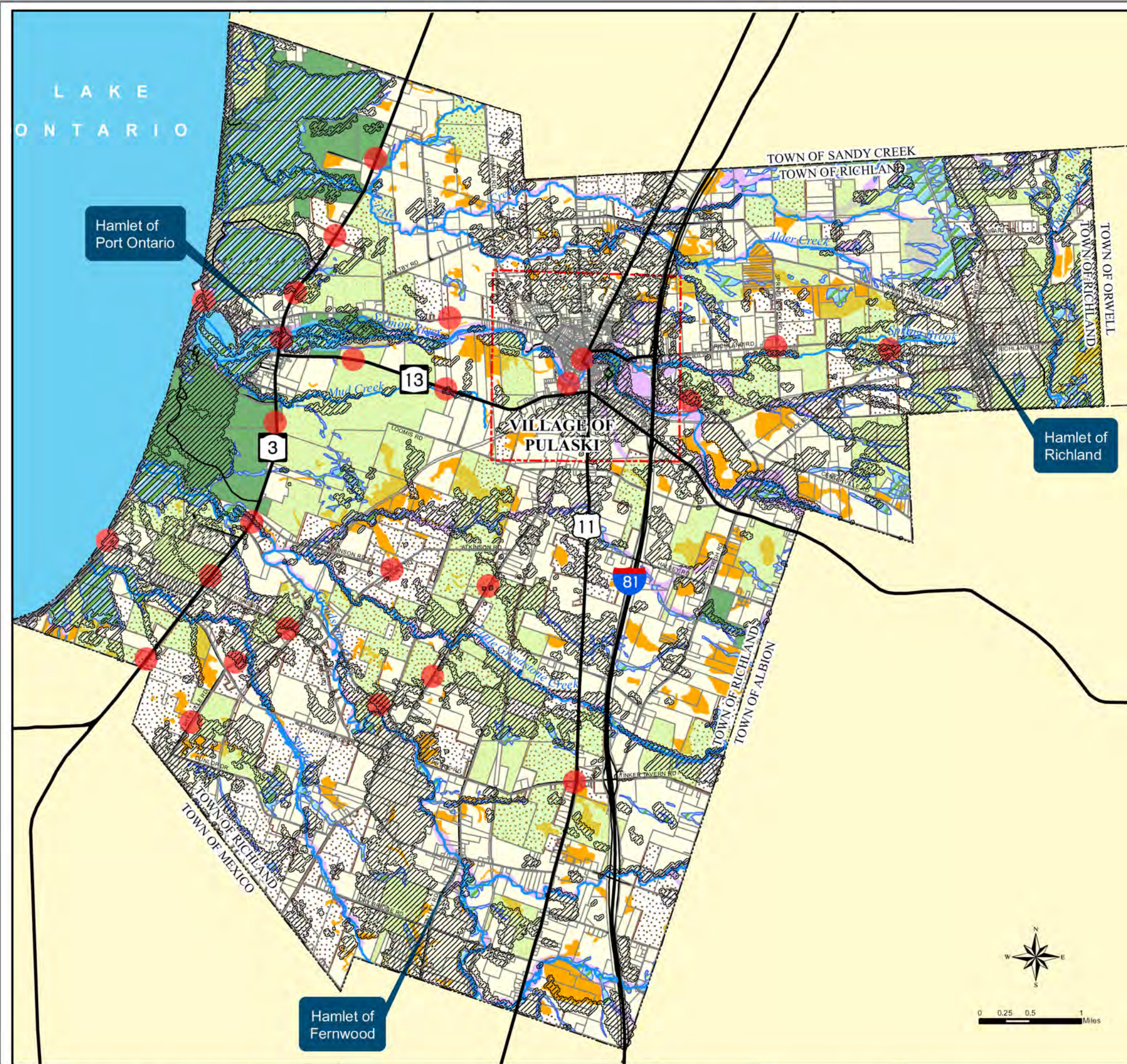
Although this map does not provide a thorough analysis of all parcels; in general, parcels indicated on the map in pale yellow are more likely to be better suited for development. There are additional town or village parcels (as yet unidentified) that feature historic vernacular architecture or landscape features that contribute to the rural and historic character of the Town. Notable parcels should be identified, documented and protected from loss or negative impacts as well. Mapping of environmentally sensitive and culturally valued parcels provides an important tool to assure their preservation.

Several approaches can be implemented to protect the most important resources in the town and village, including the use of non-regulatory tools such as land acquisition, conservation easements, open space plans, resource-specific plans, and natural resource education programs, and should include citizen involvement. There are also several regulatory tools that elected officials in the Town of Richland and Village of Pulaski can implement to help protect their natural resources including zoning, conservation subdivisions, preservation overlay districts, park dedications, transfer and/or purchase of development rights programs, and setback or buffer requirements.



**The mill building and dam in the Hamlet of Fernwood in Richland, NY, 2008.
Preservation of traditional landscapes and architecture such as the old mill in Fernwood
should be a priority in planning for the future of the Town.**

Suitability Analysis for Tax Parcels in the Town of Richland, New York



- Scenic Views
- Tax Parcels
- DEC Wetlands
- Public Lands
- 100+ Acre Parcels
- 12% Plus Slope
- Floodplain
- Agricultural District
- Highly Permeable or Impermeable Soils

Limitations to development of land include physical environmental conditions that, if ignored, can result in degradation of important resources such as clean water and healthy soil, as well as the endangerment of human health and safety. Community-identified values such as scenic views and existing rural character also necessitate limitations to development.

This does not mean that all development should be limited, but rather that the types, locations, concentrations and specific siting of development must be compatible with environmental conditions and community values.

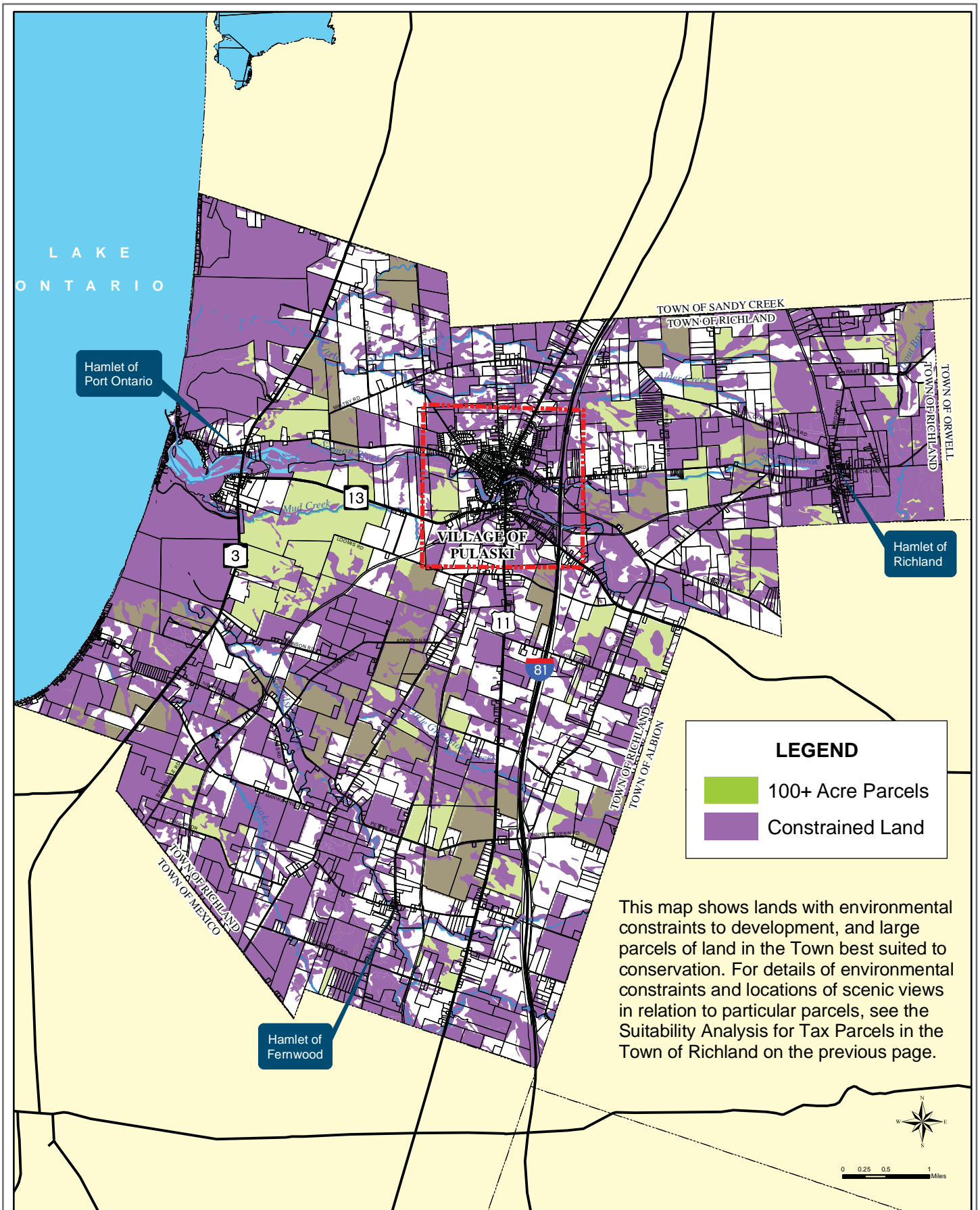
This map indicates the locations of highly permeable (hydrologic class A) and impermeable (hydrologic class D) soils that are generally not suitable for in-ground septic system development. It also indicates where steep slopes, large parcels, and scenic views are located; all important considerations in determining locations and types of development in the Town of Richland.



126 North Salina Street
 100 Clinto Square, Suite 200
 Syracuse, New York 13202
 Phone 315.422.8276
 Fax 315.422.9051
 Web www.cnyrpd.org

Map created April 2011





LEGEND

- 100+ Acre Parcels
- Constrained Land

This map shows lands with environmental constraints to development, and large parcels of land in the Town best suited to conservation. For details of environmental constraints and locations of scenic views in relation to particular parcels, see the Suitability Analysis for Tax Parcels in the Town of Richland on the previous page.



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 Map created April 2011

Development Considerations for Tax Parcels in the Town of Richland, New York

Data obtained from the NYS Office of Real Property Services and Oswego County Department of Community Development, Tourism and Planning. This map was created for planning purposes only. The CNY RPDB does not guarantee the accuracy or completeness of this map.

Planning in the Town of Richland and Village of Pulaski

Land use planning in the Town of Richland and Village of Pulaski has evolved and changed to meet the needs of a growing and diverse community over the past 40 years. In 1987, the Town of Richland adopted a zoning ordinance that established eight different zoning districts including residential-agricultural (RA), residential-agricultural 2 (RA2), residential-recreation (RR), residential-recreation2 (RR2), residential cottage (RC), commercial (C), industrial (I), and industrial 2 (I2). Within the last few years, the town also added a residential-recreation 3 (RR3) district and reclassified the area surrounding the Barclay property as such. The town's zoning map was digitized by the Oswego County Planning Department and is available electronically, although as of this writing, the RR3 district has not been added to the electronic file. The Town of Richland has never adopted a comprehensive plan for their community.

In addition to specifying the permitted uses and the area, yard, coverage, height and supplementary regulations, Richland's zoning ordinance also addresses site plan review and approval, parking and landscape requirements, performance standards, mobile home parks, sign standards, and other land use regulations. In 1990, the town amended their subdivision regulations to more adequately address the procedures that need to be undertaken when subdividing large parcels of land into smaller lots.

In 1964, the first Master Plan for the Village of Pulaski was completed by Sargent, Webster, Crenshaw and Folley. The plan contained a significant amount of background information on the village, using data from the United States Census to reflect changes



Figure 11. Proposed facade improvements, Jefferson Street, by Sargent, Webster, Crenshaw and Folley in 1983.

in the economic, social and physical structure of the community. The master plan also contained a land use plan, transportation plan, public utilities plan, and a community facilities plan (Table 22). In the early 1980s, with growing interest in the value of historic preservation, a series of sketches were completed illustrating the proposed rehabilitation of the historic buildings along Jefferson Street. In 1986, Sargent, Webster, Crenshaw and Folley developed the Downtown Improvement Plan focused on the Pulaski Village Historic District. The three phases of proposed improvements included new public parking, fishing and recreation access with a riverwalk, restoration of two public parks with a community event area, curb and sidewalk replacements, revamped lighting and electric service, and a river overlook.

In 1992, the Village of Pulaski adopted their current zoning ordinance, which divides Pulaski into five zoning districts including residential R-1, residential R-2, business B-1, business B-2, and Industrial. The village's zoning map is not available electronically.

Over the past several decades, business development and sustainable employment have become a significant area of concern throughout Oswego County. Businesses with historic ties to the community have left the area or are no longer in operation. To reverse the downward trend in economics, members of the business community in the Town of Richland and Village of Pulaski recently formed an Economic Development Task Force (EDTF). The group meets at least once a month to discuss economic activity and business opportunities in the community. The EDTF also discusses grant programs, such as the Quality Communities Main Street Revitalization program, and other opportunities for collaboration.



Existing conditions of the historic Jefferson Street buildings in 2008.

Table 22. Objectives from the 1964 Pulaski Master Plan.

Plan	Objectives
Land Use	<ul style="list-style-type: none"> ● Land use proposals should provide for the well-ordered expansion of the urban area as it continues to grow outward from the existing developed area. Proposals should also be geared to the need for future redevelopment of residential, commercial and industrial areas as a means of revitalizing the village. ● Commercial uses should be grouped within specific areas to avoid the inefficient use of land, traffic hazards and the blighting effects of “strips” commercial development. The primary concentration should be in the central business area. ● A variety of residential environments should be available to village residents, ranging from large rural lots to apartments. ● Space should be provided for industrial uses in those parts of the village which are best suited to this purpose, but less desirable for residential use.
Transportation	<ul style="list-style-type: none"> ● All streets in the village should be categorized according to the type of traffic they are intended to serve. ● The future street system should provide for better connections between the two halves of the village, north and south of the river, in order to permit a more desirable pattern for development over the whole village. ● Whenever possible and practicable, existing streets should be used in developing the future circulation system.
Public Utilities	<ul style="list-style-type: none"> ● The pollution abatement study conducted by O’Brien and Gere (1963) should be accepted and implemented in order to continue providing adequate sewer facilities. ● A consulting engineer should study the water supply system. It is readily apparent that they system should be upgraded, with a specific emphasis on storage capacity increases.
Community Facilities	<ul style="list-style-type: none"> ● Based on population projections, school authorities should assess the possibilities of expanding on the site of the existing school. ● Existing recreation areas in the village appear to be deficient with respect to both size and facilities. ● A second deficiency is the lack of a community park with facilities for family picnics and the like. ● It is recommended that the village take steps to remove the highway and other materials from Dunbar Field and develop the area into a community park. ● The village should also be prepared to acquire public recreation space in strategic locations as development takes place.

Planning Along the Salmon River Greenway Corridor

In recent decades, a new approach to planning, often described as “regionalism,” has addressed the inherent limitations of traditional planning approaches used at the local level in addressing issues like open-space preservation, and clean air and water. Many communities across New York State have recognized the limitations of enacting local laws that are limited to enforcement within municipal boundaries, and elected officials from throughout New York State are forming partnerships with their neighbors in order to develop rules and regulations that transcend municipal boundaries and provide for the uniform protection of valuable natural and cultural resources such as wetlands, watersheds, drinking water aquifers, scenic views, historic landscapes, and open space. For example, representatives from communities all along the Salmon River, realizing the importance of working together to protect their shared resources and have in the past formed a Salmon River Corridor Committee to address recreation, tourism, water quality, scenic views, and other areas of concern.

The Salmon River Greenway Corridor (the Corridor) refers to the twenty-six-mile stretch of land adjacent to the Salmon River from Port Ontario (Lake Ontario) in the Town of Richland, inland to the hamlet of Redfield (Map 12). This geographic corridor provides a tremendous resource for recreation and tourism throughout Oswego County. The Corridor includes portions of the Towns of Albion, Orwell, Richland, and Redfield, and offers residents of these communities, and visiting tourists, the opportunity to participate in fishing, hiking, bird watching, white water rafting, kayaking, and a number of other outdoor activities. Of the six municipalities within the corridor, the Town of Richland and Village of Pulaski have the largest total population and greatest density of development. Therefore, the changes that take place within the town and village could



The Salmon River in Pulaski, New York

have a tremendous impact on the corridor necessitating the need for well-planned land use regulations and conservation programs.

Since the early 1990's, several research projects and studies have been conducted to provide direction and encourage a coordinated planning effort between the municipalities along the Salmon River Corridor. These planning efforts have been aimed at the enhancement and development of the Corridor for recreation and resource preservation purposes.

The Salmon River Corridor Greenway Protection and Development Concept Plan was prepared in 1994 as a result of the partnership between the Salmon River Greenway Corridor Committee and the Cooperative Tug Hill Council⁷. The plan, developed by Vista Consulting, listed three primary goals and objectives which were identified as: protecting and enhancing the natural landscape and open space environment along the Salmon River corridor; enhancing and protecting the quality of life for Salmon River corridor residents; and increasing economic development by improving public and private sector recreation and tourism facilities, services and programs. Funded by a grant from The Rural New York Environmental Action Grant Program, the plan inventoried existing resources; identified public issues and concerns, opportunities for resource protection and recreation, and constraints for development; and provided a series of recommendations for the next steps toward creating the greenway and planning for recreation and tourism (Table 23).

In order to facilitate future planning and development of the Salmon River Greenway Corridor, the Salmon River Committee, Oswego County, and New York State conducted a Salmon River Corridor Citizens Survey in 1995. In this mailed survey, citizens of the corridor responded that developments to be encouraged included single-family homes; skiing, hiking, and biking trails; community parks; fishing access trails; and nature interpretation areas. Respondents to the survey also wanted to use land use regulations and ownership techniques to manage future growth in the corridor in order to preserve open space, control the location and type of mobile home development, signage require development to meet design and signage standards, and encourage development in villages and hamlets.

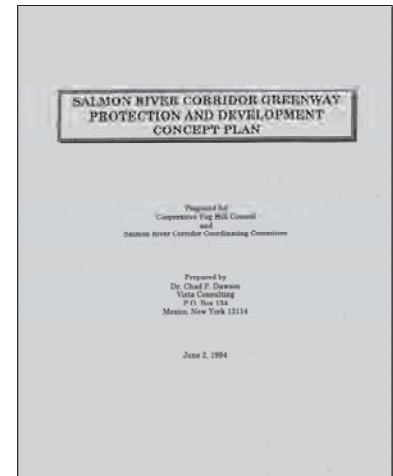
In 1997, Oswego County released the *Oswego County Comprehensive Plan*, which supported the recommendations from the previous studies and surveys mentioned above. The County's Comprehensive Plan acknowledged that the Salmon River Greenway Corridor has some of the best natural resources in the entire County, including the Salmon River⁸. The Plan further acknowledged the uniqueness of the river and the Salmon River Falls. More importantly, the plan stated that the natural resources of the river, coupled with the outdoor recreation values, should continue to be the focus of the Salmon River Greenway Corridor's future by integrating modern environmental protection with development that places the correct amount of pressure in the most suitable areas, and thus seeking to achieve sustainable development.

In 2000, the *Salmon River Greenway Signage Plan Report and Recommendations* was completed for the NYS Tug Hill Commission and the Salmon River Greenway Committee⁹. The objectives of the signage recommendations were to increase visitor

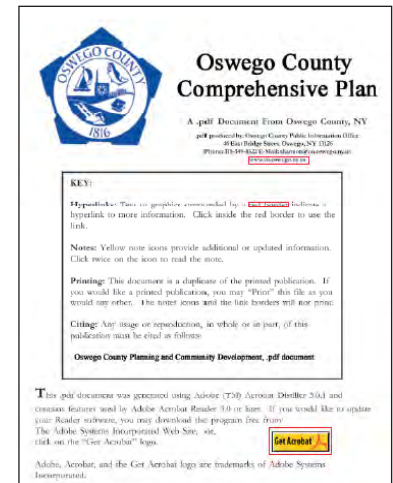
7 Dawson, C.P. 1994 "Salmon River Corridor Greenway Protection and Development Concept Plan." Vista Consulting: Mexico, NY. Prepared for the Cooperative Tug Hill Council and the Salmon River Corridor Coordinating Committee.

8 Oswego County 1997. "Oswego County Comprehensive Plan." PDF file accessed on 03/28/08 from www.co.oswego.ny.us/pdf/compplan.PDF.

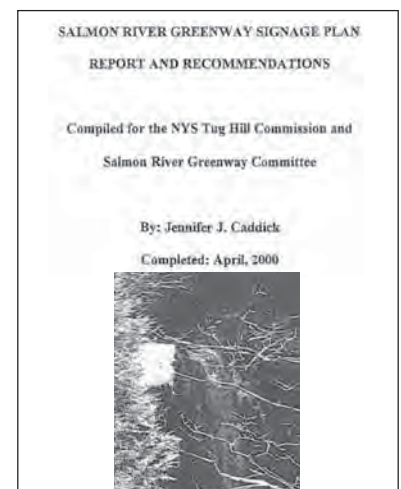
9 Caddick, J.J. 2000 "Salmon River Greenway Signage Plan: Report and Recommendations." Compiled for the NYS Tug Hill Commission and the Salmon River Greenway Committee.



Salmon River Corridor Greenway Protection and Development Concept Plan, 1994.

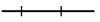






Oswego County Comprehensive Plan.
www.co.oswego.ny.us/pdf/compplan



Salmon River Greenway Signage Plan Report and Recommendations, 2000.

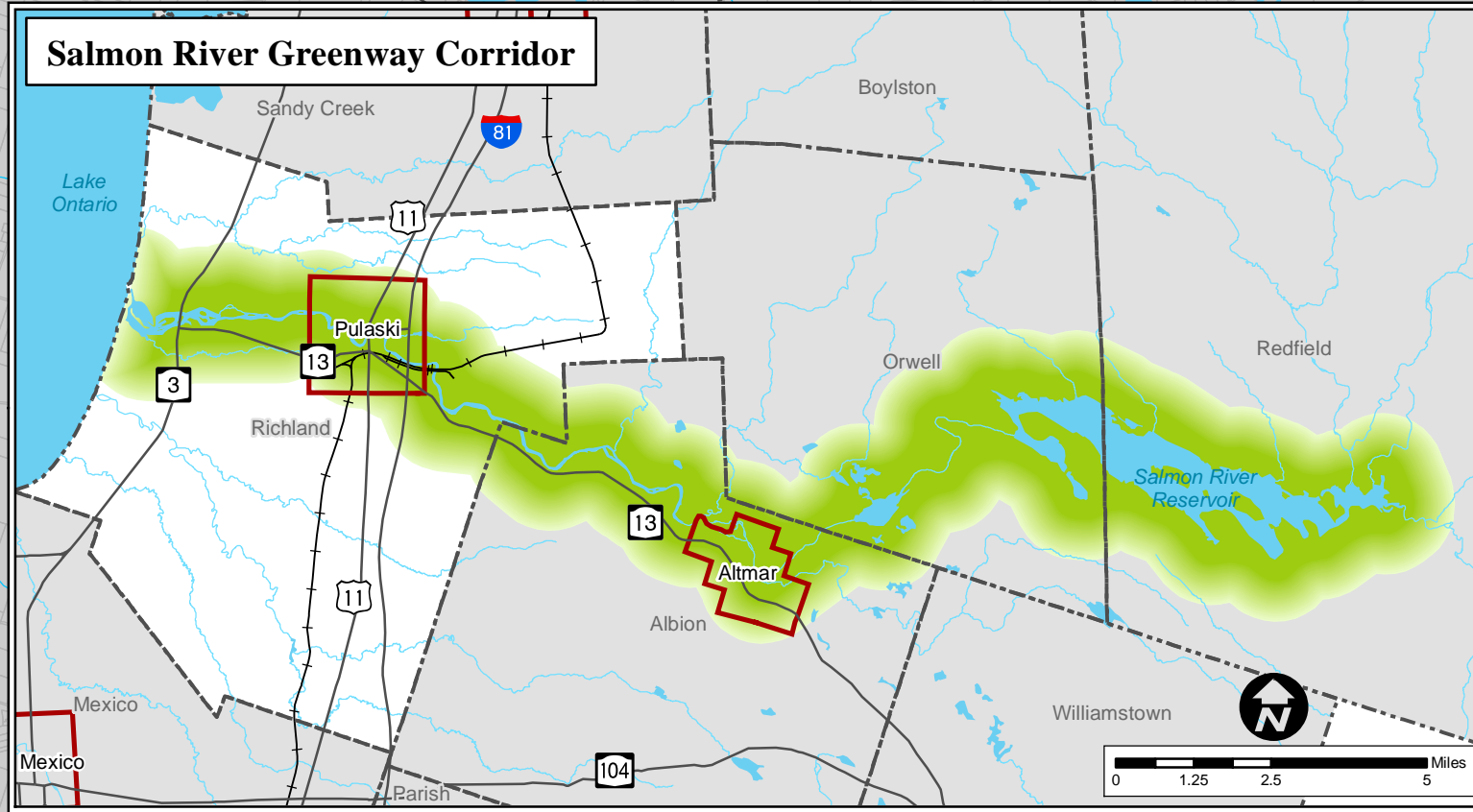
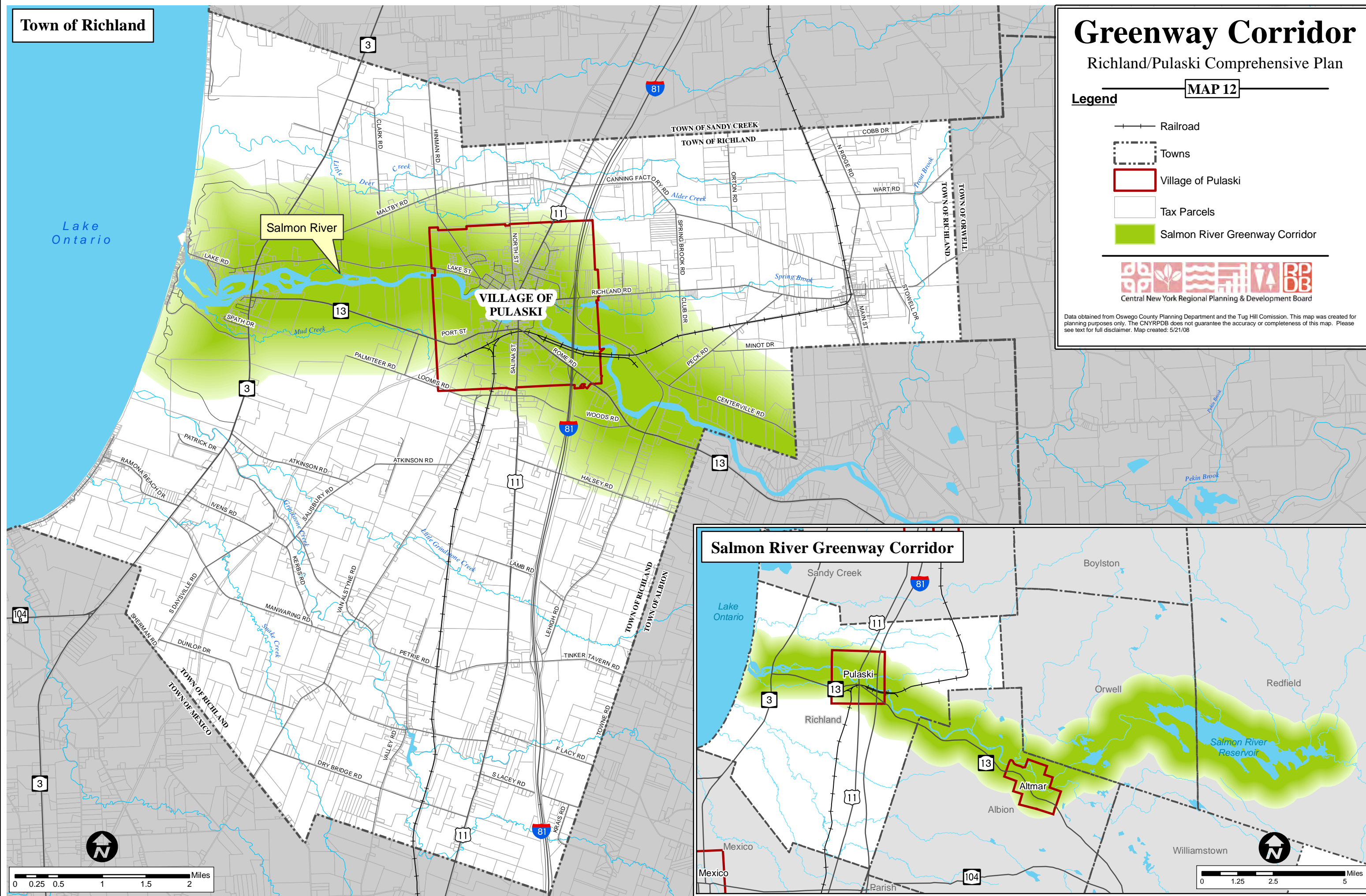
Legend

-  Railroad
-  Towns
-  Village of Pulaski
-  Tax Parcels
-  Salmon River Greenway Corridor

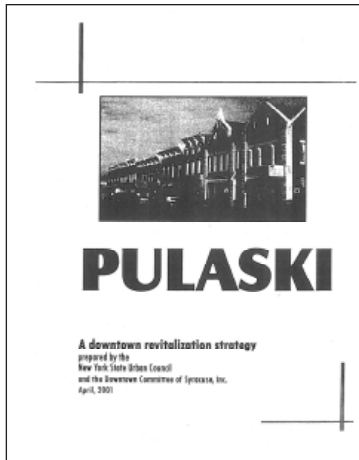


Central New York Regional Planning & Development Board

Data obtained from Oswego County Planning Department and the Tug Hill Commission. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08



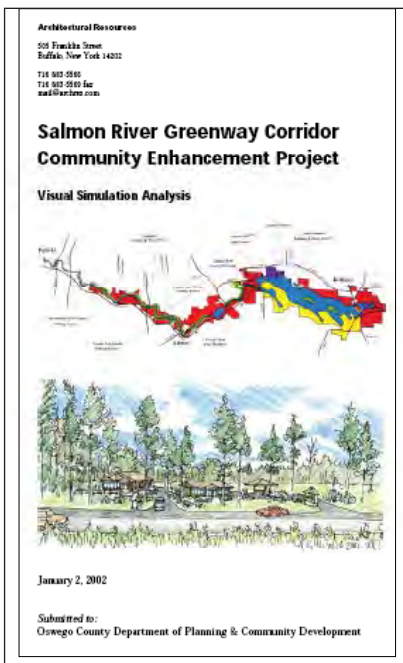
awareness of local resources, orient visitors in finding the area's attractions, and promote the economic benefit that visitors represent. The plan identified 10 primary locations for signage along the greenway, based on access, multiple uses, and proximity to other points of interest. Within the Town of Richland and Village of Pulaski there were 3 locations selected for signage including Selkirk Shores State Park, Deer Creek Wildlife Management Area, and the Village of Pulaski Historical Society. The other sites selected for participation in the program included the Great Salmon Wilderness Visitor's Center (Albion), NYSDEC Salmon River Fish Hatchery (Altmar), Salmon River Falls (Orwell), State Forest Trail Heads at Hall Island, Chateaugay, and Salmon River (Redfield) and the Salmon River Reservoir (Redfield and Orwell).



Pulaski: A downtown revitalization strategy, 2001.

In addition to these studies, which focused on the entire stretch of the Salmon River Corridor, in 2001 the New York State Urban Council and the Downtown Committee of Syracuse, Inc. prepared the “*Downtown Revitalization Strategy for Pulaski*,” outlining the resources and opportunities that exist for the largest village, and current center of commerce, in the Salmon River Greenway Corridor¹⁰. The plan called for an inventory of natural and human resources, and then sketches a pathway to complete planning for the downtown and surrounding areas. The plan incorporated elements of mixed use development, development of a streetscape, and re-use (where feasible) of buildings that no longer meet the owner’s needs and could realize a new and vibrant use if renovated. The plan also emphasized the need for continued communication all along the corridor and creating a sense of commercial community united for common interests rather than narrow, divergent endeavors.

As part of the Salmon River Greenway Committee’s focus on shared informational enhancement and continued long term planning, residents of the corridor were invited to participate in a series of workshops to contribute their ideas on the future land uses in the corridor (2002). The summary of workshop results for land use preferences of individual attendees represents largely existing patterns such as commerce should be focused in the village centers, preservation efforts should be focused at the mouth of the headwaters, and the location for residential land use should be more diffuse.



Salmon River Greenway Corridor Community Enhancement Project, Visual Simulation Analysis, 2002.

In 2002, Architectural Resources, Inc. conducted a visual simulation analysis of the Salmon River Greenway Corridor in order to develop design guidelines and scenario graphics that describe how tourist-oriented economic development strategies can be implemented without adversely impacting the quality of the prized natural assets and rural character of the Salmon River Corridor¹¹. The results of the study show that the Salmon River Corridor has a diverse range of natural assets and there are numerous opportunities to further capitalize on the tourism market by promoting the development of complimentary activities that will offer visitors more choice and opportunities for recreation, accommodations, dining, shopping, and entertainment activities. According to the report, such expansions of amenities will increase the duration of visits and harness additional potential in the tourist market by attracting more couples and families. The *Salmon River Greenway Corridor Community Enhancement Project Sivial Simulation Analysis* cautioned that the biggest challenge for the community is to take advantage of these opportunities without sacrificing the character of the region or exploiting the area’s natural resources.

¹⁰ N.Y. State Urban Council & the Downtown Committee of Syracuse, Inc. 2001 “Pulaski: A downtown revitalization strategy.” Downtown Idea Exchange: Syracuse, NY.

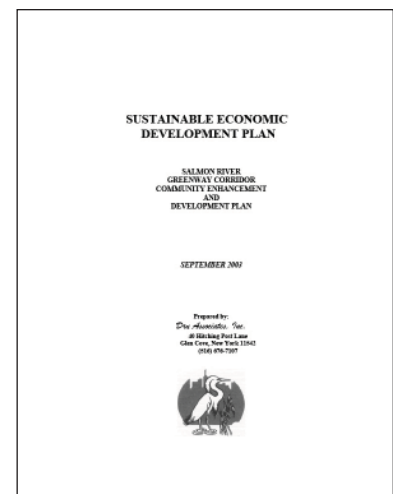
¹¹ Architectural Resources, 2002. “Salmon River Greenway Corridor Community Enhancement Project: Visual Simulation Analysis.” Buffalo, NY. Prepared for the Oswego County Department of Planning and Community Development.

Table 23. Recommendations for creating the Salmon River Greenway, as suggested by Vista Consulting in their 1994 report on the Salmon River Greenway Corridor.

Category	Recommendations
Greenway Creation	<ul style="list-style-type: none"> • A lead organization should be created to facilitate and coordinate a Salmon River corridor and greenway planning effort. • The lead agency should prepare a Salmon River Corridor Master Plan to define a common vision for the corridor and establishes planning principles and protection strategies. <p>Responsible Parties: Local governments, Tug Hill Commission, Cooperative Tug Hill Council, St. Lawrence Eastern Ontario Commission, Oswego County Planning, Oswego County Cooperative Extension, NYS Department of Environmental Conservation, Niagara Mohawk, and other public and private sector organizations</p>
Recreation and Tourism Planning and Development	<ul style="list-style-type: none"> • Trail system layout and design criteria should be developed based on the anticipate user groups and their needs. • Construction of trails and recreational support facilities requires comprehensive planning and should be approached incrementally. • In addition to the trail system, other components to be considered include educational interpretive programs, natural features such as the Salmon River Falls, the Sport fishing Hall of Fame, and reconstruction of the Pine Grove Boat launch. • Rescue plans and operations should be developed as the trails and facilities development process is undertaken. <p>Responsible Parties: Representatives from the following industries mountain biking, fishing, hiking, snowmobiling, and cross-country skiing. Local government officials, county and state agencies, and law enforcement staff should also be involved.</p>

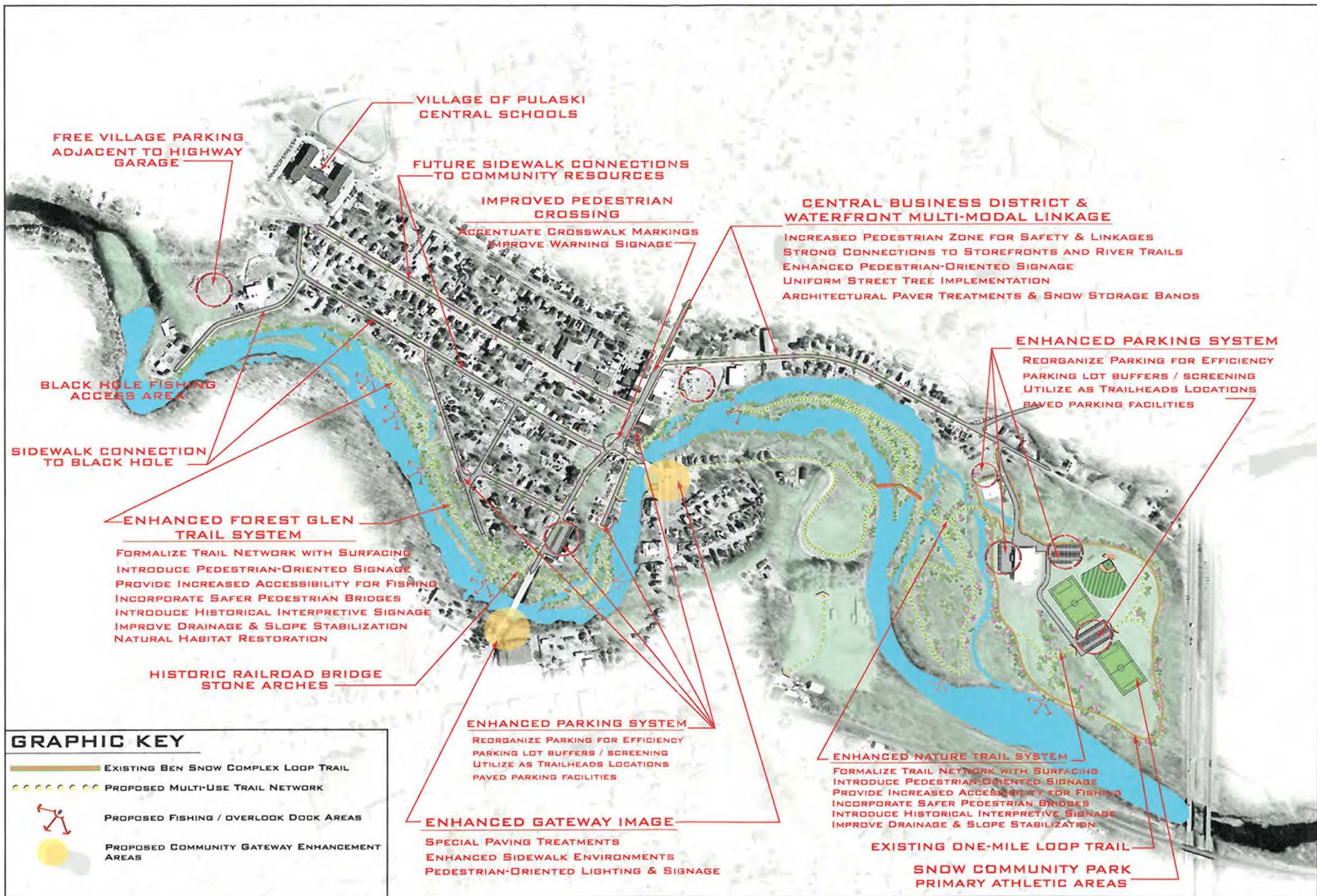
In 2004, Dru Hill Associates, Inc. released a “*Sustainable Economic Development Plan*” for the Salmon River Greenway Corridor as part of the Community Enhancement Project that was started in 2002. This report, funded by the New York State Department of State’s Quality Communities Demonstration Program, provides direction to the municipalities along the corridor so that the decision makers can work together to maintain the intricate balance between preserving and protecting the unique natural resources of the Corridor; while maximizing year-round tourism and recreational development and economic and social growth throughout the Corridor¹².

In July 2006, the Village of Pulaski and the Town of Richland received a \$25,000 grant from the Department of State’s Division of Coastal Water Resources to prepare a Salmon River Greenway Trail Concept Plan. The purpose of this project is to develop a 3-mile multi-use trail along the banks of the Salmon River that will eventually connect to 12 additional miles of trail to be built along the river linking the Towns of Redfield, Orwell, and Altmar to Richland and Pulaski. Barton and Loguidice are working with officials from the village and members of the community to prepare a concept plan that identifies the preliminary alignment and a phased implementation plan for a multi-use trail system suitable for recreation (hiking, bicycling, and jogging). Additionally, accessible facilities and pedestrian routes will be improved to include the broadest possible spectrum of user interests, activities, abilities, and ages.

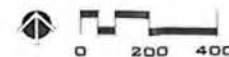


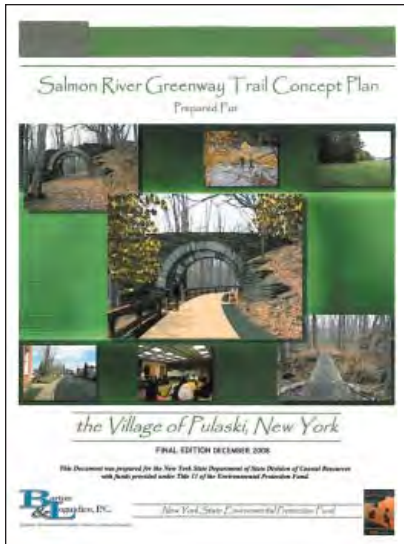
Sustainable Economic Development Plan, Salmon River Greenway Corridor Community Enhancement Plan, 2004.

¹² Dru Hill Associates, Inc. 2004. “Sustainable Economic Development Plan.” Glen Cove, New York. Prepared for the Oswego County Department of Planning and Community Development and the Salmon River Greenway Corridor Community Enhancement Project Steering Committee.



SALMON RIVER GREENWAY TRAIL CONCEPT PLAN
CONCEPTUAL TRAIL MASTER PLAN
 VILLAGE OF PULASKI, NEW YORK





Salmon River Greenway Trail Concept Plan, completed in 2009.

Despite being written over the course of a decade, a majority of these plans focus on similar issues within the Town of Richland, Village of Pulaski, and the surrounding communities (Table 24). The abundant and diverse natural resources located within these areas are the primary topic for a number of these studies, in which recommendations to expand and enhance recreation and tourism opportunities; while protecting the landscape and scenic views have been proposed. Another major component of many of these plans is the building of partnerships at the local, county, state and federal level. Much of the work that is proposed in these plans can not be successfully completed by one municipal entity alone, but by working collaboratively with public and private sector agencies the chances of securing grant funding increase, as well as the efficiency and effectiveness of the various projects. Any future planning efforts should take the recommendations from these studies into consideration, as a lot of work and analysis has already been conducted to determine the best way for these communities to continue to grow and develop, without negatively impacting their highly valued, natural resources.

In early 2009, the *Salmon River Greenway Trail Concept Plan* was completed and as a direct result, a federally funded Transportation Enhancement Program (TEP) grant in the amount of \$667,200 was awarded for the Salmon River Greenway Trail and Village Streetscape Improvements in the Village of Pulaski, Oswego County, New York.

Table 24. Various projects, studies and reports conducted in the Salmon River Greenway Corridor since 1990.

Project	Author	Year
Salmon River Corridor Greenway Protection and Development Concept Plan	Vista Consulting	1993
Salmon River Corridor Citizens Survey	Salmon River Committee	1995
Oswego County Comprehensive Plan	Oswego County	1997
Salmon River Greenway Signage Plan Report and Recommendations	Jennifer J. Caddick	2000
Pulaski: A downtown revitalization strategy	NYS Urban Council & Downtown Committee of Syracuse, Inc.	2001
Salmon River Greenway Corridor Land Use Workshops	Salmon River Committee	2002
Salmon River Greenway Corridor Community Enhancement Project	Architectural Resources, Inc.	2002
Sustainable Economic Development Plan	Dru Hill Associates	2004
The New York State Open Space Conservation Plan	NYS DEC, NYS OPRHP, NY DOS	2009
Salmon River Greenway Trail Concept Plan	Barton and Loguidice	2009
New York Statewide Comprehensive Recreation Plan (SCORP)	NYS Office of Parks, Recreation & Historic Preservation	On-going

Federal, State and Regional Planning Initiatives

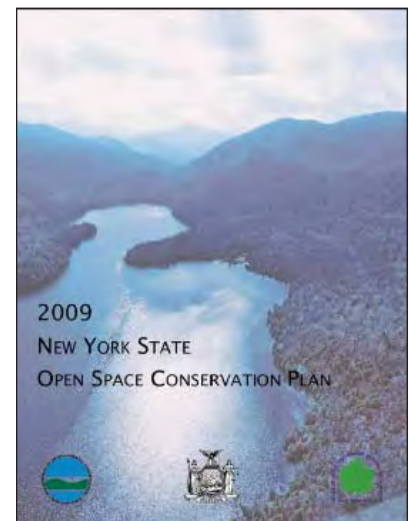
In 2001, *Pulaski, A Downtown Revitalization Strategy*, a report prepared by the New York State Urban Council and the Downtown Committee of Syracuse, Inc. provided the foundation for continued Main Street revitalization in the Village of Pulaski. The report documented the existing assets and challenges to Downtown Pulaski as the following: Community survey results indicated the economic strengths of the Town of Richland as; land availability, water/sewer district, low land values, lake and river waterfronts, natural resources, agricultural land use and availability, opportunity for growth, state park, Port Ontario/Route 3 (2nd district), commercial and retail opportunity, and well-maintained roads. Opportunities in the Town of Richland were reported as; large tracts of land available for development, wind resources for power generation, waterfront areas, recreational resources, available open land for development as residential or recreational use, and high quality agricultural soils.

Town of Richland economic challenges reported in the community survey were a lack of funding, a need for tourism promotion, I81 access at Tinker Tavern Road, unrealistic perception of value of commercial/vacant businesses, heavy snow, high taxes, poor leadership, limited water/sewer services, obtaining county involvement, lack of broadband internet service, youth/talent migration, lack of volunteer resources, poor image area north of thruway stigma, perception of high cost of living, lack of community pride, lack of code enforcement and zoning, lack of design standards for new construction. The Village of Pulaski economic strengths included; available and affordable land to develop, schools, water, roads, people/work force, quality of life, low crime rate, four distinct seasons, location between Watertown and Syracuse, location along rail system, access to I81, strong community services (schools, etc.), fishing (salmon, steelhead), snowmobiling, skiing, hunting, Amish community, small town friendliness, all services within walking distance, and the charm and character of the village.

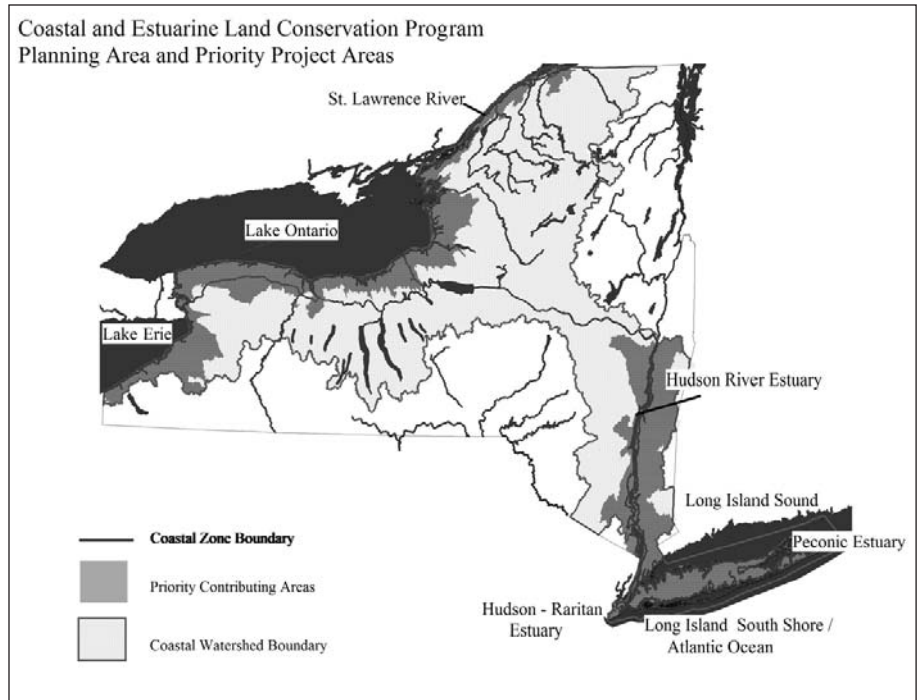
Opportunities for the Village of Pulaski reported on the community survey included; abundant natural resources, underutilized lodging, more diverse retail, trail programs, snowmobiling, stewardship, downtown infrastructure, theater, the Haldane Center, kayaking, better and year-round use of the Salmon River, and controlled release of water to boost fishing. Challenges for the Village of Pulaski included the lack of; a quick on/off ramp from Route 81, funding, labor, volunteers, zoning enforcement, roadside trees, snow fences and highway maintenance, and a positive image.

The *New York State Open Space Conservation Plan* (2009) serves as the blueprint for the State's land conservation efforts, which during the past several years, have conserved nearly a million acres of land with an investment of more than \$658 million. The Plan is required by law to be revised every three years. The 2009 Plan was released on June 17, 2009. In the plan references the federal Coastal and Estuarine Land conservation Program (CELCP) established in 2002 to protect important coastal and estuarine areas that have significant conservation, recreation, ecological, historical, or aesthetic values, or that are threatened by conversion from their natural or recreational state to other uses (Public Law 107-77, Department of Commerce, Justice, and State Appropriations Act of 2002). Priority status is given to lands which can be effectively managed and protected and that have significant ecological value. As indicated in the map on the following page, a large portion of the Town of Richland, New York lies within these federally identified priority areas.

The *New York Statewide Comprehensive Recreation Plan (SCORP)* is prepared periodically by the New York State Office of Parks, Recreation and Historic Preservation



New York State Open Space Conservation Plan, 2009.



New York Statewide Comprehensive Recreation Plan (SCORP), 2009-2014

(OPRHP) to provide statewide policy direction and to fulfill the agency’s recreation and preservation mandate. The updated SCORP serves as a status report and as an overall guidance document for the recreation resource preservation, planning, and development through 2014. The document is also used to guide the allocation of state and federal funds for recreation and open space projects. The document provides guidance for the allocation of municipal and not-for-profit funds to local areas and facilities with the greatest needs. Selkirk Shores in the Town of Richland is listed in the Plan as one of forty-nine important Bird Conservation areas in the State of New York.

In 1996, the Metropolitan Development Association of Syracuse and Central New York published the original *Vision 2010 report – Vision 2010: A Regional Economic Strategy for Syracuse and Central New York* – in 1996. Updated in 2004 and published as *The Essential New York Initiative, Transforming Central Upstate to a Knowledge-Based Economy*, the 50 page report envisions a broad level of cooperation among the many businesses, not-for-profits, economic development agencies, chambers of commerce, public officials and private individuals who comprise the leadership of a 12-county region in central New York. The plan outlines a vision for regional development and offers a detailed implementation strategy with initiatives in four major areas: education, entrepreneurial development, governmental policies, and cluster-oriented economic development. Six core strategies addressing Upstate New York’s challenges and opportunities are listed in the report including:

1. Aggressively targeting middle-market companies with high potential for expansion and supporting existing industries
2. Optimizing key industry clusters
3. Creating, retaining, and attracting talent in central upstate New York
4. Leveraging colleges and universities as economic and community growth engines

- 5. Encouraging the creation and growth of a stronger entrepreneurial culture, and
- 6. Developing a broader regional consciousness

In June of 2008, the Central New York Regional Planning and Development Board released a report prepared annually titled the *Central New York Initiative, A Comprehensive Economic Development Strategy for Central New York*. The primary focus of the document is on short-term actions that support economic growth in central New York. Listed in the economic development strategy are Owsego County project priorities in or near the Town of Richland. These include: Planned expansion of the Port of Oswego; Parish Business/Industrial Park; and the 600 acre potential development site at the Route 81 Tinker Tavern Interchange.



Satellite view of the Route 81 Tinker Tavern Interchange in Richland, NY. (source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008).

Chapter 3: Regional Influences



THE SEAWAY TRAIL - SCENIC ROUTE 3

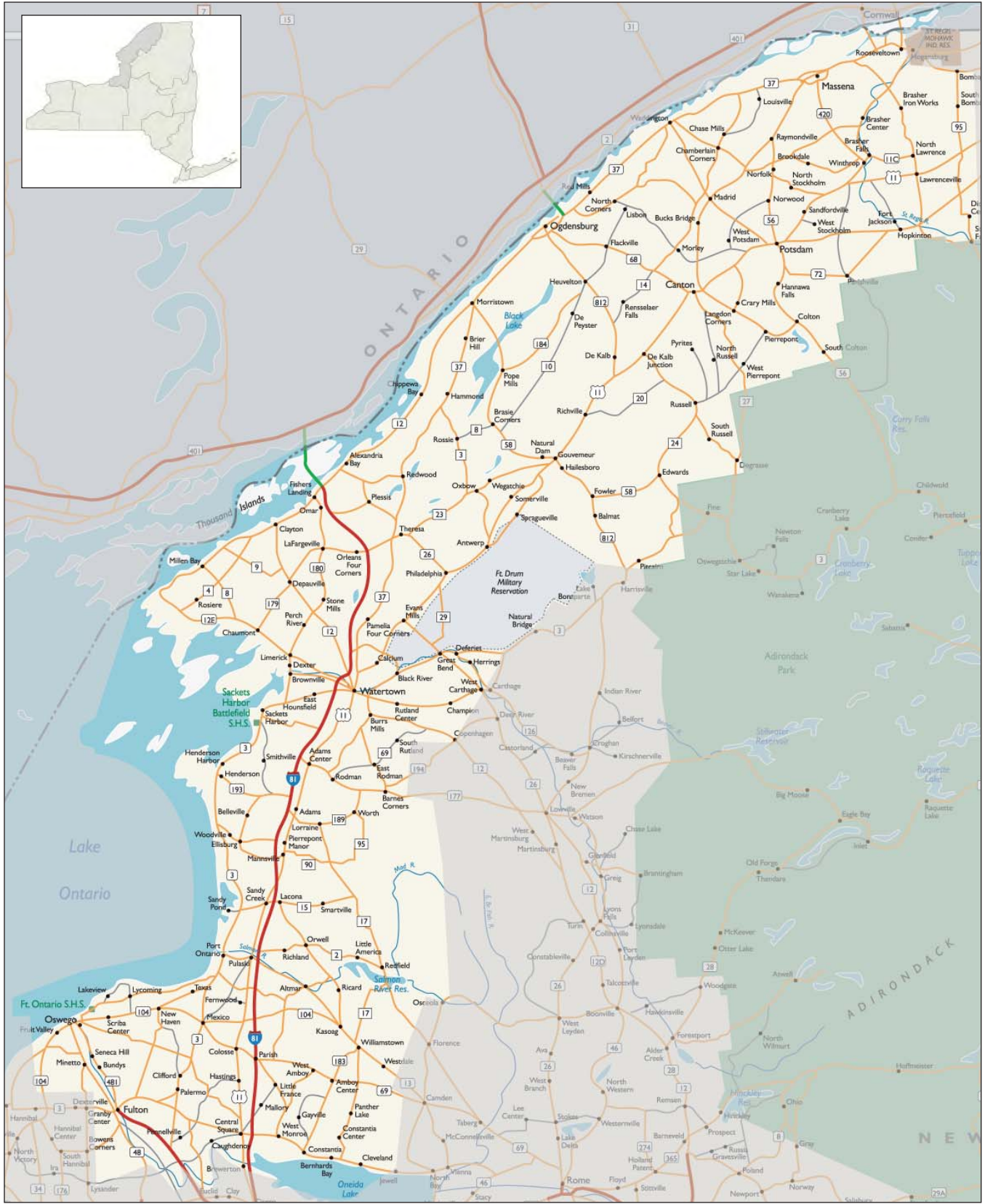


Figure 12. Map of the Thousand Islands - Seaway Region of New York State
 (Source: http://www.iloveny.com/_files/map_region_ti.pdf)

Central New York Region

Regional influences are of critical importance in long-term planning for a town or village. Issues related to trends in growth and economic activity, environmental impacts or use of resources, and infrastructure development among many other considerations, can have profound effects, both positive and negative, on communities even though they may not be right next door. Consideration of regional conditions and trends during a community's comprehensive planning process can help to identify those issues and opportunities that are relevant to the community's own goals and objectives.

The Town of Richland is located in the 1000 Islands Region (Figure 13), an international tourism destination that encompasses communities on both sides of the US and Canada border along the St. Lawrence River and the eastern shores of Lake Ontario. The region takes its name from the more than 1000 islands that dot Lake Ontario and the St. Lawrence River along this international waterway and extends from Kingston to Cornwall on the Canadian side, and from Oswego to Massena on the US side, reaching inland to the foothills of the Adirondack mountains.

The Central New York (CNY) region is situated in Upstate New York and consists of five counties including Cayuga, Cortland, Madison, Onondaga, and Oswego. The region covers an area of 3,120 square miles and has an estimated population of 780,000. Central New York has an abundant supply of cultural, historic, and natural resources serving to enhance the quality of life within the region. The rolling terrain and four season climate in Central New York adds to the sense of environmental diversity.

By most measures, the region forms an area of interdependent economic activity. There is a central concentration of activity in Onondaga County and the City of Syracuse. In addition to this major urban center, there are intermediate areas of activity in cities located in each of the other four counties. These cities include Auburn (Cayuga County), Cortland (Cortland County), Oneida (Madison County), and Fulton and Oswego (Oswego County). The five-county region comprises a balance of an urban center, suburban areas, small cities, rural towns and villages, and farming communities. The region is located in the center of New York State and is in close proximity to Rochester, Buffalo, Albany, and Binghamton; and just a few hours drive from NYC, Toronto, Boston, and other major cities in the Northeast.

Central New York has an extensive transportation network including Syracuse Hancock International Airport, the deep water Port of Oswego, a CSX intermodal rail center along with freight and passenger service, Interstate Routes 81 and 90 that bisect the region in a north/south and east/west direction. Central New York is also served by an extensive network of public sewer and water facilities. Electric and gas service is provided by several private utility companies including National Grid, New York State Electric and Gas, and Rochester Gas and Electric. The region is also served by an advanced telecommunications system that is provided by such major service providers as Verizon, Time Warner and AT&T.

The region's labor force currently numbers over 400,000 workers. Annual wage cost in the five-county area is competitive with national levels and significantly below major metropolitan areas in the northeast. In CNY, 35.1% of the age 25 population and over are high school graduates and 53.2% have some college education, including 16.4% with a bachelor's degree and 10.1% with a graduate degree. The skills of the Central New York labor force support a wide range of economic sectors including manufacturing, health care, education, professional business services, warehouse and distribution, wholesale and retail trade, the construction trades, transportation and utilities, and government.



Rolling farmland in Central New York State

Central New York has a strong foundation of several important industrial and occupation clusters. These include biosciences, digital and electronic devices, environmental systems, precision metalworking, packaging, information management, engineering, medical services, and logistics. These clusters account for more than 670 establishments in Central New York and employ more than 40,000 people – nearly 10% of the region’s employment base.

Economic activity in the Central New York Region includes a diversity of manufacturing types, a strong wholesaling sector, a significant agricultural activity, and a sizeable representation in the finance, insurance and real estate sectors. Although manufacturing employment has declined over the last two decades, it has maintained its importance as a critical part of the regional economy. The traditional role of manufacturing in generating supportive employment and paying relatively high wages is no less important to the Central New York Region than it is to the nation as a whole.

The service sector of the economy in central New York, represented by finance, insurance and real estate businesses, has accounted for a large amount of employment growth in the region since the 1960’s. This trend represents the transformation of the region’s post-industrial economy to a new service economy supported by an in-migration of financial and insurance companies.



Wayfinding sign along Interstate 81.
www.upstatenyroads.com/region7photos.shtml

The region's wholesaler sector is concentrated in the Syracuse area which has established Syracuse as the major center of economic activity and helped define the region as a functioning economic unit due to intra-regional flows of labor and products. Agriculture has been declining as an economic activity when measured by direct employment, number of farms, and land area, but displayed considerable strength in increasing the market value of agricultural sales. Recently, with advances in alternative energy technologies such as ethanol production, field crop production is focused more on corn rather than hay or soybeans. Agricultural activity and related agribusiness is the primary base of economic activity in the rural areas of the region, particularly in Cayuga, Cortland, and Madison Counties.

The Central New York Regional Planning and Development Board (CNY RPDB), a public planning agency, provides a comprehensive range of services associated with the growth and development of communities in the Central New York Region with a focus on comprehensive planning, economic development, energy management, environmental management, information and research services, intergovernmental cooperation, and transportation planning. The CNY RPDB employs a wide range of resources to assist communities with planning and development initiatives.

Fort Drum

Location

Fort Drum, located in Jefferson County, New York approximately 45 miles (50 minutes) north of the Village of Pulaski, has been used as a military training site since 1908, however the Army's presence in the North Country may be traced back to the early 1800's. In 1908, Brigadier General Frederick Dent Grant, son of General Ulysses S. Grant, was sent to the "Pine Plains" training facility outside of Watertown, New York, with 2,000 regulars and 8,000 militia. The following year money was allocated to purchase the land and summer training continued at the Pine Plains facility throughout the years.

History

The camp's first introduction to the national spotlight came in 1935 when the largest peacetime maneuvers were held on Pine Plains and surrounding farm lands. Thirty-six thousand, five hundred soldiers came from throughout the Northeast to take part in the exercise. Some soldiers traveled by trains which arrived in town every 15 minutes, coming from as far away as Buffalo and New York City.

With the outbreak of World War II, the area now known as Pine Camp was selected for a major expansion and an additional 75,000 acres of land was purchased. Within a period of 10 months and at a cost of \$20 million, an entire city was built to house the divisions scheduled to train at Pine Camp. Pine Camp became Camp Drum in 1951, named after Lt. Gen. Hugh A. Drum who commanded the First Army during World War II. During and after the Korean Conflict a number of units were stationed and trained at Camp Drum to take advantage of the terrain and climate. The post was designated Fort Drum in 1974 and a permanent garrison was assigned.

The first 10th Light Infantry division troops arrived at Fort Drum on December 3, 1984 and the unit was officially activated on February 13, 1985. The name was changed to the 10th Mountain Division (Light Infantry) at that time. The division reached full strength (10,000 soldiers) in 1989. The mission of the 10th Mountain Division (LI) is to be manned and trained to deploy rapidly by air, sea, and land anywhere in the world, prepared to fight upon arrival and win. Today, Fort Drum consists of 107,265 acres of land. Its mission includes command of active component units assigned to the installation,

provide administrative and logistical support to tenant units, support to tenant units, support to active and reserve units from all services in training at Fort Drum, and planning and support for the mobilization and training of almost 80,000 troops annually.

Employment and Payroll

Located within the Development Authority of the North Country (DANC), Fort Drum continues to be the Tri-County Region’s largest employer and thus a major element of the northern New York economy. In 1989, when Fort Drum reached full strength, there were approximately 10,000 soldiers employed at the garrison. This figure remained relatively stable through the ‘90s and into 2000. In 1996, Fort Drum employed approximately 10,080 military personnel and an additional 2,784 civilians. By 2003, Fort Drum had grown significantly with the addition of a new third brigade. As a result, total employment at the base increased to 14,665. From FY 1996 to FY 2006, Fort Drum experienced a 42% increase in military personnel employment and an increase of 25% in civilian employment. Overall, the total employment at Fort Drum increased by 39% from FY 1996 to FY 2006.

Table 25. Employment and payroll information for Fort Drum from 1996 to 2006. Data obtained from the Economic Impact Statements for FY 1996 through FY 2006.

	1996	1998	2001	2003	2004	2005	2006
Military Employees	10,080	10,515	10,810	12,117	14,055	15,082	17,438
Civilian Employees	2,784	2,463	2,439	2,548	3,050	3,626	3,712
Total Employees	12,864	12,978	13,249	14,665	17,105	18,708	21,150
Payroll (million)	\$3.18	\$3.26	\$3.66	\$3.93	\$4.46	\$5.92	\$9.70

In addition to increases in military and civilian employment, Fort Drum’s total payroll expenses have increased over 67% from fiscal year (FY) 1996 to FY 2006 (Table 25). In FY 1996, payroll expenses for Fort Drum were approximately \$3.18 million. By 2003, payroll increased to nearly \$4 million dollars. By 2006, payroll expenses are approaching the \$1 billion dollar mark. Over the decade between FY 1996 and FY 2006, Fort Drum’s payroll expenses increased by 67%.

Community and Economic Impact

Fort Drum is a prominent member of the Northern New York (NNY) community. The installation provides employment for more than 3,500 area residents and millions of dollars in trade for local businesses. Soldiers and their family members receive medical care from local health care providers and enroll in local schools and colleges. Since FY 1998, the post’s total spending has exceeded \$9 billion dollars. The resulting economic and social impact benefits not only NORTHERN NEW YORK, but New York State as well.

In 1999, Nutter Associates prepared an analysis of the economic impacts of Fort Drum on the regional economy of Jefferson, St. Lawrence, and Lewis Counties and concluded the following:

1. The army base is a direct generator of jobs and personal income especially since Fort Drum alone employs nearly 13,000 full-time workers, with a payroll of \$326 million per year.
2. The army base is a generator of additional non-base impacts by purchasing over \$103 million dollars per year in goods and services from suppliers in the

region. Altogether, these effects support \$237 million per year of business sales in the region, with over 3,750 associated jobs.

3. Total impacts indicate that Fort Drum is responsible for over 16,735 jobs and \$429 million per year of personal income added to the region, which represents nearly 14% of all jobs and income in the Tri-County area (Table 26).

Table 26. Summary of the regional economic impacts of Fort Drum annually. Data provided by Nutter Associates in the Fort Drum Regional Economic Impact Study, 1999.

Alternative Measure of Impact	Direct Effect	Indirect, Induced & Dynamic Effect	Total Effect
Jobs	12,978	3,759	16,737
Payroll	\$326 million	\$103 million	\$429 million
Gross Regional Product ¹	\$326 million	\$141 million	\$467 million
Gross Output	\$485 million ²	\$237 million ³	\$722 million

In addition to calculating the total economic impact of Fort Drum on the Tri-County Region, researchers and economic forecasters have recently started to identify business and resource gaps that could be filled by existing or new businesses in NNY. In February 2007, the Economic Development Research Group, Inc. released a report titled the North Country Business and Resource Gap Analysis. The gap analysis determined that the recent base expansions at Fort Drum in the early 2000's helped Jefferson, St. Lawrence, and Lewis Counties achieve lower unemployment rates, but local job quality remains low in terms of wages and stability. The study concluded that in order to increase the North Country's share of military expenditures a comprehensive marketing plan should be created to attract new companies, as well as increasing existing local industry's share of military contracts to improve job stability and wages. The study also identified 13 primary target industries and nine secondary industries with goods and services that are forecast to be in demand by the Army in the next several years. The industries at the top of the list included medical and dental services, electronic components, insurance carriers, and office furniture.

In addition to the gap analysis conducted by the Economic Development Resource Group, the Center for Community Studies at Jefferson Community College released the results of their Fort Drum consumer market analysis. The market analysis identified a variety of Fort Drum consumer markets, in addition to spending patterns of military personnel and their spouses. According to the report, the Fort Drum consumer market currently consists of 17,000 households with a total population of 34,000 people and a combined pre-tax income of approximately \$600 million per month. Fort Drum consumers, according to the Center for Community Studies, have distinct spending habits and desires that are different from the typical civilian in the Tri-County area. Therefore, the study suggests a variety of strategies for local businesses to implement in order to attract more business (and revenue) from the Fort Drum consumer market including the following: increasing the use of direct mail and mailbox flyers to promote local products and businesses; offering military customer referral awards and other loyalty benefits, creating a newcomer package/welcome wagon service to new arrivals at Fort Drum; developing entertainment experiences that supplement the retail experience; promoting popular brands as well as store names and locations; and focusing product offerings and promotional program efforts toward multiple consumer markets identified at Fort Drum.

This study also stated that the expanding Fort Drum population represents new market and economic development opportunities for the region. There are military consumer needs that are not currently being fulfilled such as entertainment opportunities, ethnic

restaurants, retail outlets, and visual and traffic enhancements. Several of these needs could be met by businesses in close proximity to Fort Drum, including in the Richland and Pulaski area.

Coupled with the Business and Resource Gap Analysis results released in February, the Fort Drum Consumer Market study will help to shape economic growth and development in Northern New York, as well as the surrounding communities including the Town of Richland and Village of Pulaski.

In December 2007, the United States Army announced that it will station an additional 1,479 soldiers at Fort Drum as part of an ongoing expansion that will almost double the size of the base by 2013. The expansion will be a tremendous spark to ignite the North Country economy that could spill over into Oswego and Onondaga Counties, where Fort Drum soldiers and their families have settled in recent years due to the lack of available housing on post and in the surrounding communities in the past few years. The new troops and their families will have an estimated \$130.4 million per year impact on the local economy by 2013, according to Governor Spitzer.

Tug Hill Region

Tug Hill Plateau is a remote section of upstate New York located a short drive north of Syracuse, between the east end of Lake Ontario and the Adirondack Mountains. Comprised of eastern Oswego, southern Jefferson, western Lewis and northern Oneida counties, this area is popular in the winter for snowmobiling and skiing due to the large snowfalls that come off of Lake Ontario; in the spring and summer for its numerous trout streams and back roads used for hiking and mountain biking; and its abundance of large and small game make hunting in the area enjoyable in the fall. The Tug Hill region contains many large parcels of state land, which are open to the public for a variety of recreational uses.

Tug Hill Plateau receives over 300 inches of snow each year, more than any area east of the Rockies. Cross country skiers discovered this wooded, winter wonderland, about thirty years ago. Other visitors travel into the area in spring, summer and fall, but the area is especially well-known for its fine recreational cross country skiing. Many new trails have been developed over the last twenty years since the Tug Hill Tourathon, well known 50K citizens race began. The managed forest of about 10,000 acres, purchased in the 1930s and 1940s, includes some county lands. During the 30s and 40s the Civilian Conservation Corps planted pine seedlings on much of the old farm acreage. The trails are used by skiers of all skill levels who wind their way through the quiet wilderness with almost daily winter snowfall. There are miles of ATV and snowmobile trails as well.

The region surrounding the Tug Hill contains numerous attractions and recreational opportunities nestled in its many small villages and hamlets. Tourists can find antique shops, flea markets, handmade furniture, gifts and crafts, fishing and hunting guide services, miles of snowmobile trails, restaurants, lodging, bed and breakfasts, campgrounds, boating, canoeing, both down hill and cross-country skiing, pure maple syrup products, numerous roadside produce stands and much more.

To the west, Lake Ontario, from Mexico Bay on the southeast corner of the lake to Sackets and Henderson Harbors is renowned for its sport fishing including salmon, trout, bass and walleye along with numerous panfish. The Fort Tompkins site, remnants of Fort Kentucky, and portions of the 1813 battlefield at Sackets Harbor are reminders of the War of 1812. The salmon and steelhead runs in the Salmon River flowing through Pulaski and Altmar are world famous and draw fisherman from around the world.



Wayfinding sign along Interstate
81.www.norcog.org/



Snow plow at work in Oswego, NY. Source: Gary Walts / The Post-Standard, accessed at syracuse.com, January 5, 2008.



Charter fishing boats at Selkirk on Lake Ontario.

There is abundant lodging and restaurants along the lake as well as state and private campgrounds, boat launches, and marinas.

To the north, Watertown leads into the 1000 Island Region of the St. Lawrence River. Heading east to the Black River valley is Carthage and Lowville. This area is very picturesque with its many dairy farms.

The eastern portion of the region south to Booneville is bounded by the Black River Valley. The river has numerous public launch areas and good populations of bass, walleye, northern pike and panfish. Many portions of the river feature slow meandering lazy water and make for enjoyable canoeing. The remnants of the old canal systems still are present when traveling through this area. To the east of the valley are the foothills of the Adirondacks. The city of Rome, south of Booneville, was an important point before the Erie Canal when the boats were brought up the Mohawk River from the Hudson River and transferred to Wood Creek to allow travel through Oneida Lake to the Great Lakes. Fort Stanwix historically protected this important transfer point and remains at this location today. An historic old military supply road ran from Fort Stanwix in Rome to Sacket's Harbor and may in the future be designated a Scenic Historic Byway.

Tug Hill Plateau receives over 300 inches of snow each year, more than any area east of the Rockies...trails are used by skiers of all skill levels who wind their way through the quiet wilderness with almost daily winter snowfall.



Skiers in the 28th annual Tug Hill Tourathon take off from the starting line in the 25K event at Winona Forest CCC Camp, in Mannsville. Source: Gary Walts / The Post-Standard, accessed at syracuse.com, January 5, 2008.

Tug Hill Aquifer

The Tug Hill Aquifer is a 47-mile long underground rock and soil formation that is shaped like a crescent bending around the western and southwestern side of the Tug Hill region, from Jefferson County through Oswego County and into northern Oneida County. The Tug Hill Aquifer is made of sand and gravel that was deposited by retreating glaciers approximately 12,000 years ago and travels beneath the Salmon River watershed in Altmar, Pineville, Richmond, and Orwell and has sections, which are unconfined (water table conditions) and confined (capped and pressurized by a layer of impermeable material such as clay or glacial till).

Groundwater is the major source of water for residents living on or adjacent to the Tug Hill Aquifer. Before 1960, groundwater use was low because development was sparse. Most groundwater withdrawals were from springs, dugwells, and some drilled wells that supplied homes, farms, and small communities. After 1960, parts of the aquifer that could yield large quantities of water were tapped for industrial use by Schoeller Technical Papers, Inc., a paper company in the Town of Richland, and the Altmar Fish Hatchery. Extensive well fields were established that yield as much as 1.5 to 2.3 million gallons of groundwater per day.

In November of 2006, the United States Environmental Protection Agency (EPA) designated the northern section of the Tug Hill Aquifer, and its tributary surface watershed, as a Federal Sole Source Aquifer (FSSA). It is important to note that the Sole Source designation includes not only the land surface directly above the section of the aquifer, where water exists under ground, but also the land surface watershed in this section of the aquifer. The Northern Tug Hill Glacial Aquifer includes portions of eight towns in Jefferson County (Adams, Champion, Ellisburg, Lorraine, Rodman, Rutland, Watertown, and Worth), portions of three towns in Lewis County (Denmark, Montague, and Pinckney), and portions of four towns in Oswego County (Boylston, Redfield, Richland, and Sandy Creek).

The Tug Hill Aquifer is a 47-mile long underground rock and soil formation that is shaped like a crescent bending around the western and southwestern side of the Tug Hill region, from Jefferson County through Oswego County and into northern Oneida County.



Colleges and Universities

In Upstate New York, there are over 44 institutions of higher education with a combined enrollment in excess of 215,000 students. A number of these institutions of higher learning are within a reasonable driving distance of the Town of Richland and the Village of Pulaski. In total, there are at least 18 colleges and universities within 50 miles (Map 13).

Many are part of the State University of New York (SUNY) system, the nation's largest comprehensive system of public higher education (Table 27). The State University of New York's 64 geographically dispersed campuses bring educational opportunity within commuting distance of virtually all New Yorkers and offers students a wide diversity of educational options: short-term vocational/technical courses, certificate programs, associate degree programs, baccalaureate degree programs, graduate degrees and post-doctoral studies. The University offers access to almost every field of academic or professional study somewhere within the system---some 7,669 degree and certificate programs overall.

There are also numerous private colleges and universities within 50 miles of the town and village, including Syracuse University and LeMoyne College.



Campus of SUNY Oswego. Source:
http://www.oswego.edu/about/centers/CELT/Campus_Quad.jpg



Table 27. Colleges and universities within a 50 miles radius of the Town of Richland. Data provided by the schools' websites for the 2007 – 2008 academic year. Tuition and fees are estimated.

Academic Institution	Number of Students	Tuition	Tuition, Room and Board
Bryant and Stratton – 2 Campuses	500+	Not reported	Not reported
Cayuga Community College – Fulton Campus	967	\$3,839	-
Cazenovia College	1000	\$22,894	\$32,396
Crouse Hospital School of Nursing	300	\$7,352	-
Hamilton College	1,775	\$36,860	\$46,210
Jefferson Community College	3,590	\$3,508	\$11,916
LeMoyne College	3,600	\$24,280	\$36,900
Mohawk Valley Community College – Rome Campus	5,300	\$3,150	\$9,900
Onondaga Community College	10,637	\$4,641	\$10,112
Saint Joseph's Hospital Health Center School of Nursing	275	\$13,110	\$16,810
Simmons Institute of Funeral Services, Inc.	50	\$5,150	-
SUNY College of Environmental Science and Forestry	2,100	\$4,350	\$19,306
SUNY Oswego	8,000	\$4,350	\$14,904
SUNY Upstate Medical	1,200	\$4,350 +	-
Syracuse University	19,082	\$30,470	\$45,280
Utica School of Commerce – 3 campuses	600	\$10,900	-





- 1 BRYANT AND STRATTON-PENN CAN CAMPUS
- 2 CAYUGA COUNTY C.C. - AUBURN
- 3 CAYUGA COUNTY C.C. - FULTON
- 4 CAZENOVIA COLLEGE
- 5 HAMILTON COLLEGE
- 6 JEFFERSON COMMUNITY COLLEGE
- 7 MOHAWK VALLEY C.C., ROME CAMPUS
- 8 SUNY COLLEGE AT OSWEGO
- 9 UTICA SCHOOL OF COMMERCE-CANASTOTA
- 10 SAINT JOSEPH'S HOSPITAL HEALTH CENTER
SCHOOL OF NURSING-SYRACUSE
- 11 SIMMONS INST. OF FUNERAL SERVICE, INC.
- 12 SUNY COLLEGE OF ENVIRONMENTAL
SCIENCE AND FORESTRY, SYRACUSE
- 13 SUNY UPSTATE MEDICAL
- 14 CROUSE HOSPITAL SCHOOL OF NURSING
- 15 LE MOYNE COLLEGE
- 16 BRYANT AND STRATTON-SYRACUSE
- 17 SYRACUSE UNIVERSITY
- 18 ONONDAGA COMMUNITY COLLEGE

Colleges/Universities

Richland/Pulaski Comprehensive Plan

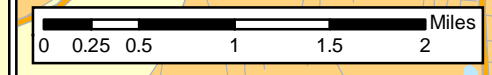
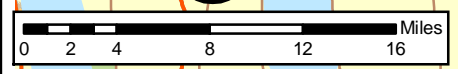
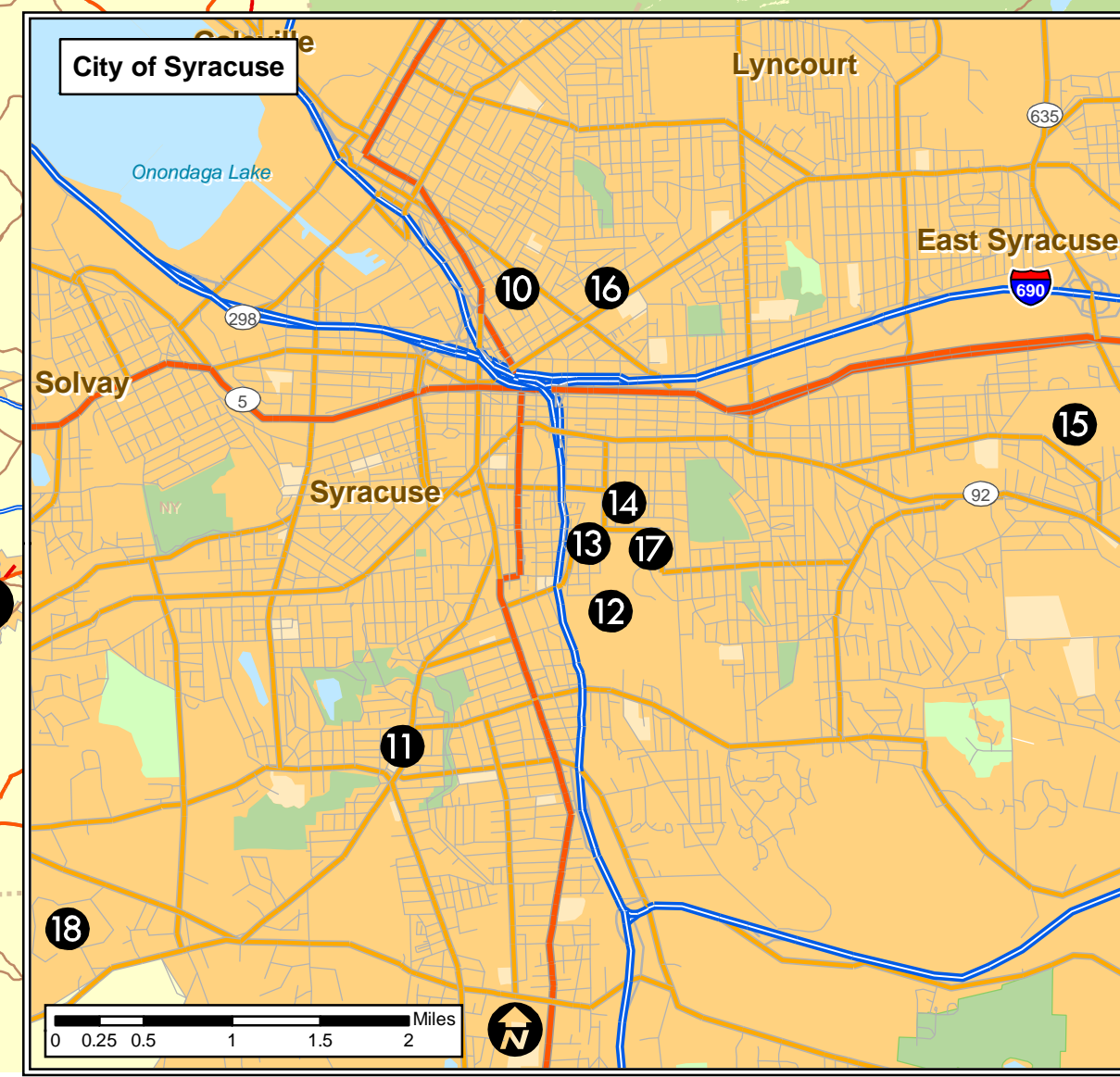
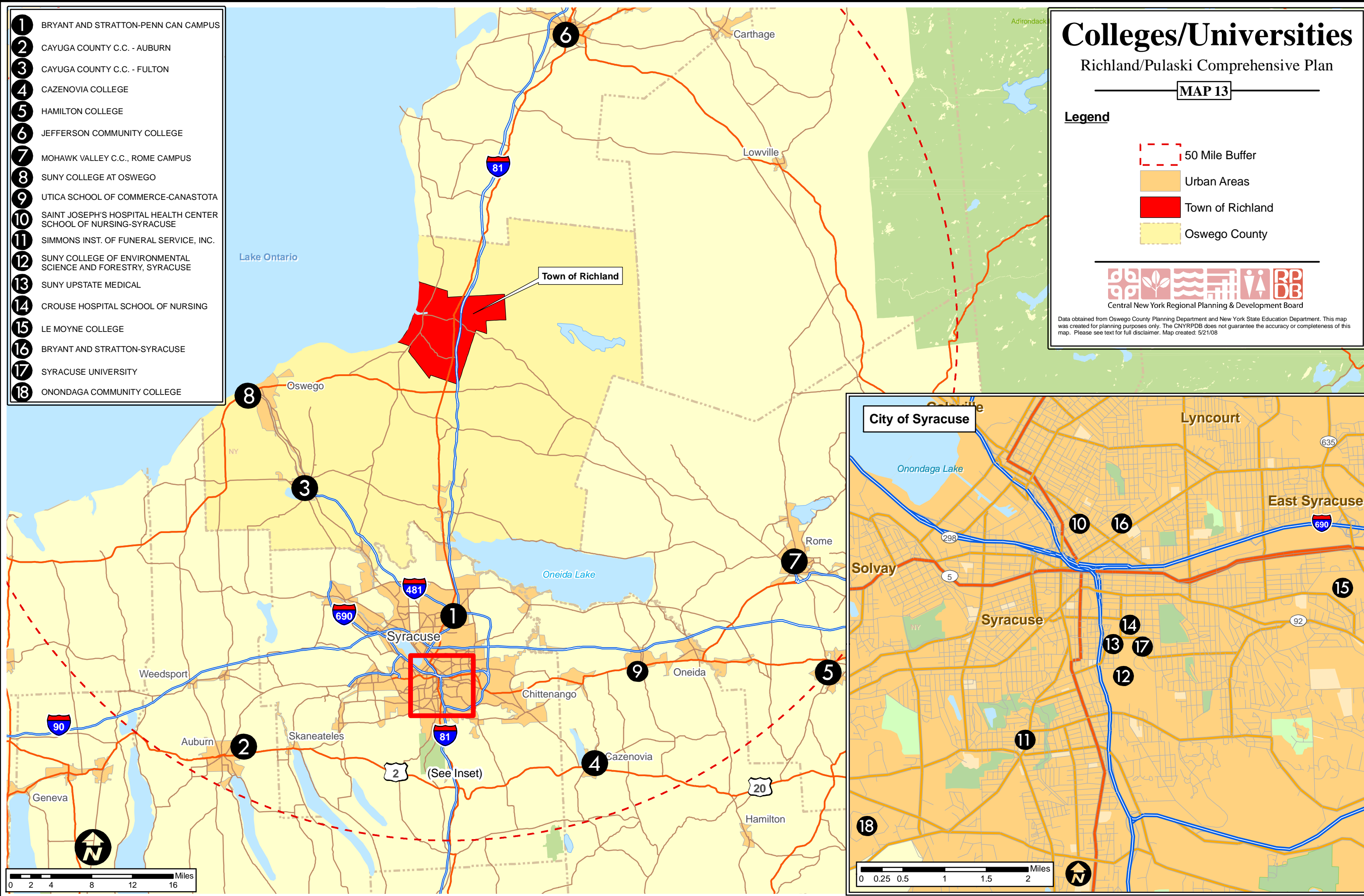
MAP 13

Legend

-  50 Mile Buffer
-  Urban Areas
-  Town of Richland
-  Oswego County



Data obtained from Oswego County Planning Department and New York State Education Department. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. Please see text for full disclaimer. Map created: 5/21/08





Oswego County Airport Industrial Park in the Town of Volney. Source: www.co.oswego.ny.us/airport/industrial.html



Oswego County Industrial Park. Source: www.oswegocounty.org

Industrial Parks

Although in Richland there are nearly 1,000 acres zoned for industrial use, there are no established industrial parks within the Town of Richland. There are several sites throughout Oswego County that are suitable for industrial development., and some of the most prime sites include industrial parcels located near the Tinker Tavern exit along Route 81 in the Town of Richland. The Oswego County Airport Industrial Park is located within the Town of Volney, approximately 30 miles (45 minutes) southwest of the Town of Richland. The park encompasses over 170 acres of land and is already zoned for industrial uses. This site is suitable for manufacturing and service companies that are in need of air transportation in close proximity. Public water, electrical service, and natural gas are available at this site. The New York State Thruway, Interstate 81 and 481, New York State Routes 3 and 48, and County Route 176 are easily accessible from the Oswego County Airport Industrial Park. The Oswego County Industrial Park is a full-service industrial park set near the Phoenix intersection of NYS 264 and NYS 481 with level to slightly rolling topography and very fine sandy loam soil. This facility is adjacent to Interstate 481 encompasses over 180 acres of land, with nearly 150 acres available. Public water and sewer is available from the Village of Phoenix, in addition to electricity and natural gas which is supplied by National Grid. Only 12 miles from I-81, the park is 15 miles from Hancock International Airport in Syracuse, 20 miles from the Port of Oswego, and 9 miles from the Oswego County Airport. There are 220 acres available at the park, and an additional 600 Acres available to the north.



Within Onondaga County, the Radisson industrial park is a 950-acre corporate park that provides building sites for industry and offices. All of the sites are serviced by underground water, sewage, gas, electric and telephone (including fiber) utilities. Several sites are also adjacent to a rail line. The Corporate Park is currently home to over 20 firms including Anheuser-Busch Brewery, Ball Container, Goetz Dolls, McLane Northeast, and National Grid. The Clay Business Park, owned by the Onondaga County Industrial Development Agency, is a 250 plus acre site that is located in the Town of Clay. The site is generally flat, has access to transportation infrastructure, and is zoned industrial. The location is convenient to the labor force of northern Onondaga County and southern Oswego County. Located adjacent to Syracuse International Airport and at the crossroads of two interstate highways, Hancock Air Park is an ideal location for small and medium industry. The 200-acre park has all utilities on site and is located in the New York State Empire Zone and is a developable site in the Federal Empowerment Zone making the owner eligible for state and federal tax benefits.



Available land for a proposed Clay Business Park. Source: www.oswegocounty.org



Hancock Air Park. Source: www.syracusecentral.com

In Jefferson County, the Center City Industrial Park in the heart of downtown Watertown is another facility available for new economic development opportunities. This 70 acre site is fully developed and located within an Empire Zone. Electric, natural gas, public water and sewer are already available, and there is convenient access to Interstate 81.

The City of Oswego

The City of Oswego, is known as the port city of Central New York and is located in Oswego County on the southeast shore of Lake Ontario at the mouth of the Oswego River. With an estimated population of 18,096 in 2000, Oswego is home to an interesting history with the Revolutionary Fort Ontario and museums as well as restaurants, festivals, fishing and hiking opportunities. Oswego is just 23 miles from the Village of Pulaski, and is also home to the Oswego Speedway and the State University of New York - SUNY Oswego.

The City of Syracuse

The City of Syracuse, located in Onondaga County in the geographic center of New York State and less than 40 miles from the Village of Pulaski, is a major north east metropolitan center. With an estimated population of 139,070 (in 2007); over 136 million people live within a 750 mile radius of Syracuse, including over 50 percent of the population of Canada and the United States. With a labor force of 333,000 (in 2008), Syracuse MSA is home to several major employers. Featuring much distinctive architecture from the nineteenth and twentieth centuries, Syracuse is also a major



Downtown Syracuse NY. 2008 Source: <http://www.city-data.com>



Bird's Eye View of Downtown Syracuse, NY at Columbus Circle.
 (source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008)

*With a labor force of
 333,000 (in 2008),
 Syracuse MSA is home to
 several major employers
 ... (and) a major
 cultural center.*

cultural center in Upstate New York. The city area offers dozens of parks, nature centers, golf courses, the Rosamond Gifford Zoo at Burnet Park, several museums and galleries, including the nationally known Everson Museum of Art, designed by I.M. Pei, Syracuse Opera, the only year-round professional opera company serving Central New York, Syracuse Stage, Central New York's only professional theater, Syracuse Symphony Orchestra (the 28th largest orchestra in the United States), The Carrier Dome, home of Syracuse University athletics, the Museum of Science & Technology with New York state's only IMAX-Dome theatre, numerous music festivals including Jazz Fest, NYS Blues Fest and Empire Brewing Musical Festival, Ethnic festivals including the Polish Festival, Jewish Music & Cultural Festival, Bavarian Festival, Latino-American Festival, Irish Festival, La Festa Italiana, and Oktoberfest.¹³



**Artist rendering of the 1,342-room
 Grand Destiny Hotel, originally
 planned for Phase 2 of the Carousel
 Center/Destiny USA. Source: [http://
 blog.syracuse.com](http://blog.syracuse.com)**

Destiny USA, currently under construction in Syracuse, New York, was proposed as a retail, entertainment and recreation complex. Publicized as a "green" building project to be powered entirely by renewable resources, it was planned to be completed in three phases. Preparatory ground work for the first phase, an 848,000 square foot expansion of the 1.5 million square foot Carousel Center, began in April, 2007, with pile driving for the structure's foundation beginning in August. Planned to exceed 3.2 million square feet of space, the project was expected by many to have a major impact on the central New York economy by drawing millions of tourists to the area. A lack of available financing due to the economic downturn beginning in late 2008 has at least temporarily brought construction of the gargantuan project to a halt. As a part of the same development initiative, plans announced in 2005 for a one million square foot (93,000 m²) technology complex at the intersection of Routes 81 and 90 in the town of Salina remain unrealized.

¹³ Greater Syracuse Chamber of Commerce, http://www.syracusechamber.com/chamber_info/facts_relocation/media/SyracuseFacts.pdf

Great Lakes Seaway Trail

The Great Lakes Seaway Trail, established in 1978, is a 518-mile scenic route running parallel to Lake Erie, the Niagara River, Lake Ontario, and the St. Lawrence River in Pennsylvania and New York State. The trail tells the story of America through its unique history, culture, recreation, maritime heritage, agricultural as travelers make their way through sophisticated cities, quaint villages, quiet fishing ports, dozens of family attractions, restaurants, accommodations and shops. The trail is well marked with green & white trailblazers to guide tourists from West Springfield, PA (Lake Erie) to Rooseveltown, NY (St. Lawrence River). The four big waters of the Seaway Trail: the St. Lawrence River, Lake Ontario, the Niagara River and Lake Erie - and all the fish-rich tributaries - the Salmon River, Black River, and Oak Orchard Creek - make for world-class freshwater sportfishing. The Seaway Trail is dotted with numerous lighthouses, some of which are open to the public and available for overnight accommodations. The Great Lakes Seaway Trail was selected as one of “America’s Byways” by the U.S. Department of Transportation because it “possesses outstanding qualities that exemplify the regional characteristics of our nation.”



New York State Fair

One of the most celebrated and time-honored tourist attractions for the region is the New York State Fair. First opening in 1841, the 11-day New York State Fair is the oldest fair in the United States and currently draws over 800,000 people each year. This summer fair includes over 30,000 displays, exhibits, demonstrations, and competitions, which encompass almost every aspect of life in Central New York. During the remainder of the year, the State Fairgrounds are the site of numerous events including livestock competitions; art exhibits; and shows featuring arts and crafts, garden accouterments, antiques, boats and cars, and outdoor recreation equipment.



Oswego County Fair & Harborfest

The Oswego County Fair is held each year for six consecutive days in July. The fairgrounds are located on 6 acres of land on Ellisburg Street in the Town of Sandy Creek. Most walkways at the fairgrounds are paved and the buildings are wheelchair accessible. Approximately 60 vendors participate in the event, with booths set up both inside and outdoors. Admission and parking are free and an estimated 30,000 people attend each year. Some of the most popular fair events include the demolition derby, operated by the Sandy Creek Fire Department, harness racing, tractor pulls, 4H livestock shows, and a variety of contests and concerts. The annual fireworks display is also a popular event. In 2007, the Oswego County Fair celebrated their 150th anniversary.



www.nysfair.org

For four days in July the City of Oswego hosts Harborfest, Central New York’s favorite summer festival. Harborfest brings more than 100 choices of admission-free entertainment to stages located at scenic venues throughout the city. These stages feature local, regional and nationally known recording artists and entertainers. Entergy Nuclear Northeast hosts a fireworks spectacular, one of only seven such continuous presentations in the Northeast. It’s an annual Saturday night Harborfest event that brings more than 100,000 spectators. For young families, Harborfest provides activities and entertainment for children at its popular Children’s Stage and Children’s Activity Area. The Children’s Stage features entertainment carefully chosen to inform, entertain, and educate youngsters. Harborfest also features a diverse assortment of handmade and manufactured merchandise for sale, in addition to amusement rides and games.



**Fireworks display at the
Oswego Harborfest.**
www.oswegoharborfest.com



www.co.oswego.ny.us/tourism/fishing/hatchery.html

Harborfest has earned 10 International Festival and Events Association Awards, has been named an American Bus Association Top 100 North American Event for 1996, 1998 and 2005 and was voted as the “Best Festival in Central New York” in a poll conducted by WSTM-TV3, a major regional television broadcast station.

Salmon River Fish Hatchery

The Salmon River Hatchery on County Route 22 in Altmar, NY approximately 10 miles southeast of the Village of Pulaski is less than 15 minutes away and produces about four million trout and salmon each year to help make sportfishing opportunities in New York among the best in the world. The Salmon River Fish Hatchery, which began operation in 1981, is part of a major effort by the New York State Department of Environmental Conservation (DEC) to meet stocking needs of Lakes Erie, Ontario and Champlain and their tributaries. The hatchery raises 250,000 Coho salmon; 3.2 million Chinook salmon; 600,000 steelhead; 200,000 landlocked Atlantic salmon; and 300,000 brown trout each year.

At one time, Lake Ontario supported the largest population of lake-dwelling Atlantic salmon known to man, while both Lakes Erie and Ontario were excellent lake trout fisheries. However, by 1900 the salmon had vanished. By 1950 the lake trout had also disappeared from most of the Great Lakes due to the destruction of habitat, over fishing, predation by an exotic parasitic fish called the sea lamprey, and numerous dams which prevented salmon from reaching spawning streams all led to the disappearance of these spectacular fish.



Salmon River Fish Hatchery, Altmar NY (source: Microsoft Corporation, NAVTEQ, Pictometry International Corporation, 2008)

Oswego County Electric/Gas Utilities

Oswego County, known as the “Powerhouse of the Northeast”, generates over 5,500 megawatts of electricity with extremely high reliability. There are three nuclear power plants, 10 hydroelectric plants, four natural gas and fossil fuel power plants in Oswego County (Map 14 and Table 28).

The closest facilities to the Town of Richland and Village of Pulaski are the two hydro power plants operated by Erie Boulevard Hydropower, LP in the Town of Orwell. Known as Lighthouse Hill and Bennetts Bridge, they harness hydropower from the Salmon River Reservoir system with a combined operating capacity of almost 35 megawatts.

Oswego County’s Public Utility Service offers low-cost electrical energy to new and expanding businesses in Oswego County. Entergy Nuclear Northeast will provide up to 10 megawatts of electricity a year, at \$32 per megawatt-hour, between 2005 and 2010. Current day-ahead prices range between \$45 and \$50 per megawatt-hour. Businesses may request an allocation through the Oswego County Public Utility Service. Applicants must provide detailed information about the new project they are undertaking, their job creation plans, and their power usage requirements. To be eligible, businesses must meet certain minimum usage requirements and commit to create permanent new jobs. Select Energy, a leading provider of energy solutions in the Northeastern U.S., has been chosen by Oswego County to administer the low-cost power program on behalf of the county.

A new transmission line associated with the development of the Hounsfield Wind Farm on Galloo Island is proposed across the Town of Richland intersecting with the existing transmission line between Altmar and Oswego.

Table 28. Electric and gas utility service providers in Oswego County as of 2006. Data provided by the Operation Oswego County website (www.oswegocounty.org/) and Platts Energy.






Utility	Location	Capacity	Fuel Source
Constellation Nuclear	Town of Scriba	1,550 MW	Nuclear
Entergy Nuclear Northeast	Town of Scriba	825 MW	Nuclear
Indeck Operations, Inc.	City of Oswego	50 MW	Natural Gas
NRG Energy, Inc.	City of Oswego	1,700 MW	Oil / Natural Gas
Erie Boulevard Hydropower, LP	City of Fulton	0.90 MW	Hydro
	Town of Granby	9.48 MW	
	Oswego Falls Westside	2.0 MW	
	City of Fulton Oswego Falls Eastside	4.15 MW	
	City of Fulton	5.88 MW	
	Town of Minetto		
	Varick, Oswego	5.30 MW	
	Bennetts Bridge	30.5 MW	
	Town of Orwell Lighthouse Hill	7.93 MW	
	Town of Orwell		
Dynergy	Town of Scriba	1,056 MW	Gas Fired
Algonquin Power Income Fund	Village of Phoenix	3.4 MW	Hydro
Fulton Cogeneration Associates, LP	City of Fulton	47 MW	Gas Combustion
Oswego County	City of Fulton	3.6 MW	Steam
City of Oswego	City of Oswego – High Dam	12.0 MW	Hydro

Energy Facilities

Richland/Pulaski Comprehensive Plan

MAP 14

Legend

-  Power Plant
-  Power Transmission Line
-  City/Village
-  Town
-  Town of Richland













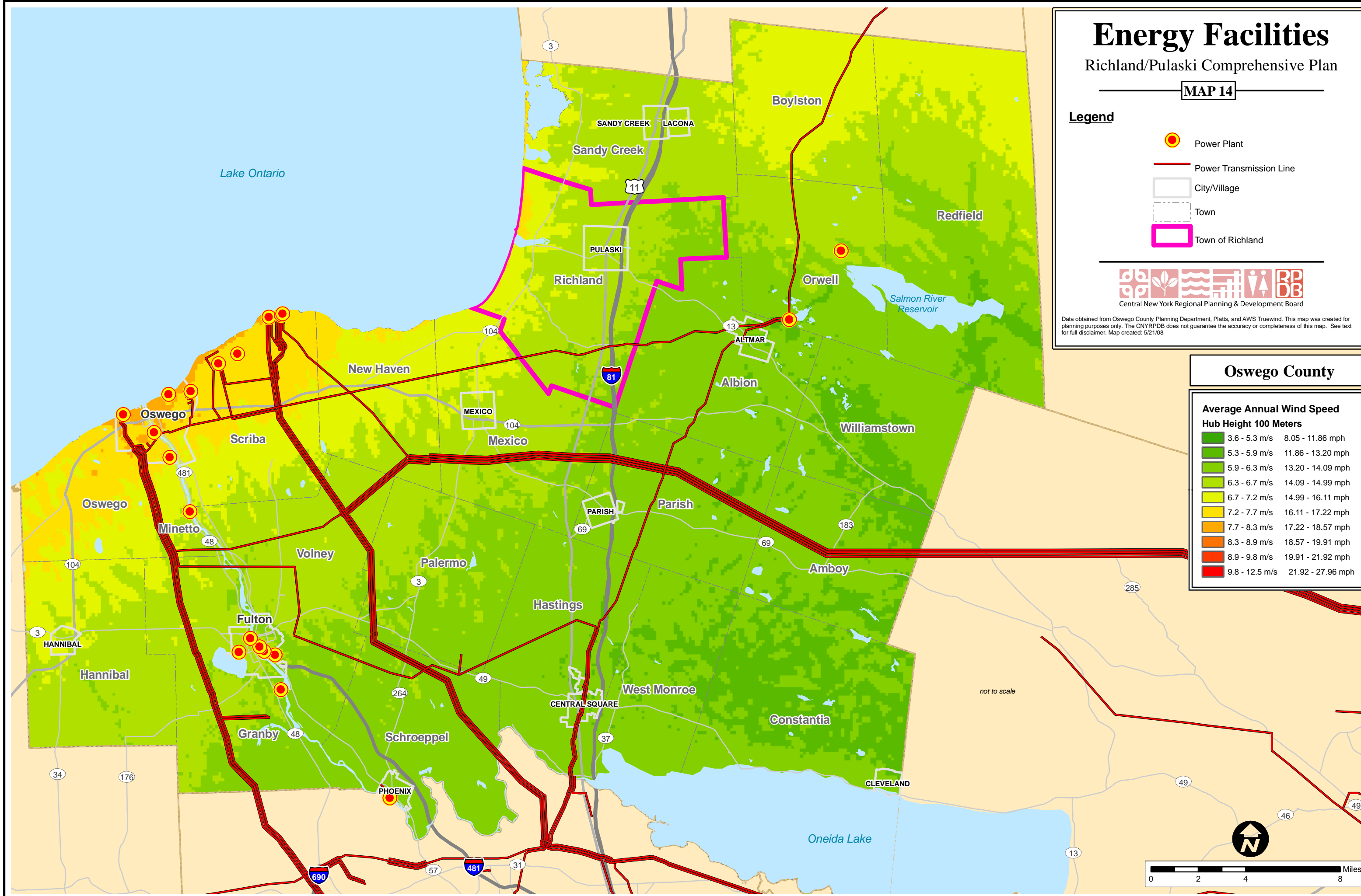
Data obtained from Oswego County Planning Department, Platts, and AWS Truewind. This map was created for planning purposes only. The CNYRPDB does not guarantee the accuracy or completeness of this map. See text for full disclaimer. Map created: 5/21/08

Oswego County

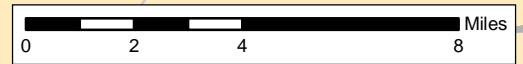
Average Annual Wind Speed

Hub Height 100 Meters

	3.6 - 5.3 m/s	8.05 - 11.86 mph
	5.3 - 5.9 m/s	11.86 - 13.20 mph
	5.9 - 6.3 m/s	13.20 - 14.09 mph
	6.3 - 6.7 m/s	14.09 - 14.99 mph
	6.7 - 7.2 m/s	14.99 - 16.11 mph
	7.2 - 7.7 m/s	16.11 - 17.22 mph
	7.7 - 8.3 m/s	17.22 - 18.57 mph
	8.3 - 8.9 m/s	18.57 - 19.91 mph
	8.9 - 9.8 m/s	19.91 - 21.92 mph
	9.8 - 12.5 m/s	21.92 - 27.96 mph



not to scale

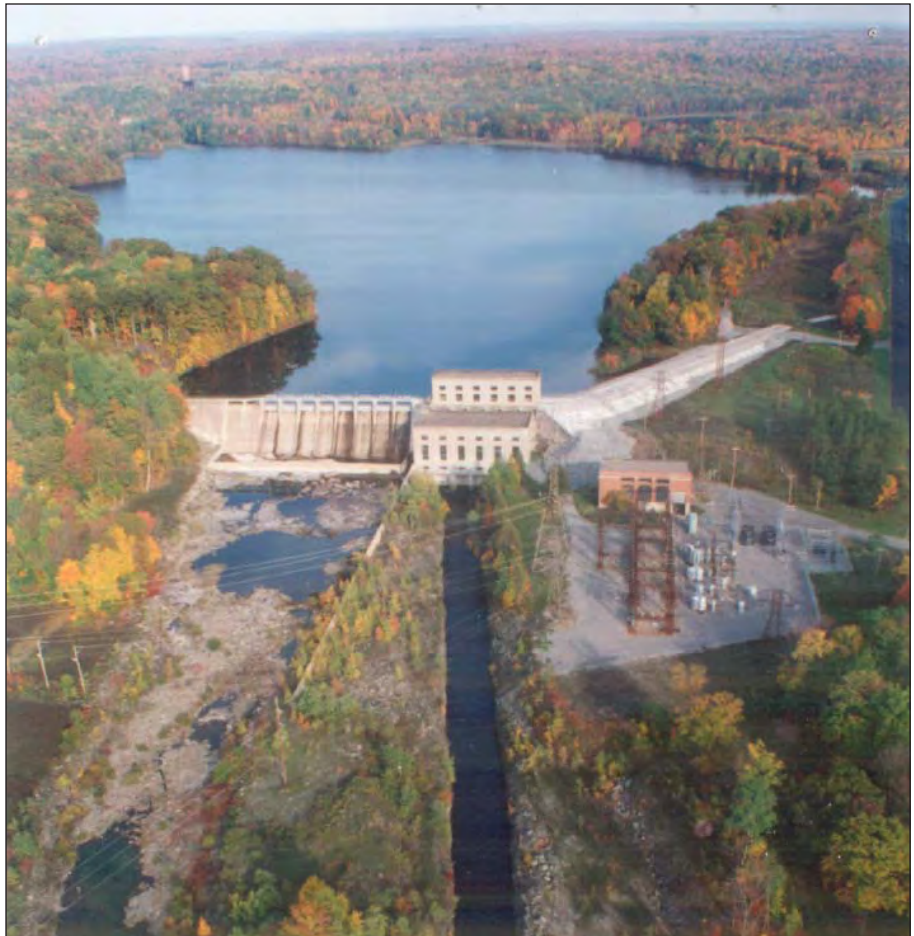


Salmon River and Lighthouse Hill Reservoirs

The Salmon River Reservoir, also known as the Bennetts Bridge, Stillwater, or Redfield Reservoir, is located in the Towns of Redfield and Orwell and is a source of hydroelectric power. The reservoir itself is 3,550 acres in size and is used to store excess runoff during spring peak flow periods. Some of the reservoir's water is later released during summer low flow periods. The energy generated by the Salmon River Reservoir is integrated into the Reliant Energy power grid, which provides Upstate New York customers with 5.1 MW of power¹⁴. The Salmon River Reservoir discharges into the Lighthouse Hill Reservoir, which is the only other waterbody with any flood-control function on the Salmon River. The Lighthouse Hill Reservoir, located in the Town of Orwell, is much smaller than the Salmon River Reservoir (164 acres) and is almost completely undeveloped. Powerhouses are located on the eastern and western sides of the reservoir. In 2006, The Low Impact Hydropower Institute (LIHI) announced Brookfield Power Corporation's Salmon River Hydroelectric Project earned LIHI's Low Impact Certification. The Salmon River Project is the first New York hydropower project to receive an eight-year certification in recognition of meeting special watershed management criteria which includes a buffer zone dedicated for conservation purposes.¹⁵

¹⁴ SUNY ESF Watershed Ecology Class. 2002. The Salmon River Watershed: An overview and status report.

¹⁵ The Low Impact Hydropower Institute, <http://lowimpacthydro.org/application-details.aspx?id=22>



The Salmon River Reservoir in Redfield and Orwell NY. Source: The Low Impact Hydropower Institute, <http://lowimpacthydro.org/application-details.aspx?id=22>

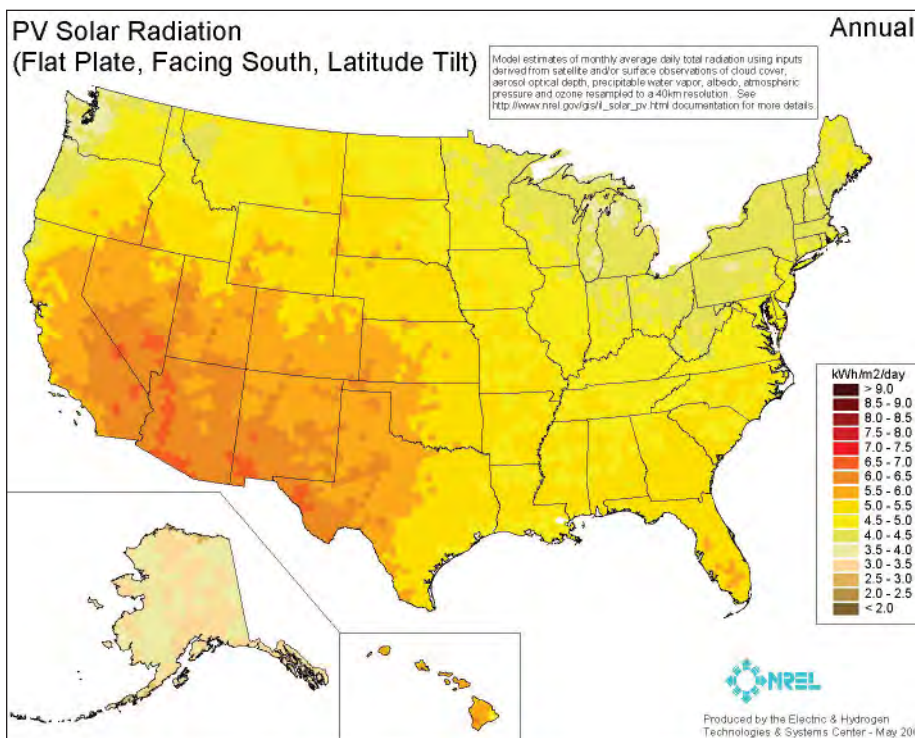
Renewable Energy in Central New York

Electricity generation, with its heavy reliance on fossil fuels, is the nation's largest industrial source of air pollution, accounting for two-thirds of sulfur oxides, one-quarter of nitrogen oxides, two-fifths of carbon dioxide, and one-third of mercury emissions. Renewable energy development can provide non-polluting sources of energy that reduce greenhouse gas emissions as well as emissions that cause smog and acid rain. A single megawatt of wind or solar power can displace 1,800 tons of carbon dioxide each year. Renewable energy also protects water resources with no particulate emissions that contribute to mercury contamination of lakes and streams, a particular concern in New York State.

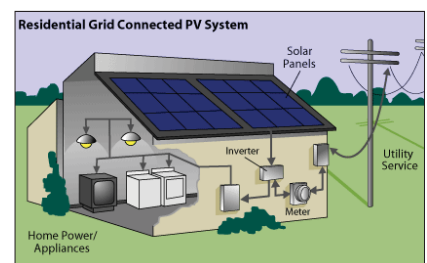
With a robust renewable portfolio standard and new progressive net metering legislation which passed in August 2008, New York State is well situated to become a leader in the development of renewable energy resources such as wind, solar, and biomass. Central New York's local governments can play a critical role in advancing the state's policies for the reliability, affordability and environmental sustainability of its renewable energy supply. The regulatory and institutional landscape of federal and state energy policy, as well as the "Home Rule" authority of New York State municipalities, makes local governments critical partners in promoting efficient resource use, renewable energy market development, and location efficiency within the built environment. Local governments have strong reasons to promote sustainable energy planning practices, and a number of local governments throughout New York are already doing so. Among the main energy-related concerns driving local action are: the need for price stability; the public health and safety consequences of energy unreliability; strong public support for environmental initiatives; and quality of life considerations. Another key reason why Central New York communities are increasingly interested in renewable energy is the importance of affordable and reliable energy to economic development as evidence suggests that high energy costs are a leading factor behind the exodus of businesses from the state.

Change will not come if we wait for some other person or some other time. We are the ones we've been waiting for. We are the change that we seek.

*- Barak Obama,
president elect*



National Solar Radiation Map (Source: National Renewable Energy Lab [NREL])



Residential Solar Electric Installation with Net Metering Program (Source: US Department of Energy)



Maple Ridge Wind Farm in Lewis County. www.mapleridgewind.com

Solar Energy

There has been tremendous growth in the use of solar energy to produce electricity in the United States. According to the Interstate Renewable Energy Council (IREC), the total amount of installed grid-connected solar PV capacity in 2007 in the United States was 476 MW, including large-scale utility installations. The American Solar Energy Society (ASES) estimates that the total photovoltaic market was only 17 MW in 2000, and expects it to grow to 1,590 MW by 2010. New York’s solar PV energy production increased from 2.7 MW to 4.4 MW from 2006 to 2007, an increase of 63%. New York State currently ranks fifth in installed PV capacity, behind California, New Jersey, Nevada and Colorado.



Roof-mounted, flush to roof solar electric array (Source: National Renewable Energy Lab [NREL])

At a cost of \$6 to \$12 per watt to install a PV system, the initial high cost of equipment can make it difficult to justify the up-front investment. These costs can be reduced through incentives and policies available in New York State. New York’s net metering law, which allows users of residential systems up to 25kW and non-residential systems up to 2MW to sell any excess electricity generated to their investor-owned utility, has been a major factor behind the growth of total installed photovoltaic capacity in the state. NYSERDA offers generous incentives for residential and non-residential systems that can reduce the installation cost by up to 50 percent. New York State also offers a 25% personal tax credit capped at \$5,000 for residential PV systems. Additionally, federal tax credits for PV systems include a 30% investment tax credit for commercial grid-connected systems and a 30% tax credit for residential grid-connected PV systems.



Ground-mounted solar electric array (Source: National Renewable Energy Lab [NREL])

Municipal Role

Municipalities and school districts across New York State have installed PV systems on their buildings in order to reduce the amount of retail electricity they need to purchase and to reduce the negative environmental effects of fossil-fuel based electricity generation. While Central New York may not have the abundant solar resources of Southern California or the southwestern states, it is important to recognize that PV systems can

perform well in relatively cloudy and cold climates. In fact, cold temperatures and snow cover can actually increase the electrical output of PV modules. While cloudy regions will require larger, more expensive solar arrays than sunny regions, the size and cost of other components such as inverters will stay the same. Because a system's PV panels represent only about 30 percent of a system's total installed costs, a system installed in an area with one-half the sunlight of another area does not cost twice as much. Even in Syracuse, which averages only about 3.65 kWh per square meter per day of solar radiation capacity for the year, PV systems can be cost-effective under certain conditions.

Municipalities have increasingly turned to a variety of alternative financing mechanisms to pay for the costs of installing PV systems on their facilities. One popular model, which may account for as much as 90% of municipal projects, is a third-party power purchase agreement in which a solar developer pays for and installs the PV system on a municipal facility. In exchange, the municipality signs a guaranteed contract to purchase the electricity for 15-20 years. The solar developer receives all of the federal tax benefits and other incentives that result from the electricity produced by the system. Alternatively, municipalities can issue Clean Renewable Energy Bonds or Qualifying Energy Conservation Bonds, through which the federal government provides tax credits in lieu of interest payments, providing an attractive low- or no-cost financing mechanism for local governments. The rules for these programs favor small projects, and municipal PV projects have accounted for more than half of total funded projects.

An emerging tool that municipalities can use to help spur investment in residential PV systems is the property tax assessment model, pioneered by the Berkeley FIRST (Financing Initiative for Renewable and Solar Technology) program. The Berkeley FIRST program allows property owners to borrow money from the city's Sustainable Energy Financing District to install solar photovoltaic electric systems and allow the cost to be repaid over 20 years through an annual special tax on their property tax bill. The primary innovation of this program is that, since both the solar system and the tax obligation remain with the house, if the property is transferred or sold, the new owners will pay the remaining tax obligation. Since there is little or no up-front cost for the homeowner, it eliminates the primary risk that has discouraged investment in residential PV systems, i.e., that the homeowner may move before they recoup their investment if in reduced energy costs.

Wind Energy

Wind energy is currently the fastest growing source of electricity in the world, and in recent years, there has been a rapid expansion of wind energy in the United States and in New York State. In Upstate New York, there are currently three large scale, commercial wind farms, two of which are located in Madison County and one located in Lewis County. The Maple Ridge Wind Farm, jointly owned by Portland, Oregon based PPM Energy (PPM) and Houston, Texas based Horizon Wind Energy, is located in Lewis County approximately one hour northeast of the Town of Richland. The wind farm area includes the Towns of Martinsburg, Lowville, Watson, and Harrisburg on the Tug Hill Plateau. Maple Ridge has a total of 195 turbines producing 320 MW of electricity, enough to power 160,000 average New York homes.

In the early part of 2008, the Upstate NY Power Corporation proposed the installation of 77 wind turbines on Galloo Island, located approximately 32 miles north of the Town of Richland in Sacket's Harbor. The proposal included a plan for the location of single-line poles through 36 miles of farmland in Oswego and Jefferson Counties with approximately \$4,000 per four acres expected as compensation for power lines on private property.

Community-Based Wind Energy

Many sites that are smaller in size than that preferred by corporate wind developers, have potential to be developed as community-based wind energy projects. Community-based wind energy projects are typically developed by local farmers, ranchers, and investors, or local governments or educational institutions, rather than national or local professional developers. Community-based projects have historically been smaller in size than corporate-owned projects, but some second-generation projects are around 100 MW and third-generation projects may be 350 MW and larger. They may also be owned and operated by cooperatives or other local business interests. Publicly-owned community-based projects have typically been smaller and have often been used to provide “on-site” or “behind-the-meter” lower-cost energy for local governments or community institutions.

While less than 1 percent of total U.S. installed wind capacity may be classified currently as community-based and there are currently no such projects in New York State, it is important to understand the many economic, social and environmental benefits of wind energy in general as well as the advantages to municipalities and residents of community-based development over corporate development. Wind energy can have economic benefits for rural areas including diversifying the economy and providing much-needed tax revenues. Wind power projects can co-exist with other economic development initiatives and activities such as farming, and can stimulate local economic development, providing much-needed additional source of income for farmers. Community-based wind projects produce returns on equity for local community investors, not just wind lease payments for landowners or local tax revenue for local government. Wind energy also offers electricity cost predictability and stability, and because wind energy carries no fuel cost, wind projects can help energy users to hedge against volatility in conventional fossil fuel energy markets and predict energy costs decades into the future. Wind power also offers opportunities for business startups and expansion and “green jobs” in the areas of construction, wind manufacturing, wind repair.

Profits from community-based wind projects stay in the community and are typically distributed more evenly among community residents. Experience with community-based wind projects in the Midwest suggests local issues and concerns may be eliminated or satisfactorily addressed by local involvement. As smaller projects, there are technical and management benefits to community-based wind projects as well. Interconnection or transmission constraints may be avoided without the need for access to high voltage transmission lines. The smaller scale of community and on-site wind projects may also make it easier to obtain the necessary permits and satisfactory environmental reviews.

On-site Wind Energy

Unlike community-based wind energy projects, which typically use megawatt-scale turbines to produce electricity for export to the grid, on-site generation typically uses smaller turbines to power a facility directly, offsetting the need to purchase more expensive retail electricity. Because the power produced by the wind turbine is used by the owner to offset retail purchase of electricity in cases of on-site wind, rather than sold to the grid at wholesale, the financial feasibility is significantly different. First, the higher value of electricity at the retail rate brings the potential for shorter payback periods with on-site wind. Similarly, higher value lowers acceptable site characteristics, reducing the need for “world class” wind sites and enlarging the market to include farms, businesses, schools, municipal and government facilities such as prisons, hospitals and nursing homes.

In most respects, the development process for on-site wind is the same as that for utility generation. In terms of site evaluation, obstructions to wind resource (trees,

buildings, etc.) must be considered, establishing appropriate set backs from neighbors, ensuring that there are suitable soils for foundation and sufficient access for crane and lay down area are also important. Regarding permitting Issues, local (municipal ordinances for height or requiring minimum setbacks), state (environmental review, wetlands) and federal (FAA Obstruction Lighting) requirements must be met. And, while the scale of on-site wind power projects are typically much smaller than utility generation, a similar range of environmental issues must be addressed (visual impacts, noise impacts, “flicker” or shading, radio frequency interference, public safety).

There are several examples of on-site wind power systems in operation or in the development stage in upstate New York. The range in size, location and application of these wind power systems demonstrates the flexibility of on-site distribution.

- a 250kW Fuhrlaender system that produces 20-25% of the electricity used at Harbec Plastics, a small custom-injection molding company in Ontario (Wayne County)
- a 10kW Warner system that will offset the electricity purchased by Paul de Lima Company, a coffee distributor located in Cicero (Onondaga County)
- a \$3 million (approximately 1.5MW) wind system recently approved by voters for the Sodus School District in Sodus (Wayne County)

BioEnergy

Sustainable agricultural practice such as biomass production offers potential for economic growth in agriculture in Richland as well as for environmental benefits provided by this kind of land cover including water quality protection and habitat support. Emerging technologies in the use of biomass as a feedstock for biofuels, bioproducts, and bioenergy will likely lead to economic advantages in the development of biomass resources over many other agricultural products. Because bio-energy and bio-products from biomass offer higher net energy ratios in the generation of end products, a growing market for their use is opening up. Biomass, although not currently a significant component of Richland land cover, can be produced and harvested on a sustainable basis as short-rotation woody crops (SRWC) such as shrub willow or as switchgrass. Biomass crops can easily be grown in ways that reduce total carbon in the atmosphere by capturing that carbon in the soil. Biomass crops can be raised in areas of lower quality soils or areas that would otherwise require drainage. Untilled soil, with perennial grasses, woody crops, or no-till annual crops, not only captures carbon from the atmosphere that is held in the roots, leaves and stalks left on the soil; it also prevents soil erosion and minimizes storm water runoff and sedimentation of valuable water resources. This is an especially important environmental benefit for agriculture in the Great Lakes Region. Another important benefit, with the growing economic viability of biomass production, is the preservation of Richland’s beautiful rural-agrarian landscapes.

Other bio-energy developments such as the proposed BION (closed loop) slaughterhouse/methane containment project to be sited in Oswego County, because of its very large-scale (72,000 head of beef cattle) have been the source of some concern from community members about potential impacts to community character.



250 kW Harbec Plastics in Ontario, New York





Traditional farmland and barn along a roadside in the central New York Region, 2008.

Agriculture & Farming

Historically, central New York State has been recognized as farm country, with expansive and scenic rolling fields of corn, grain, orchards, and pasture lands dotted with old farmhouses and red barns. Over the last several decades, changing agriculture markets and practices have resulted in land use changes effecting farmland throughout the region. These trends toward much larger and less diverse agribusiness operations have also resulted in decreases in the demand for farm labor. Many smaller, family farms have consolidated into larger-scale agribusiness operations. Smaller scale parcels of farmland, since providing less opportunity to be competitive with the large agribusiness operations, have in many cases transitioned to residential development. Over the last forty years, farms across the state have in general become much larger, with fewer product offerings and many fewer people employed.

Although the shape and character of successful agricultural activity has been changing in central New York as elsewhere, farming continues to be an important regional practice. Production volumes fluctuate significantly from year to year based on changing market and climate factors. Since 2006, the State of New York lost approximately 800 farms, but according to a September 2008 report from the NYS Field Office of the USDA, production rose due to an increase in the number of acres

for harvest and favorable growing conditions. Grain corn production was expected to rise 20 percent, and soybean production was forecast to be up 38 percent from 2007.

New York state is home to a large number of Amish communities in around 30 settlements where traditional, smaller-scale farming is practiced. New York ranks as the state with the sixth largest Amish population and has attracted a large number of out-of-state ‘immigrant Amish,’ more than any other state since 2002. Migration of Amish farmers to central New York is influenced by a the Amish desire to avoid suburban congestion and sprawl, high land prices, tourism and other intrusive outside influences, and is characterized by the horse and buggies they use instead of automobiles. Factors that attract Amish families to central New York include fertile farmland at reasonable prices, non-farm work in specialized occupations, and rural isolation that supports a traditional, family based lifestyle.¹⁶ Amish farms have grown more specialized in recent decades, with dairy cows and, in some cases, chickens or hogs. Specialized farms tend to be more mechanized, but still less so than neighboring non-Amish farms. A growing trend toward small specialty operations that produce vegetables, herbs, and flowers has emerged in some settlements, and some use organic methods to target specific urban markets.¹⁷

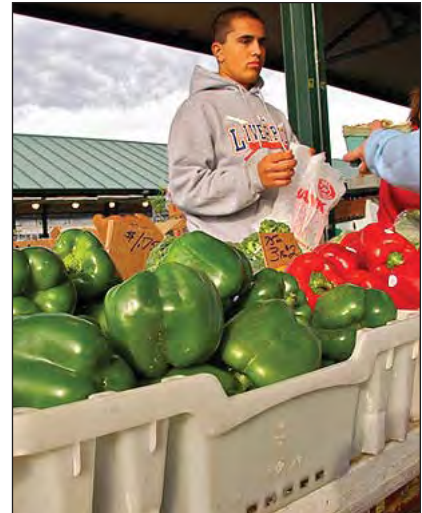
In 2007 there were 3,285 operating farms on over 777,000 acres of land in the five county region of central New York, and cash products from farming in the region totalled nearly 5 million dollars. Central New York farm produce is offered year-round, both for wholesale and retail markets at the Central New York Regional Market in Syracuse, NY.

In Oswego County in 2007, 615 farms were operating on 101,000 acres. Leading agricultural products were vegetables (37%), dairy products (34%), and other products including hay, fruits, and nursery and greenhouse (29%).¹⁸

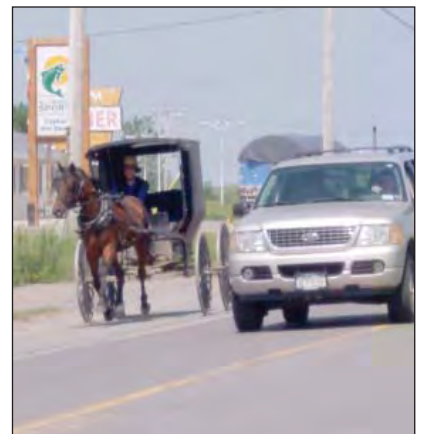
Economic Development Initiatives

Depending on available funding as noted in 2008 *Central New York Initiative*, there are several organizations and programs, that may have influence regionally on economic development opportunities including: Syracuse University Center of Excellence in Environmental Systems, a research and development facility for indoor environmental systems and alternative energy; The CNY Biotechnology Research Center, the CNY Tourism Development Fund, CNY Enterprise Development Fund, targeted to small manufacturing companies and producer service firms; CNY Strategic Training Partnership Fund, to assist companies looking to upgrade their employee skills; CNY Regional Business Recruitment Program, a comprehensive business development and recruitment program; and The CNY Growth Energy Fund, to assist farmers with capitol costs associated with developing marketable alternative energy crops.

The Essential New York Initiative, Transforming Central Upstate to a Knowledge-Based Economy report envisions six core development strategies to address Upstate New York’s challenges and opportunities. These strategies including: aggressively targeting middle-market companies with high potential for expansion and supporting existing industries; optimizing key industry clusters; creating, retaining, and attracting talent in central upstate New York; leveraging colleges and universities as economic and community growth engines; encouraging the creation and growth of a stronger entrepreneurial culture; and, developing a broader regional consciousness.



For 70 years local farmers have been selling their produce at the Central New York Regional Market. Source: www.syracuse.com May 12, 2008.



Traffic sharing the broad shoulder with an Amish buggy along Rome Road in Pulaski, NY. 2008.

¹⁶ From Amish America Plain Insights and Observations from Pennsylvania to Oregon. Source: http://amishamerica.typepad.com/amish_america/new_york_amish/

¹⁷ From <http://www2.etaown.edu/amishstudies/Occupations.asp>

¹⁸ From the USDA National Agriculture Statistics Service, and Oswego County Farm Statistics. Source: http://www.nass.usda.gov/Statistics_by_State/New_York/Publications/County_Estimates/index.asp



The Syracuse center of Excellence in Environmental Systems.

Source: http://blog.syracuse.com/progress_impact/2008/02/large_0211-lead-green-main-.jpg

In April of 2008, Governor Paterson and the Legislature approved a state budget that advanced a \$132 million capital improvement spending plan for New York's 178 state parks and 35 historic sites – making it the single largest capital investment in the history of the state park system. The infusion of funds will enable the state to begin addressing the extensive capital needs of the NYS parks system, and could represent an opportunity for the Town of Richland and Village of Pulaski to pursue development partnerships with the Office of Parks, Recreation and Historic Preservation. Such partnerships could help to increase public access through the creation of a connective corridor between the Village and the lake shore, and improve visitor facilities and services at these valued waterfront resources thereby boosting their economic impact on the community.

Comprehensive Plan for the Town of Richland and Village of Pulaski

In the last decade, there has been a much wider recognition that long-term planning is a desirable and important function of local government. In the fall of 2003, the Pulaski Richland Comprehensive Plan Committee (Committee) was formed by a group of concerned citizens wishing to develop a collaborative plan that would enhance the existing land use regulations and direct future growth and change in the town and village; while protecting the unique natural resources of the area. One of the Committee's first major accomplishments was obtaining a grant from the Governor's Office for Small Cities to survey the community and serve as the basis for developing a strategy for future planning initiatives.

As part of the planning process, the Committee developed a detailed community needs survey that was sent to all residents of the town and village in August of 2004. Over 800 responses (21%) were received and tabulated by the Oswego County Department

of Planning and Community Development. In addition, the Committee developed and distributed a survey to students, mainly juniors and seniors, at the Pulaski Junior – Senior High School.

Table 29. Results from the 2004 Community Survey in the Town of Richland and Village of Pulaski.

Topic	Response Rate (%)	Community Values
Economy	90	Business retention, new retail and manufacturing businesses are important to the future of this community
	85	More job opportunities, growth in family restaurants, grocery stores, department stores, commercial and manufacturing / industrial development
Education	80	Additional opportunities for education and local school improvements should be pursued.
	75	Educational services are important and the school system is of high quality.
Government	95	Local government cooperation is important.
	78	The library, post office, police, fire, ambulance and public works services are adequate.
Health and Human Services	96	Medical services are important to the community.
	78	Develop recreational facilities for everyone; expand existing recreational facilities, and develop walking trails.
	74	Support growth in medical centers and independent/assisted living nursing homes.
Infrastructure	92	Roadway infrastructure is important.
	84	The municipal water supply and access is important.
Land Use	77	Agricultural lands are important to the future of the community
	75	The community should support growth in office/business parks and residential development
Natural Resources	85	The preservation of natural resources, parks and open lands is important.
	75	Additional access to water should be considered.

With assistance from the Oswego County Planning Department, the Committee grouped the findings from the community and student surveys into 7 different categories. Along with the survey data, the Committee incorporated common themes and recommendations from previous reports and studies that focused on the town and village and created the following outline (Table 29) to highlight areas in need of change or improvement for the future of the town and village.

In the fall of 2006, the Committee contacted the Central New York Regional Planning and Development Board (CNYRPDB) and asked for their assistance in preparing a comprehensive plan for the Town of Richland and Village of Pulaski. Staff from the CNYRPDB met with elected officials from both municipalities and the Committee to develop a scope of services that would meet the goals of the community and support the work that had already been completed.

In January of 2007, the CNYRPDB and the Committee held the first public meeting to unveil the Town of Richland and Village of Pulaski Comprehensive Plan project and encourage public participation throughout the process. In the subsequent months, additional public meetings were held to verify that the Committee’s 2003 survey findings were still accurate and to discuss a variety of topics including recreational opportunities,



North Jefferson Street in the Village of Pulaski, NY. 2008

economic development, tourism and marketing, and the current land use regulations in the town and village. At each meeting, residents, business owners, landowners, and concerned citizens were given an opportunity to share their thoughts and ideas relating to the future of their community. All of this information has been incorporated into the Comprehensive Plan for the Town of Richland and Village of Pulaski.

In the next chapter, issues of community significance, strengths and weaknesses identified through the visioning sessions and community survey will be discussed in addition to specific goals and recommendations of the Comprehensive Plan. Various legal instruments are available to the Town and Village that have a direct bearing on their ability to carry out the goals and recommendations of the plan. Two of these, the zoning ordinance and subdivision regulations are already in place and need to be updated and amended to reflect the community's goals and objectives, as specified in the Comprehensive Plan. Another legal instrument that will be beneficial to the town and village as they begin to implement the Plan is their capital improvements program. This device is a fiscal plan for the long range financing of major items and public improvements including such things as the acquisition of land and the construction of buildings. The capital improvements program should be based on the long-range program of public improvements as suggested in the Comprehensive Plan.

Many other important tools also exist to be used successfully in the implementation of a Comprehensive Plan. Some of these are: Preliminary Sketch Plan Review, Conservation Subdivision Requirements, Overlay Districts, Business Improvement Districts, Streetscape Improvement Plans, Historic Districts & Preservation Plans, Environmental Impact Assessments, Purchase of Development Rights or Transfer of Development Rights (PDR's and TDR's), Resource Protection Ordinances, Community Development Block Grants, Restore NY Grants, and Design Guidelines. It is important to make use of use of planning and regulatory tools like these to implement the community's vision as embodied in the Comprehensive Plan.

Implementation of a Comprehensive Plan depends, ultimately, on the aspirations and actions of the elected officials and members of the community. There must be a general understanding of the objectives sought in the plan and the community must be in agreement with them. The planning process is, in part, a process of formulating acceptable and desirable public goals, and coordinating public and private efforts for the benefit of the community as a whole.

The next chapter provides a summary of the Community Analysis with a discussion of the community's vision, and identified strengths and weaknesses, followed by a numbered list of goals and recommended actions the community should take as opportunities allow to achieve its vision.

We do make a difference
– one way or the other.
We are responsible for
the impact of our lives.
Whatever we do with
whatever we have, we
leave behind us a legacy
for those who follow.

- Stephen Covey

Chapter 4: Goals & Recommendations



Underutilized Shorefront Recreation Area at SELKIRK

Summary Analysis

The Town of Richland is well-situated regionally, only about an hour's drive south from the Canadian border, the Thousand Islands and the Saint Lawrence River. It is less than an hours drive to the Syracuse Metropolitan area and Fort Drum with direct access to points north and south via Interstate Route 81. An international deep water port, the Port of Oswego, is less than 20 miles to the west, and an operating CSX rail line bisects the town through the Hamlet of Richland and the Village of Pulaski where two industrial spurs are located. Within the geographic boundaries of the town, a wealth of natural and cultural resources exist. The Salmon River, several major creeks, the Tug Hill Aquifer, several miles of Lake Ontario shoreline, Port Ontario, some of the most significant wind energy resources in New York State, over 8,000 acres of agricultural lands supporting a variety of farming practices, and the Pulaski Village Historic District are just a few of them. These resources and the location of the community at the intersection of key transportation corridors makes it an ideal setting for living, working, recreation, business, and industry.

Still, the Town of Richland and Village of Pulaski have experienced significant declines in population in recent years along with experiencing a largely weakening local economy. Between 1990 and 2008, the total population of the Village of Pulaski, with a higher percentage of residents over the age of 65 than either the Town, the county or the region, declined approximately 10%. Although median family income in the Village of Pulaski has increased in recent years, it was only approximately 66% of the national average in 2007 through 2008. The economic base of the community is largely comprised of service sector, manufacturing, tourism and recreation-related businesses with recreational fishing tourism considered a major industry in the Town. However, both the Town and Village have experienced negative job growth and a higher than national average unemployment rate in recent years.

Another important trend to note in the Village of Pulaski is the steep rise in vacant housing in the community. Between 1980 and 2000, vacant housing units in the Village increased from 62 to 121 (up 95%). Only 16% of that increase was related to seasonal or recreational use. Interestingly, rental rates in the Town and Village have risen significantly in recent years and there continues to be a growth in demand for rental units which remain very affordable in comparison to national averages.

The existing composition of land use in both the Town and Village offers opportunities for growth with high percentages of vacant land and limited acreage dedicated to industrial use. Land use in the Town is largely residential, vacant, and agricultural with some forested or conservation land, and small portions dedicated to recreation, public service, commercial, and industrial use. In the Village, over half of the land use is categorized as vacant. Although commercial uses are only 4% of the total in the Village; currently vacant properties, expansive parking requirements and road widths along Route 13 in the Village detract from the otherwise historic character of the Village.

Situated in northern Oswego County, The Town borders the eastern shore of Lake Ontario and extends east to the western reaches of the Tug Hill Plateau. The northern temperate climate features four distinct seasons with heavy lake-effect snowfall in winter that is an ideal setting for winter sports. The town possesses a unique wealth of natural and cultural offerings and is appropriately named Richland. Pleasant stretches of eastern Lake Ontario shoreline including Selkirk Shores State Park, great for summer relaxation and fun, and the scenic Salmon River corridor, replete with salmon and trout in fishing season, combine in a uniquely rich natural environment. The Town and Village are located in close proximity to a variety of all-season recreational points of interest as well as within a convenient distance to regional cultural and economic centers.

The community's potential for economic growth...has not yet been fully realized...without prominent gateways at key locations and access to and interpretation of many points of interest, the community is losing potential...benefits... every day.

Within the community, the historic Village of Pulaski and the Lake Ontario shore are separated by only three miles along the beautiful Salmon River. These major community assets should be linked through welcoming signs at key gateways that would highlight the existence and easy access to both the Village and the lake shore. The development of hiking and biking paths would provide both community members and visitors opportunities to fully enjoy the wealth of assets that the community has to offer (Figure 14).

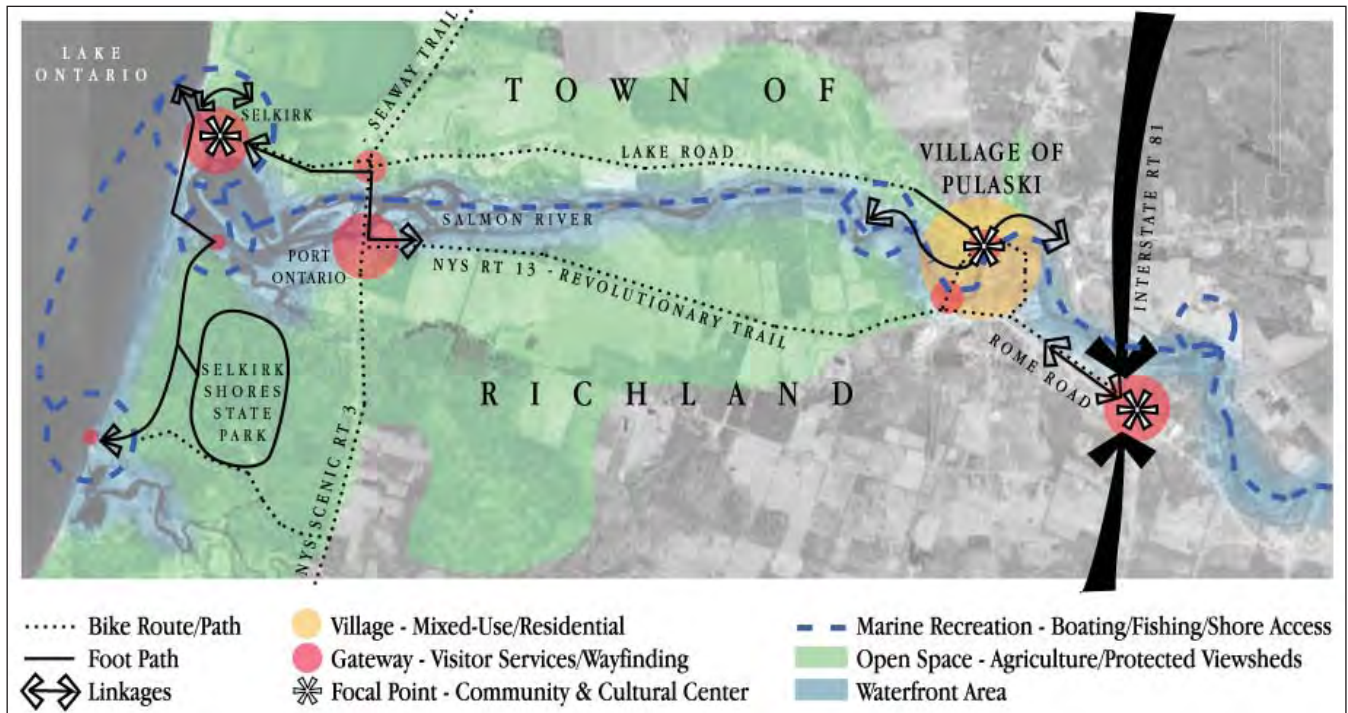


Figure 13. Diagram showing how major community assets could be linked through welcoming signage at key gateways and nodes as well as hiking and biking paths that would highlight the easy access to both the Village and the lake shore.

The historic Village of Pulaski, settled beginning in 1801, features one of the most intact collections of nineteenth century architecture in New York State with two historic Village parks at its core. The Village is located at the intersection of NYS Route 11 and NYS designated Scenic Byway Route 13 - *The Revolutionary Trail* along the banks the Salmon River. The river, constrained by the surrounding topography, over time carved a deep “S” curve through shale and limestone cliffs, and left several wooded islands on its way to Lake Ontario just three miles to the west forming a stunning riverine landscape at the heart of the community. The Salmon River, with several public fishing access points along its banks, offers internationally-renowned Salmon and Trout fishing and teems with fish and fishermen beginning every fall. Two bridges cross the Salmon River as it winds its way through the Pulaski Village Historic District at the commercial core of the village.

Unfortunately, many of the historic structures in the Village remain vacant and deteriorating, or without local regulation to protect them from historically incompatible renovations. Although the Village business district has been listed on the National Register of Historic Places and offers a unique historic setting and abundant natural resources that generate seasonally reliable economic opportunity; the community has been unable to fully capture the greater potential economic and social benefits that would be possible through targeted cooperative efforts to generate, service, and support the growth of existing, and creation of related recreation- and tourism-based business.

In addition, opportunities exist in the Village to take better advantage of the unique and dramatic riverfront setting and views with new parks, walkways, and related businesses.

The community's potential for economic growth and sustainable development, directly linked to its wealth of existing natural and cultural resources, has not yet been fully realized for several reasons. The most striking of these is the lack of welcoming and informative gateways at prime access points to the community - Interstate Route 81 and Scenic Route 3 at Port Ontario. Without prominent gateways at these key locations, and access to and interpretation of many points of interest, the community is losing potential visitors and the associated economic benefits as they pass by unknowingly every day.

The western border of the Town of Richland is formed by nearly five miles of Lake Ontario beach front, and public access is available at Selkirk Shores State Park and Deer Creek Wildlife Management Area. Additional public access to the lake shore was an identified community desire revealed in the public survey conducted to inform this Plan. Small parking areas and undeveloped public rights-of-way to the lake front exist at the end of Hager Drive and at Pine Grove Road, and both of these publicly-owned rights-of-way are potential locations for the development of additional public access.

The valuable historic and natural resources that the Richland/Pulaski community has within its bounds, if protected from incompatible development, or gaps in recreational interconnections and barriers to public access, will provide the foundation upon which the community can succeed in achieving its vision for a truly vibrant future. Taking stock of (and promoting) the strengths, and addressing each of the challenges discussed in the following section will help the community to reach its full potential.

Issues of Community Significance

Some primary issues of concern to the community identified in the community survey and visioning sessions related to growth and development. These issues, addressed in the above goals and recommendations, include sustainable economic growth and development; historic preservation and continued community revitalization; aquifer and wellhead protection; and preservation of natural resources, open space, farmland, and scenic resources. Additionally, challenges to realizing the full potential of all-season recreation and tourism in the Town of Richland and the Village of Pulaski were noted in a community survey as; a lack of accommodations for physical limitations, inadequate and poorly maintained public facilities, personal safety issues, and a lack of awareness of opportunities in the community. Other changes or improvements suggested on the community survey were; better sidewalks, bike paths, and rail bed trails, a "Pulaski Run", biking or skating paths, expanded opportunities for human powered boating, quiet areas for cross country skiing, expanded hours for adult public ice skating, additional promotion of available activities, introductory classes and demos, more universal (handicap) access, earlier advertising of events so people can plan ahead, hiking trails along the river, group activities, movies, more and better public access to Lake Ontario and the Salmon River, and a connected trail system along the Salmon River from Port Ontario to Salmon River Falls.

Since 2005, additional issues have been identified by community members and leaders including a recognition that the Town and Village would be well-served by increasing their efforts to work together in a joint approach to planning and community development including the consolidation of services and community boards. With technical support and funding available from New York State and the federal government, and the existing culture of cooperation that exists between Town and Village leaders, as well as the proven successful collaborations resulting in the Haldane Community Center Board,

the Multi-jurisdictional Hazard Mitigation Plan, the monthly economic development committee, and the development of safety linkages between the two water systems; it is clear that fostering an interdependent working relationship between Town and Village governments will continue to benefit the community.

Strengths

An easily accessible location

Richland and Pulaski, located along Interstate Route 81, are only 60 miles from Canada and less than 45 minutes from the Syracuse metropolitan area. The Town and Village are well situated to attract the interest of regional and international visitors as well as new residential and industrial development. The Route 81 exits at Pulaski provide easy access to the eastern Oswego County/Tug Hill Plateau and trail systems for snowmobiling, ATV enthusiasts, hunting, cross country skiing, hiking, biking and nature appreciation.



A reputation for world-class fishing and existing public access for fishing

With the success of the upstream fish hatchery and several public access points along the Salmon River, few communities can boast of the quality of fishing experience that Richland and Pulaski have to offer, providing a unique and growing recreational market niche.



Looking north on North Jefferson Street in the Pulaski Village Historic District, 2008.

A rich history of early settlement and industrial development

The outstanding collection of in-tact historic architecture in the Village of Pulaski, along with the many tales and remnants of the War of 1812 and other histories throughout the town, are assets just waiting to be discovered by history enthusiasts from around the world. As a central location of westward migration, the region has a rich genealogical history that is well documented by the area historians.

Scenic rural landscapes

Much of the Town of Richland remains undeveloped with rolling hills and farmland providing the setting for a higher quality of life for residential growth as well as an ideal backdrop for four-season recreational use by cyclists and cross-country skiers.

Lake Ontario shorefront

Access to beautiful lakefront State Parks and Great Lakes recreation including boating, fishing, camping, swimming, strolling on a sandy beach, sunset watching, and site-seeing represent a tremendous opportunity for tourism and quality-of-life-based economic development. Economic rewards for the entire community could be tapped through improved waterfront access and linked commercial/recreational development areas and corridors that respect historic and rural character.

Existing water resources and capacity for growth

The Town has significant land resources with convenient Interstate access to quality industrial development sites, especially at the Tinker Tavern exit on Interstate Route 81. The availability of, and access to, exceptional Tug Hill Aquifer water resources nearby in the Town make for an ideal economic asset with the capability to support industrial growth in the Town that could bring additional job opportunities to the community.

Four season climate and a tradition of community events

With a distinct and dramatically different four season climate including the snow generating Lake Ontario, there are opportunities for a diverse array of outdoor sporting activities and events in and near the Town such as the annual Winona State Forest Ski Tourathon. The Village of Pulaski has a history of hosting well-attended community events like the annual Salmon River Festival, the Village Farmer's Market, and the Salmon River Run.

Existing plans, and significant projects accomplished and underway

The Town and Village have developed a number of plans and implemented many projects toward the betterment of the community. Major accomplishments include a Main Street grant award; the Salmon River Greenway Trail Concept Plan and grant the TEP award that followed; and the most recent Restore NY grant award for the North Jefferson Street Revitalization Project.

Pulaski School System

The Pulaski Junior Senior High School was ranked number one in Oswego County by PSK12.com, a premier provider of school performance information. Rankings are based on the School Report card provided by the NYS Education Department.

Major Businesses contributing to the local economy

Fulton Boiler Works and Fulton Thermal Corporation are major employers located in the Town of Richland, as is Felix Schoeller Technical Papers Incorporated. The Town also has a thriving recreation-related industry including guest lodges, and bait and tackle and various stores that support sports fisherman and other visitors to the Town.

Challenges

Unwelcoming, unmarked arrival

There are several automobile points of entry to the town and village from the north, south, east and west. These entry points serve as a visitor's first and last impression of the community. Unfortunately, none of the existing entry points offer a sense of arrival or give an indication of interest or intrigue about Richland or Pulaski. The entry points from Route 81 are of particular concern. From the south, the visitor is greeted with a huge commercial billboard and a sprawling and barren, automobile dominated commercial landscape. There is no indication or representation of the many natural and cultural assets close at hand, and little to invite a visitor to stop and spend some time in the area.

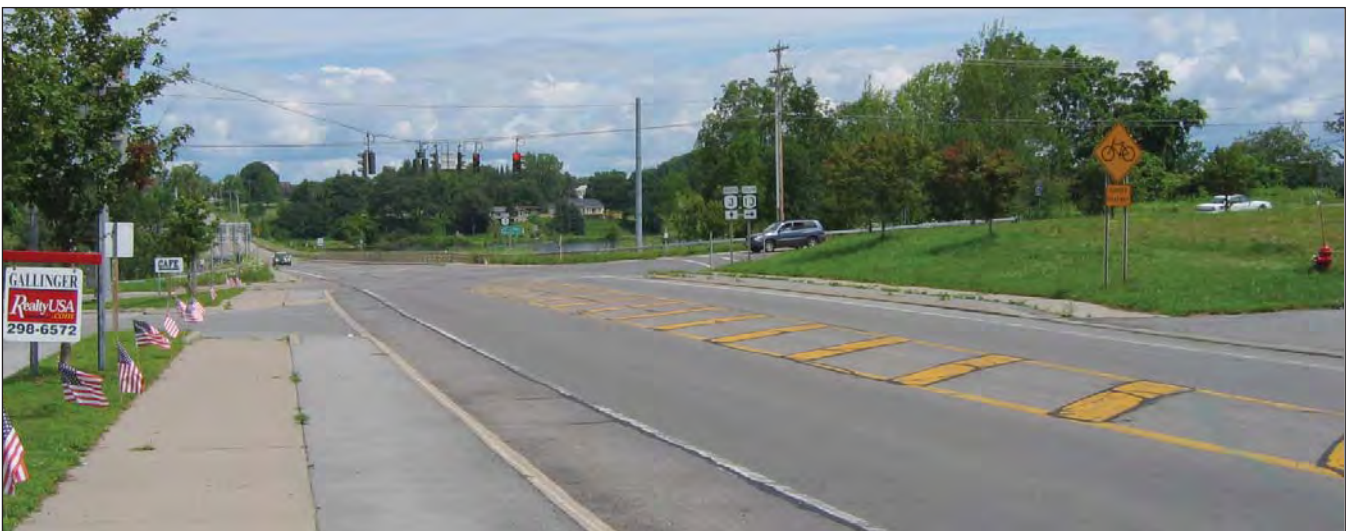
From Scenic Route 3 at Port Ontario, there is again no indication or reference to the existence of the Village of Pulaski, and all it has to offer the visitor or tourist, just a short distance to the east.

The inlet at Selkirk on Lake Ontario serves as a gateway to an international community and a summer playground for boaters. This historic international gateway could provide a point of entry to the Town for mariners on the lake. With the addition of amenities for potential visitors such as lighting, railings, tie-up for boaters, temporary shelter, interpretation and other visitor services, Selkirk could become a vibrant center of economic and cultural development.

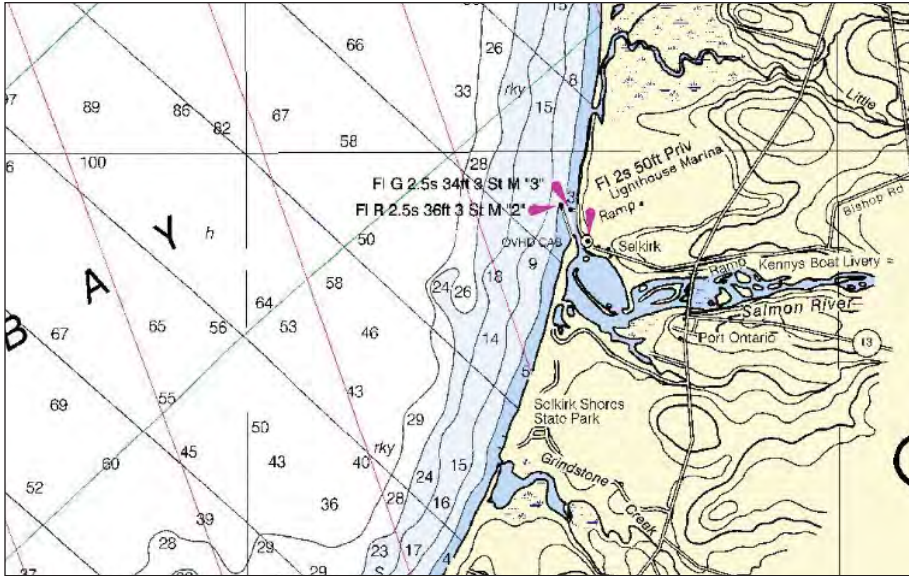
These unmarked and unremarkable gateways are substantial missed opportunities to encourage economic growth and development for the community as potential visitors and the associated economic benefits unknowingly pass them by.



The existing gateway at Exit 36 on Interstate Route 81 remains unremarkable, with a visually unappealing billboard advertisement that overpowers an “ad style” welcome message. This approach does little to convey a positive image for the Village of Pulaski. It looks like a just another typical highway exit. When travelling at 60 mph, there is nothing distinctive apparent from this scene.



The existing intersection of Routes 3 and 13 at Port Ontario lacks amenities for cyclists on route , and offers no indication of the nearby Historic Village of Pulaski or Selkirk Light and Lake Ontario, and is easily missed by potential visitors.



NOAA Chart 14803 showing the navigable inlet at Selkirk on Lake Ontario, historically a key gateway and point of entry to Port Ontario and the Town of Richland. (Source: <http://www.charts.noaa.gov/OnLineViewer/14803.shtml>).

Automobile dominant corridors/lack of pedestrian amenities

The Rome Road and Maple Avenue corridors in particular lack basic amenities for safe pedestrian use. Although new sidewalks have been introduced in some areas, these corridors remain characterized by expansive disconnections in sidewalks where commercial uses have introduced over-scaled curb cuts creating unsafe conditions for pedestrians. Street lighting is also over-scale for pedestrian comfort, and a lack of street



Over-scaled curb cuts and street lighting that contribute to a pedestrian’s sense of discomfort and insecurity when walking along Rome Road, 2008.

trees, benches, clearly delineated crosswalks, and welcoming areas contributes to a pedestrian's sense of discomfort and insecurity in many areas. The automobile-focused design of these corridors, and the lack of contiguous sidewalks, inhibits pedestrian use and encourages an increased reliance on the automobile even for short trips around the village.

Lack of true market demand for additional commercial space and sprawling commercial zoning areas

Commercial zoning allows for the establishment of business areas within the Village of Pulaski, but with the lack of true market demand for more commercial space, and the existence of several vacant or underused commercial parcels, commercial sprawl in the Town should be limited. The specific requirements of zoning laws including setback distances, parking minimums, entry drive widths, etc. all add up to produce spatial and aesthetic characteristics of the district. Unfortunately, the Village of Pulaski has assigned an expansive area in the southeast quadrant of the village with commercial zoning requirements that, as currently written, have produced a vast, open, unwelcoming asphalt corridor with excessive parking areas and no visual or attention to aesthetic interest or pedestrian comfort.

The use of excessive spatial requirements for setbacks, road widths and parking creates a commercial zone that is unattractive and unrelated to the vernacular character of the nearby historic Village. Continuing to follow the existing zoning specifications for commercial growth would consume large tracts of land dominated with asphalt. As the village grows, zoning requirements should support the development of compact, traditional village form with reduced setbacks, mixed use, shared (rear) parking, and a pedestrian, and alternative transportation focus and scale.



Unregulated signs at the intersection of Salina St. and Rome Rd. in the village.

Lack of sign controls and design standards

Roadside advertising and directional signage can be well designed and placed as a part of a set of design standards and a coordinated wayfinding program. Communities that make use of these systems of coordinated controls find that it raises the level of the user/visitor experience, increases traffic and pedestrian safety, and helps add to the sense of a higher quality of life. Unfortunately, in many places throughout the Village of Pulaski signage has accumulated over time in a confusing pattern of over-use. Unrelated advertising and directional signs that detract from a potentially pleasing village setting do little to entice visitors to return.

Disconnected points of interest and lack of wayfinding and interpretive program

With all of the available natural and cultural resources, Richland and Pulaski are ideally suited for recreation and tourism featuring several points of special interest to visitors. These include the historic Selkirk Lighthouse, Selkirk Shores State Park, Pine Grove State Boat Launch, the Salmon River Interpretive area and the historic Village of Pulaski. Unfortunately, without pedestrian, cyclist, and boater linkages between isolated points of interest, the potential for bringing new life and energy to the community through recreation-related economic activity is discouraged (Figure 15). Connective public infrastructure such as greenway trails with water trail linkage points, and bike paths do not currently exist between isolated points of interest like the Village of Pulaski, Selkirk Light and Selkirk Shores State Park. The isolation of these special places from one another results in an underutilization of the some of the town's most valuable waterfront recreational assets, and the stifling of economic development in key waterfront areas of the town and village. In addition, improved river access and viewing areas are needed in the Village and at Selkirk.



Figure 14. Locations of some of the specific challenges within the Town of Richland and Village of Pulaski.

Weak economy and population decline

The above mentioned strengths and challenges directly impact the economic success of commercial enterprises and building occupancy rates in the Village as well as in other areas throughout the Town. Both the Village and Town have experienced periods of increased unemployment in recent years. The Village continues to struggle to retain occupancy among the many vacant or partially vacant buildings. The condition of aging and historic housing stock in the Village is an issue that impacts occupancy rates and suggests that a community housing rehabilitation program is important in Village revitalization efforts.

Existing commercially zoned areas in the Town and Village are already expansive and any expansion of utilities should be carefully planned to avoid uncontrolled growth outside of existing commercial areas. To be successful in attracting and retaining desirable and successful industry in the Town, industrial use areas should be protected from the encroachment of commercial and residential use areas.

In combination with the effects of a significant economic downturn beginning in 2008, challenges that go unaddressed will contribute to lower profitability in commercial enterprise and missed opportunities for the community to attract desired development

Community Vision Statement

The Richland/Pulaski community seeks to preserve, enhance and celebrate the characteristics of Richland and Pulaski that reflect the unique composition of natural, cultural, historic, and scenic resources; to encourage sustainable economic growth; foster revitalization of Pulaski's historic village and hamlet settings; protect the health of environmental resources; create an inviting atmosphere for residents and visitors to experience the Salmon River and Lake Ontario waterfronts, the historic village, quaint hamlets, and a productive agrarian landscape; and to work towards good government through inter-municipal collaboration and a consolidation of services.

Town of Richland and Village of Pulaski

Goals and Recommendations



Community Goals and Recommended Actions

The following six goals with supporting recommendations are set forth in this chapter:

- Goal 1: Community Revitalization
- Goal 2: Economic Development
- Goal 3: Natural and Cultural Resource Protection
- Goal 4: Development of Gateways & Protection of Scenic Byways
- Goal 5: Protect and Enhance the Hamlets
- Goal 6: Promote Good Governance

These goals are founded on the research undertaken specifically for this Comprehensive Plan, and in addition, have been developed in accordance with proven planning and development strategies and methodologies such as the National Trust for Historic Preservation's Main Street Four-Point Approach. Over the long term, these strategies have demonstrated impressive reinvestment with documented statistics indicating economic development success in many types of communities across the United States.

These goals and recommendations represent a comprehensive and incremental approach to capitalizing on existing assets and encouraging quality planning and design solutions. Many recommended actions listed under each goal will require the pursuit and acquisition of state or federal grant funds to implement. To be successful in bringing about these positive changes, the community must wholeheartedly embrace the Goals of this Comprehensive Plan as guiding principles and bring to bear strong local leadership and a spirit of volunteering in working partnerships to implementation specific recommendations listed under each goal. A section called *Addressing Issues of Community Significance* is provided at the end of this chapter and features specific illustrated examples relating to many of the following goals and recommendations.

Goal 1: Community Revitalization

The rehabilitation and reuse of existing housing stock, historic structures, and commercial areas is a priority to ensure the preservation of the traditional rural character of the Town of Richland, as well as the compact form of the Village of Pulaski. Improvement of community recreation facilities, consolidation of parking areas, and public water infrastructure improvements are also important in achieving community revitalization. In the Village, public streetscapes should be enhanced, and sidewalks with pedestrian amenities should be interconnected with community resources in a community-wide system of walkways and bike paths that are well-marked, informative, and attractive. In the Town, development should be carefully considered for the best-suited sites where negative visual impacts will not result in scenic areas (see Figure 19, pg. 208).

Recommended Actions:

- a. Support the rehabilitation of existing housing to provide options for all residents including seniors in a range of incomes and needs within the Village and Town by applying for funding through CDBG or USDA housing rehabilitation grants, and/or working with Oswego County Housing Development Council to implement a housing rehabilitation program. Also, continue to work in partnership with the regional USDA staff, institute stricter codes and a system of annual rental property inspection is also desirable.

To be successful in bringing about positive changes, the community must wholeheartedly embrace the goals of this Comprehensive Plan as guiding principles, and bring to bear strong local leadership and a spirit of volunteering in working partnerships...

- b. Continue to seek opportunities for an enhanced, graduated senior living and long-term care facility. Due to its central location between Syracuse, Watertown and Oswego on the I81 corridor; the abundant availability of water; adequate and expandable Village of Pulaski sewer system; existing pool of skilled workers and support services; and existing and compatible quality of life, the Town of Richland would be an ideal location for a senior living development project, supporting an existing and growing need in Pulaski and the eastern Oswego County towns.
- c. Continuation of the sidewalks from the elementary school northwest along Hinman Rd. is also very desirable as this neighborhood is currently still expanding, and Hinman Rd. has a narrow ROW and presents a growing problem for pedestrians, particularly children. In keeping with the Riverwalk plans, which reflect the Salmon River Greenway plan, the Village and Town should work towards linkage of the north side of the Salmon River walkway with a revitalized "Black Hole scenic area", thence back to Bridge Street to link with sidewalks that shall go west along Lake Rd. replacing and augmenting existing old ones, to the Village line. A pedestrian/bike path running parallel to County Rte. 5 to Port Ontario, off the south shoulder, with scenic views of the river (following the Salmon River Greenway plan) with interpretive signage added to interpret sites along the way such as Douglaston Farm, Brown's Landing and Cemetery and the Bethel Church is important for safety and connectivity. Additionally, other bike and walking trails should be pursued including through continued dialogue and cooperation with Selkirk Shores State Park to link the Park with the Village through potential use of the abandoned railroad bed that runs near to the park on the east side of St. Rte. 3 and comes out at South Jefferson Street at the site of the old NYC Depot (as included in the master plan for Selkirk Shores). Work with DOT and DEC to continue the Salmon River Greenway trails under the I-81 bridges east on the north bank of the river.
- d. Review Town and Village zoning codes and maps and revise them to encourage infill and reuse in existing commercially developed areas prior to considering new "green field" development areas for new commercial growth.
- e. Encourage the establishment of interpretive collections, or museums in the historic district related to the history and cultural impact of the outstanding fishery running through the Village. Also, continue the grass roots program of dressing vacant storefronts with materials from other businesses or cultural displays (as Sashes and Lace has done so well in the Parkhurst Block).
- f. Encourage the retention and expansion of cultural and historic sites, interpretive collections, museums and other cultural and arts facilities within the Village and the Town. Pulaski and Richland have untold stories to share regarding the rich history of fishing, the underground railroad, the "burnt over district" revivalism as well as genealogical and firsthand vital records and resources that appeal to a broad section of the researching population.
- g. Ensure that aging infrastructure is identified, and that future needs and improvements are considered in all plans so that upgrades can be made in a timely manner to avoid infrastructure failure or compromise.
- h. Work with the Pomeroy Foundation and other such organizations to erect a handful of historic signs and interpretive panels that tell the stories of the history of key sites in the Village and across the Town.

19 Compatibility standards should not be used to dictate the use of historic or historic looking design exclusively. When existing village scale, proportion, and setbacks are respected, in-fill with modern architectural design and materials can be highly compatible and desirable in historic settings. Newly expanded NYS and Federal Historic Preservation Tax Credits provide significant incentives for rehabilitation and reuse of historic buildings.

Goal 2: Economic Development

The goal of economic development in both the Town and the Village Business District is to encourage investment, occupancy, and the creation of local jobs, as well as to positively effect property values throughout the community.

The goal of economic development in both the Town and the Village Business District is to encourage investment, occupancy, and the creation of local jobs, as well as to positively effect property values throughout the community. A mix of commercial/retail and business/professional uses in combination with second or third floor residential units should be encouraged along with protection and restoration of historic buildings in the Village Business District. Prime locations for industrial development in the Town, such as the vicinity around the Tinker Tavern exit at Route 81 and the Centerville/Peck Rd. area to the west of the aquifer, are of significant economic value to the community and should be protected from commercial and residential encroachment which can discourage industrial development.

Economic growth in the Town and the Village are interdependent. A vibrant village economy spurs town-wide economic development opportunities; and economic growth in the Town brings added life to the Village. Proactive management and guidance of the community's local land use and the protection of its scenic and historic resources directly effects the development of a dynamic and sustainable economy.

Recommended Actions:

- a. Develop and implement a local business promotional campaign in association or by leadership of the Chamber of Commerce.
- b. Develop and clearly mark trailheads and parking to bring the snowmobile traffic into the edges of the Village to better access local business. From the south, work with DOT towards a better I-81 crossing, perhaps on an expanded new bridge, and encourage a south trail along Rte. 13 that would end/begin at Dunbar Field parking, connected by the RR bridge in back of 3866 Rome Rd., formerly Eddy's Place Restaurant and Motel. On the northeast, connect the community center with the trail system for access to the Village from this direction. On the north continue the use of the Syracuse Northern Railroad bed from the west work with Selkirk Shores Park and Douglaston Manor Farm for these approaches, particularly the old RR bed that ends at South Jefferson St. at site of old depot, also provide wayfinding signage to better direct snowmobilers.
- c. As the I-81 rebuild planning progresses, ensure that the communities along the corridor, especially Richland/Pulaski maintain widths sufficient to support complete street dimensions, including all bridges and underpasses. Bridges in Pulaski on County Rte. 2 and NY 13 need to be expanded to complete street width with to code sidewalks on each side of bridges to safely accommodate the growing Amish community, bicycle pathways, and so that each road provides an effective link in a Village split by I-81. Similarly, The Canning Factory Rd. bridge should be widened to accommodate snowmobile traffic and Amish buggies and wagons. Also, Halsey Rd. underpass needs to have same or larger width for recreational trail passage. The need for a pedestrian bridge over the Salmon River on the west side of I-81 could be met by construction of a narrow pedestrian bridge during the reconstruction phase of the southbound crossing of the Salmon River. This bridge could be built to standards and after reconstruction remain as a pedestrian/angler crossing.

- d. Seek opportunities with industry specialists to host a senior/retirement community in the Town preferably adjacent to the Village.
- e. Promote/support regional, state, or national outdoor competitive events such as dogsledding, cross-country skiing, biking, snowmobiling, kayaking, sailing, pickleball, etc. Support and promote the development of existing festivals spearheaded by PROP such as: Salmon River Festival (Columbus Day weekend) winter festival (week before Super Bowl), or any other festivals or events in the Town and Village. Said development should take into account infrastructure (sidewalk, proper egress/ingress, lighting, crosswalks, landscaping and scale to surrounding commercial development).
- f. Maintain close coordination with economic and job development organizations such as Operation Oswego County, particularly with respect to a development of a potential business park, or higher educational satellite.
- g. Support continued success of the NYS DEC Fish Hatchery program.
- h. Explore opportunities to expand economic development relationship with Fort Drum and Cayuga Community College by hosting distribution facilities, satellite sites, etc.
- i. Community should build a stronger relationship and dialogue with Brennan's Beach owners and community. Economic potential in luring more Brennan residents into the Village and Town is significant. Explore the possibility of linking Brennan property with Selkirk Hamlet via an interpretive nature trail with bridges and raised decking through or alongside the marsh that separates the communities.
- j. Work with the Salmon River Management Advisory Team to evaluate whether a year- round recreational water flow plan for the Salmon River is possible, as they set the flow release dates.
- k. Support the development of a four-season tourism economy in the Town and Village that is compatible with both existing natural resources and identified community needs, such as additional recreational opportunities, a retirement living community, or a four-season resorts and guest lodges.

...managing growth and development as a sustainable force means that it must coexist in balance with natural and cultural resources.

Goal 3: Natural and Cultural Resource Protection

Protection and preservation of the community's resources is crucial to improving and sustaining the environmental, social, and economic health of the Town of Richland and Village of Pulaski. Identification of these vital resources is the first step in their protection and managing growth and development as a sustainable force means that it must coexist in balance with natural and cultural resources. A GIS-based community resource inventory map that locates all valuable natural, scenic, cultural and historic resources is an important tool for preservation of community resources. Wellhead and aquifer protection are of primary importance, as is the future success of agricultural operations in the Town of Richland which are directly impacted by zoning and subdivision regulation. To help conserve valued farmland in the Town, these areas should be identified in an agricultural plan including soil characteristics and proximity to developed areas. Infrastructure improvements such as extensions of public water, often lead to new residential and commercial development and should be avoided in prime areas for agriculture. Similarly, historic resources are a great asset to the community, and are worthy of mapping and preservation efforts.

The Town of Richland and Village of Pulaski have a rich history that is interpreted and preserved by three vibrant historical societies, Pulaski Historical and Half-Shire Historical, along with the Monday Study Group. Each organization has a "niche" of value that needs to be preserved and enhanced by the community. The Bethel Community Center at Port Ontario is also recently reorganized and developing a new mission for their historic structures with strong ties to the Underground Railroad. Pulaski Public Library serves the greater Pulaski/Richland area with a strong staff, collection, and many valuable programs. The Library has identified a need to expand its space as it examines its mission for the upcoming years. The Salmon River Fine Arts Center offers a place for aspiring artists and many talented people in the community. The Salmon River Fishing Museum across the line in Albion Township is reexamining its mission and role in the community and deserves support. There has been some pressure over the years to relocate this museum to the heart of Pulaski.

Recommended Actions:

- a. Establish a local Conservation Resources Committee (CRC) charged with responsibility for maintaining an inventory and map of local natural, scenic, cultural and historic resources and establish a process for periodic updates to the community resource inventory and map (see preliminary inventory map (see page 114).
- b. Create a checklist of community resource categories (natural, scenic, historic, etc.) to be evaluated and considered for protection by Town and Village Planning Boards during site plan and subdivision reviews.
- c. Develop a plan to secure federal and/or state funding to support local historic preservation and rehabilitation efforts especially for key buildings such as the Kallet Theater in the Village and historic structures in the Hamlets of Richland and Fernwood (Specifically former Richland School, Selkirk Lighthouse, Bethel Church and School, Old Fernwood Mill).

- d. Adopt local policies that ensure protection of areas of natural or cultural significance from negative impacts of incompatible development (see Figure 19 on page 208).
- e. Work with NYS Department of Environmental Conservation to develop a plan to have a Village/Town information kiosk at Selkirk Shores State Park and to improve the pier at Selkirk Shores to better serve the community including the addition of user amenities such as lighting, a sheltered seating area, and visiting small boat tie-up facilities. Continue to enhance communication between park leaders and the host community.
- f. Develop two levels of historic district overlay protections in the Village and Hamlets, one for the core, and one outside the core, to protect the investment of owners, preserve historic architecture, create sense of cohesiveness in the historic village and provide a basis for continued successful grant funding to improve economic growth and quality of life in the Village.
- g. Encourage energy efficiency and on-site renewable energy production through zoning regulation; orienting blocks and buildings to maximize solar access; and by allowing district heating and cooking in appropriate zoning districts.
- h. Help promote and support the health of cultural organizations such as Half-Shire Historical Society and research center in Richland, Pulaski Historical Society and Salmon River Fine Art Center in Pulaski, and the Bethel Community Center in Port Ontario (site of underground RR speakers in the 1850s).
- i. Promote cooperation and communication with the Pulaski Schools and the Pulaski Alumni Society. Recognize the significant history and cultural resources in the town's cemeteries and private burial grounds. Continue to improve these sites physically, and to enhance the databases publicly available for use by researchers. Develop downloadable walking tours of these sites for tourists and researchers to learn more about our history.
- j. Continue to create an organic database on the town's veterans from the Revolutionary War forward and develop maps to ensure proper locations of veteran's graves for flag placement.
- k. Collaborate with local cultural organizations in support of their goals: Pulaski Public Library, Salmon River Fine Arts Center, Pulaski Historical Society, Salmon River Fishing Museum, Half-Shire Historical Society, Bethel Community Center, Richland Hamlet Park Association, and Preservation Revitalization of Pulaski (PROP).

Important components of existing rural or village character should be protected with specific siting strategies and guidelines including design standards signage.



An example of well-organized and designed wayfinding signage (source: fd2s Integrated Wayfinding Solutions Environmental Graphic Design <http://www.fd2s.com/?gclid=CLnc8Z6ngjsCFQE0xgodX1aZcw>).

Goal 4: Development of Gateways & Protection of Scenic Byways

The unique combination of natural and cultural features existing in the Town of Richland and the Village of Pulaski combine to produce scenic vistas that are highly valued by both residents and visitors to the area. The Town, with its expansive, gently rolling agricultural fields, quaint historic hamlets of Fernwood and Richland, rivers, forests, and wetlands has a wealth of assets that will contribute to a potential economic draw related to recreational tourism if they are protected. Roadside views, vistas, and scenic corridors along with many existing historic resources are of community significance because they are publicly accessible and they represent the distinctive natural, historic, or cultural features that together convey the character of the Town of Richland and the Village of Pulaski. Important components of existing rural or village character should be protected with specific siting strategies and guidelines including architectural and signage design standards.

Both NYS Route 3 Scenic Byway - the Seaway Trail through the Town, and NYS Route 13 Scenic Byway-the Revolutionary Trail connecting Port Ontario with the Hamlet of Richland through the Village of Pulaski offer spectacular scenic views of farmland, wetlands, historic sites and Selkirk Bay, and the opportunity to interpret historic tales of the American Revolution, the War of 1812, as well as the Underground Railroad along the Oswego County Freedom Trail. These culturally valued corridors add to the unique setting and quality of life that the Town of Richland has to offer both residents and visitors and must be protected from the loss of scenic and historic character while encouraging uses that allow for the enjoyment and appreciation of future generations. In order to achieve this, the community must first understand and identify these characteristics and preserve and protect those qualities that comprise Richland’s scenic corridors such as historic architecture, natural resources, and valuable farmland.

Recommended Actions:

- a. Encourage stronger physical, and thus economic ties between the Village of Pulaski and the Lake Ontario waterfront through the growth of four-season recreation and heritage tourism by developing trail infrastructure that supports a multi-modal recreational loop for biking, hiking, access to blueway trails, interpretive areas, and links to Village Historic District, particularly by planning trail linkage to Port Ontario with the Village along County Rte. 5, linkage of Selkirk Shores Park to the Village on the old railway, linkage between Brennan’s Beach and Selkirk Hamlet and trails and sidewalks throughout the hamlet of Richland.
- b. Implement a high-quality wayfinding and interpretive sign system for marking and linking visitor services with natural and historic resources along both NYS Route 3 Scenic Byway - The Seaway Trail, and NYS Route 13 Scenic Byway - The Revolutionary Trail and other points of interest along a Town-wide recreational bike and pedestrian trail system. This system would serve to encourage visitor connections between economic development nodes in the Town at Selkirk Point, Port Ontario and the Pulaski Village Business District.

- c. Look for future opportunities to establish a Visitor’s Welcome Center and public parking at Interstate 81 North exit 36 to welcome and promote tourism in the Village and Town. A collection of tourist resources on recreational activities, lodging, restaurants, maps, postcards, and a Pulaski history display or kiosk should be featured. A Welcome Center promotion should be developed via internet tourism websites and other travel centers, organizations, and through strategic marketing partnerships. Link the center to the Village and Town with coordinated signage and bike and pedestrian trails and interpretation at key locations to grow tourism (pg. 214).
- d. Work to create specific vision for improvement and site development plan for the southwestern parcel at the intersection of Routes 11 and 13 (pg. 215).
- e. Create an enhanced gateway at Port Ontario, the intersection of NYS Route 3 Scenic Byway - the Seaway Trail through the Town, and NYS Route 13 Scenic Byway - the Revolutionary Trail. Establish wayfinding and interpretive elements along with bike and pedestrian amenities (pg. 216).
- f. Preserve open space at the Village/Town edge, and Hamlet/Town edge to retain the traditional distinct transition between open rural-agrarian areas and compact residential and mixed-use village areas. Establish land use policies, tools, and regulations that ensure the preservation of farmland, and open space.
- g. Encourage a variety of land-and water-based public transportation options and facilities in the Town as components of an interconnected recreational use system - for example: bike racks and car-top boat launches, i.e. kayaks, canoes. This provides access to people who use the Village and Town recreational resources, enjoy scenic views of the river, farmlands, and historic buildings.
- h. Community input is desired on the NYDOT plans for I-81 reconstruction. The interstate constructed between 1958 and 60 while a great enhancement to travel, has served as a physical divide of the Town and Village. Consensus has developed that the community needs wider bridges in the Village with sidewalks on both sides. Consensus also is that it is time for New York State to make an “easy on-easy off” at the Rte. 13 exit 36. This goal was stressed in the Climate Smart Action plan and has been reinforced by individual board recommendations in recent years. The Rte. 11 Bridge turn, as well as the County Rte. 2 turn---both in the heart of the historic district cause great disruption when trucks pass, and often damage when the turns are not navigated properly. Add recreational trail bridge over the Salmon River.
- i. Add an interpretive sign along Rte. 13 either near the Riverside Cemetery or at Port Ontario that explains the significance of the Revolutionary War scenic bi- way to the town of Richland, which begins in Albany and ends at Rt. 3. Over 50 residents of Richland in the founding years served in the Revolutionary war, many of whom are buried in the Town and Village.

Goal 5: Protect and Enhance the Hamlets
All Town of Richland Projects

Goal 6: Promote Good Governance

The Town of Richland and Village of Pulaski agree to work together in collaboration toward the goals incorporated in this joint Comprehensive Plan. It is the common goal of the two municipalities to continue to provide services at a reasonable cost through targeted consolidation of local government services and robust engagement between local officials. A continued focus on improvements to community facilities, youth and senior programs are key to good governance. Land use and zoning regulation in the Town and Village must be carefully constructed to effectively manage land uses that encourage complementary growth while protecting the community's cultural identity, historic, and environmental resources. Protection of the river and lake waterfronts does not have to preclude compatible use if special consideration is given to protecting the Salmon River watershed. A focus on stakeholder collaboration, green technologies and renewable energy in all future government endeavors will be increasingly important.

Recommended Actions:

- a. Work toward sharing and consolidation of all Town and Village departments including municipal highway services and consider all new projects in the context of shared services. Consider this in the studies for new highway facilities that both communities are undergoing.
- b. Work together with the local school district to coordinate municipal services, resources, and community programming efforts.
- c. Develop and prioritize a five-year capital improvement program and plan for the community in consideration of the goals and recommendations listed in this plan.
- d. Encourage community and stakeholder collaboration in development decisions through an inclusive process that maximizes participation and results using public meetings, small group interviews, and community surveys. Collaborate with federal, state and local authorities with jurisdiction over the public trust and coastal natural resources.
- e. Revise Town and Village zoning and land use regulations to ensure that they support the goals and recommendation in this Comprehensive Plan.
- f. Encourage the expansion of existing, and the addition of new programs for seniors and youth in the community including assisted living facilities for seniors and recreational and educational opportunities for youth and seniors with an active and accessible community center.
- g. Ensure the availability of high-quality public water facilities including the protection of municipal wells and aquifers and effective treatment of all wastewater in the Town and Village through a town-wide stormwater management plan.
- h. Work with road owners (State, County, Town or Village roads) toward retrofit (re-stripping) of existing lanes to accommodate safe transportation facilities for bikes, pedestrians, and other non-motorized traffic in the community including well-marked crosswalks, greenway trails, blueway trails for car-top boats, and bike paths that interconnect with recreational facilities and points of interest throughout the Town and Village.

Land use and zoning regulation in the Town and Village must be carefully constructed to effectively manage land uses that encourage complementary growth while protecting the community's cultural identity, historic, and environmental resources.

- i. Conduct an energy audit and make energy efficiency upgrades to all public facilities for optimum use of municipal resources to meet energy needs. A grant was received from National Grid to upgrade streetlights, building lighting and heating and air conditioning units.
- j. Identify and map potential prime sites for renewable energy development and explore future opportunities to develop community renewable energy facilities.
- k. Clarify the process for permitting renewable energy projects, and whether such projects are allowed “by-right,” by special permit, use variance, or site plan review.
- l. Encourage local energy efficiencies by working with Oswego County Planning Department, Operation Oswego County, NYSERDA, and other agencies to develop an incentive program for commercial use of green technologies.
- m. Continue to work with New York Rural Water Association, as well as neighboring towns as they examine their water needs and how Town of Richland well sites and infrastructure may be able to play a role in their growing needs.
- n. Development and maintain a water/sewer rate structure to ensure an adequate reserve fund for facility maintenance and upgrades.
- o. Establish a formal community volunteer program and encourage participation in the program by local school and community groups.
- p. Work to establish outreach to the local Amish community to address potential issues and opportunities.
- q. Explore the value of retaining the services of a community planner for the Town and Village.
- r. Continue to work with neighboring towns and villages to share ideas and in appropriate cases resources and services. The Town and Highway Supervisors and Mayor’s Associations are a good venue to promote dialogue.
- s. Continue to work with regional entities such as the Tug Hill Commission and CNY Regional Planning and Development Board to keep abreast of the grant opportunities and larger regional planning goals.
- t. Participate in on-going meetings with representatives of NYS Parks and Recreation offices and neighboring municipalities to pursue common interests.
- u. Work to preserve renewable energy and resources especially sites most conducive to small residential or community wind power, but also consider future opportunities for the use of photovoltaics and energy crop production locally.

Village of Pulaski

Goals and Recommendations



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These goals and recommendations represent a comprehensive and incremental approach to capitalizing on existing assets and encouraging quality planning and design solutions. Many recommended actions listed under each goal will require the pursuit and acquisition of state or federal grant funds to implement. To be successful in bringing about these positive changes, the community must wholeheartedly embrace the Goals of this Comprehensive Plan as guiding principles and bring to bear strong local leadership and a spirit of volunteering in working partnerships to implementation specific recommendations listed under each goal. A section called *Addressing Issues of Community Significance* is provided at the end of this chapter and features specific illustrated examples relating to many of the following goals and recommendations.

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Recommended Actions:

- a. Encourage residential densities in the Village to maximize efficient use of the existing infrastructure and resources including ensuring that Village zoning supports second or third floor rental opportunities in the central business district. Preserve and enhance the existing historic village form and character through the use of specific form-based architectural review and guidelines, preservation incentives and grant programs, and compatibility standards for design and development in all commercial and mixed uses near the Village core. Formation of the Historic Preservation/Architectural Review Board is essential to work with the planning board on site plans for the historic core of the Village.

- b. Enhance public streetscapes in the Village with continuous sidewalks including connecting Maple Avenue with the community center and Enhance public streetscapes in the Village with continuous sidewalks including connecting Maple Avenue with the community center and also the community center with the medical center along Maple Ave and Delano St., to the existing Delano Street walk, and the addition of boldly marked crosswalks, attractive lighting, street trees, and the location of shared parking areas behind buildings in existing commercial areas (pg. 204). The community has long identified that a priority in pedestrian access must be to ensure safe routes to school throughout the village. To this end, the community desires, and has been working with agencies and elected officials, the DOT and the USDA to plan and build a new and proper sidewalk system along Salina Street, replacing the damaged ones between Rome Rd/US 11 intersection and the Day Care Center access road, and going south on the east side of US 11 towards the high school up to the main driveway. To this end retaining walls may have to be constructed in front of some residences, particularly in front of the last three homes in the contiguous residential block where the shoulder narrows, and "bottlenecks" currently, forcing children to walk in the road.

Continuation of the sidewalks from the elementary school northwest along Hinman Rd. is also very desirable as this neighborhood is currently still expanding, and Hinman Rd. has a narrow ROW and presents a growing problem for pedestrians, particularly children. In keeping with the Riverwalk plans, which reflect the Salmon River Greenway plan, the Village and Town should work towards linkage of the north side of the Salmon River walkway with a revitalized "Black Hole scenic area", thence back to Bridge St. to link with sidewalks that shall go west along Lake Rd. replacing and augmenting existing old ones to the Village line. A pedestrian/bike path running parallel to County Rte. 5 to Port Ontario, off the south shoulder, with scenic views of the river (following the Salmon River Greenway Plan) with interpretive signage added to interpret sites along the way such as Douglaston Farm, Brown's landing and Cemetery and the Bethel Church is important for safety and connectivity.

Additionally, other bike and walking trails should be pursued including through continued dialogue and cooperation with Selkirk Shores State Park to link the Park with the Village through potential use of the abandoned railroad bed that runs near to the park on the east side of State Rte. 3 and comes out at South Jefferson St. at the site of the old NYC Depot (as included in the master plan for Selkirk Shores).

Work with DOT and DEC to continue the Salmon River Greenway trails under the I-81 bridges east on north bank of the river.

- c. Develop plans for the improved organization of Dunbar Field in the Village to include a Village Trail Head, more public park amenities such as seating, and river viewing areas as well as a footbridge and trail connecting Dunbar Field with the community center across the river. Consideration of a dog park has been mentioned, as well as dedicated winter parking for snow mobile enthusiasts.
- d. Encourage improved access to food and grocery services in the Village core and create opportunities to tie grocery services in with local farmer's markets.
- e. Encourage 'Green Retrofit' of existing buildings and developed sites, including underused commercial parking areas and plazas on Route 13 in the Village (pg. 217-217A).

- f. Reduce commercial parking area requirements and encourage alternative solutions in meeting parking needs in the Village such as well-marked municipal shared parking lots and expanded on-street parking in the Village along Jefferson Street at South Park (pg. 202).
- g. Encourage development of the Salmon Riverfront area in the Village to augment the visitor experience while preserving the natural setting/buffer along the Salmon River.
- h. Move the fishing museum to a location along the recreational loop trail such as at a Visitor Welcome Center at Exit 36 adjacent to Route 81, or near the river in the Village Historic District.
- i. Ensure that all development within the village meets required architectural and signage review standards that respect the scale and character of the historic village form (see pg. 202).

19 Compatibility standards should not be used to dictate the use of historic or historic-looking design exclusively. When existing village scale, proportion, and setbacks are respected, in-fill with modern architectural design and materials can be highly compatible and desirable in historic settings. Newly expanded NYS and Federal Historic Preservation Tax Credits provide significant incentives for rehabilitation and reuse of historic buildings.

The goal of economic development in both the Town and the Village Business District is to encourage investment, occupancy, and the creation of local jobs, as well as to positively effect property values throughout the community.

Goal 2: Economic Development

The goal of economic development in both the Town and the Village Business District is to encourage investment, occupancy, and the creation of local jobs, as well as to positively effect property values throughout the community. A mix of commercial/retail and business/professional uses in combination with second or third floor residential units should be encouraged along with protection and restoration of historic buildings in the Village Business District. Prime locations for industrial development in the Town, such as the vicinity around the Tinker Tavern exit at Route 81 and the Centerville/Peck Rd. area to the west of the aquifer, are of significant economic value to the community and should be protected from commercial and residential encroachment which can discourage industrial development.

Economic growth in the town and the village are interdependent. A vibrant village economy spurs town-wide economic development opportunities; and economic growth in the town brings added life to the Village. Proactive management and guidance of the community's local land uses, and the protection of its scenic and historic resources directly effects the development of a dynamic and sustainable economy.

Recommended Actions:

- a. Encourage growth in mixed uses of commercial business, professional and community services, and second and third story residential in the village core.
- b. The need for a pedestrian bridge over the Salmon River on the west side of I 81 could be met by the construction of a narrow pedestrian bridge during the reconstruction phase of the southbound crossing of the Salmon River. This bridge could be built to standards and after reconstruction remain as a pedestrian/angler crossing.
- c. Support the implementation of a locally coordinated National Trust for Historic Preservation Main Street Program.
- d. Encourage expansion and development of the weekly Farmer's Market that runs June through September. Redevelop South Park in the Village to better accommodate the market and crowds, work towards better utilities such as electrical, water and Wi-Fi in the park.
- e. Establish a Village Downtown Business District. Focus as part of the Chamber of Commerce to encourage collaboration and a shared vision, resources, and efforts in district improvements that will benefit all downtown businesses.
- f. Continue to explore and leverage monies from the NVS and Federal Downtown/Main Street grant opportunities to redevelop the historic district and waterfront in Pulaski.

...managing growth and development as a sustainable force means that it must coexist in balance with natural and cultural resources.

Goal 3: Natural and Cultural Resource Protection

Protection and preservation of the community's resources is crucial to improving and sustaining the environmental, social, and economic health of the Town of Richland and Village of Pulaski. Identification of these vital resources is the first step in their protection and managing growth and development as a sustainable force means that it must coexist in balance with natural and cultural resources. A GIS-based community resource inventory map that locates all valuable natural, scenic, cultural and historic resources is an important tool for preservation of community resources. Wellhead and aquifer protection are of primary importance, as is the future success of agricultural operations in the Town of Richland which are directly impacted by zoning and subdivision regulation. To help conserve valued farmland in the Town, these areas should be identified in an Agricultural Plan including soil characteristics and proximity to developed areas. Infrastructure improvements such as extensions of public water, often lead to new residential and commercial development, and should be avoided in prime areas for agriculture. Similarly, historic resources are a great asset to the community, and are worthy of mapping and preservation efforts.

Recommended Actions:

- a. Initiate a nomination to extend the Village Historic District to include additional areas of significance such as to the south along South Jefferson Street with its remnants of the old railroad arches and factories, and on Salina Street.

Goal 4: Development of Gateways & Protection of Scenic Byways

Important components of existing rural or village character should be protected with specific siting strategies and guidelines including design standards signage.

The unique combination of natural and cultural features existing in the Town of Richland and the Village of Pulaski combine to produce scenic vistas that are highly valued by both residents and visitors to the area. The Town, with its expansive, gently rolling agricultural fields, quaint historic hamlets of Fernwood and Richland, rivers, forests and wetlands has a wealth of assets that will contribute to a potential economic draw related to recreational tourism if they are protected. Roadside views, vistas, and scenic corridors along with many existing historic resources are of community significance because they are publicly accessible and they represent the distinctive natural, historic, or cultural features that together convey the character of the Town of Richland and the Village of Pulaski. Important components of existing rural or village character should be protected with specific siting strategies and guidelines including architectural and signage design standards.

Both NYS Route 3 Scenic Byway - the Seaway Trail through the Town, and NYS Route 13 Scenic Byway - the Revolutionary Trail connecting Port Ontario with the Hamlet of Richland through the Village of Pulaski offer spectacular scenic views of farmland, wetlands, historic sites and Selkirk Bay, and the opportunity to interpret historic tales of the American Revolution, the War of 1812, as well as the Underground Railroad along the Oswego County Freedom Trail. These culturally- valued corridors add to the unique setting and quality of life that the Town of Richland has to offer both residents and visitors and must be protected from the loss of scenic and historic character while encouraging uses that allow for the enjoyment and appreciation of future generations. In order to achieve this, the community must first understand and identify these characteristics and preserve and protect those qualities that comprise Richland's scenic corridors such as historic architecture, natural resources, and valuable farmland.



An example of well-organized and designed wayfinding signage (source: fd2s Integrated Wayfinding Solutions Environmental Graphic Design <http://www.fd2s.com/?gclid=CLnc8Z6ngJsCFQE0xgodX1aZcw>).

Recommended Actions:

- a. Make significant aesthetic improvements to the Route 11 corridor through the Village Business District along *The Revolutionary Byway* - Route 13 and encourage business development that is thematically and visually compatible with the Scenic Byway designation. Expand the underground utilities program in the village to include this area. Limit further commercial development along *The Revolutionary Byway* - Route 13 to existing commercially developed areas, allowing only reuse and infill for new commercial uses. Consolidate parking areas and encourage shared lots behind buildings where feasible (pg. 215 - 216).
- b. Develop and maintain a current inventory of all bridge ages and replacement dates, with long term planning utilized to foresee future projects. In recent years the communities have been caught off guard with bridge projects that they have not been able to influence successfully.

Goal 5: Protect and Enhance the Hamlets All of Richland Projects

Goal 6: Promote Good Governance

The Town of Richland and Village of Pulaski agree to work together in collaboration toward the goals incorporated in this joint Comprehensive Plan. It is the common goal of the two municipalities to continue to provide services at a reasonable cost through targeted consolidation of local government services and robust engagement between local officials. A continued focus on improvements to community facilities, youth and senior programs are key to good governance. Land use and zoning regulation in the Town and Village must be carefully constructed to effectively manage land uses that encourage complementary growth while protecting the community's cultural identity, historic, and environmental resources. Protection of the river and lake waterfronts does not have to preclude compatible use if special consideration is given to protecting the Salmon River watershed. A focus on stakeholder collaboration, green technologies and renewable energy in all future government endeavors will be increasingly important.

Recommended Actions:

- a. Development and maintain a water/sewer rate structure to ensure an adequate reserve fund for facility maintenance and upgrades.

List of Priority Buildings and Sites Needing Repair or Demolition

1. Nolan Fabric/Gilson's Lawn Mowing: One story cinderblock building in a residential section on North Street. Needs to be removed, should be listed as such and returned to residential.
2. Fish on Lodge bar: North of bowling alley, it was a short-lived bar, once part of an industrial building, half of which was taken down, could be repurposed, there is parking and prime waterfront on river.
3. Former Evergreen Adult Home, 2946 No. Jefferson Street, closed around 10 years, once an historic home.
4. Gathering Place bar and dance hall, built in 1980's on Scotch Grove Dr. off St. Rt. 11 (Salina St.) south of the RR. This was a popular and well-laid out restaurant with a nice parquet dance floor. It is zoned industrial.
5. Milk plant/old Deaton's Hardware: Lewis St. extension near RR tracks. This large complex was a milk shipping plant in the early 1900's. Deaton's Hardware moved and continued to use building for storage.
6. 1924 Pulaski School annex: So. Jefferson St., brick Gilbert VanAuken designed structure was built as an annex to 1855 school that burned in 1937. Abandoned by school, used as furniture store and now a dentist office and storage. Large riverside lot that was once a popular grove.
7. Former Oswego County Clerks Office, So. Jefferson St. This stone building is one of the oldest in the village and sits next to the court house. It was built as clerk's office in 1840's. Is a bottle center now and needs to be looked at as a repurpose for higher use.
8. Former Kinney Drug and Dance Studio building on Jefferson St. in the Village of Pulaski is in need of renovation or demolition of the building due to numerous code violations.

Land use and zoning regulation in the Town and Village must be carefully constructed to effectively manage land uses that encourage complementary growth while protecting the community's cultural identity, historic, and environmental resources

Town of Richland

Goals and Recommendations



To be successful in bringing about positive changes, the community must wholeheartedly embrace the goals of this Comprehensive Plan as guiding principles, and bring to bear strong local leadership and a spirit of volunteering in working partnerships...

Community Goals and Recommended Actions

The following six goals with supporting recommendations are set forth in this chapter:

- Goal 1: Community Revitalization
- Goal 2: Economic Development
- Goal 3: Natural and Cultural Resource Protection
- Goal 4: Development of Gateways & Protection of Scenic Byways
- Goal 5: Protect and Enhance the Hamlets
- Goal 6: Promote Good Governance

These goals are founded on the research undertaken specifically for this Comprehensive Plan, and in addition, have been developed in accordance with proven planning and development strategies and methodologies such as the National Trust for Historic Preservation’s Main Street Four-Point Approach. Over the long term, these strategies have demonstrated impressive reinvestment with documented statistics indicating economic development success in many types of communities across the United States.

These goals and recommendations represent a comprehensive and incremental approach to capitalizing on existing assets and encouraging quality planning and design solutions. Many recommended actions listed under each goal will require the pursuit and acquisition of state or federal grant funds to implement. To be successful in bringing about these positive changes, the community must wholeheartedly embrace the Goals of this Comprehensive Plan as guiding principles and bring to bear strong local leadership and a spirit of volunteering in working partnerships to implementation specific recommendations listed under each goal. A section called Addressing Issues of Community Significance is provided at the end of this chapter and features specific illustrated examples relating to many of the following goals and recommendations.

Goal 1: Community Revitalization

The rehabilitation and reuse of existing housing stock, historic structures, and commercial areas is a priority to ensure the preservation of the traditional rural character of the Town of Richland, as well as the compact form of the Village of Pulaski. Improvement of community recreation facilities, consolidation of parking areas, and public water infrastructure improvements are also important in achieving community revitalization. In the Village, public streetscapes should be enhanced, and sidewalks with pedestrian amenities should be interconnected with community resources in a community-wide system of walkways and bike paths that are well-marked, informative and attractive. In the Town, development should be carefully considered for the best-suited sites where negative visual impacts will not result in scenic areas (see Figure 19, pg. 205).

Recommended Actions:

- a. Ensure the Hamlet and Beach Associations communicate with peer boards on their community goals and vision. Town Board should ask for yearly updates from each association (Selkirk, Ramona Beach, Pine Grove and Richland Hamlet currently existing). Encourage Fernwood residents to develop a hamlet association.

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Goal 2: Economic Development

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Economic growth in the Town and the Village are interdependent. A vibrant village economy spurs town-wide economic development opportunities; and economic growth in the town brings added life to the village. Proactive management and guidance of the community's local land use and the protection of its scenic and historic resources directly effects the development of a dynamic and sustainable economy.

Recommended Actions:

- a. Continue to develop and maintain an inventory of key structures and sites throughout the Town of Richland that are vacant, under-used, or have particular economic development potential, and prepare pre-development plans for desired future use. This has currently been done informally by the Pulaski Economic Development Task Force. Include brownfield sites in the inventory and share that inventory with agencies applying for brownfield assessment grants.
- b. Working with community leaders, Operation Oswego County and the IDA, the community should develop a site plan and appropriate zoning for a major industrial park adjacent to the Tinker Tavern Exit at Route 81 (see Figures 16 and 17, pgs. 205-206).
- c. Implement a coordinated, town-wide business outreach program to target desired business and industry in optimal locations in the Town, and to foster sustainable job creation. This could start with working with leaders of SUNY Oswego and/or Cayuga Community College to site a satellite location in the town of Richland along the I-81 corridor, preferably near to a business park.
- d. Develop a masterplan for waterfront development at Selkirk, with an eco-and heritage tourism focus that accommodates both public space and private enterprise while respecting the historic and environmentally sensitive waterfront setting (see Figure 20, pg. 209). Canoe and kayak rental/use should be encouraged with slips promoted at an expanded development of the "Pocket Park" on the north side of the river, east of the bridge at Port Ontario, as well as Pine Grove Launch and Selkirk light house. Work with Selkirk Point residents and light house owners to reach an agreement suitable to all for the pocket park proposed at Selkirk Point, with a suitable marker/monument to demarcate the Indian treaty summit of the 1600's with the French.

- e. Avoid encroachment of commercial and residential uses in identified prime industrial zones such as the Tinker Tavern exit and Centerville Road areas.
- f. Support the development of a four-season tourism economy in the Town that is compatible with both existing natural resources and identified community needs, such as additional recreational opportunities, a retirement living community, or a four-season resorts and guest lodges.
- g. Continue efforts to support the NYS DEC Training facility on County Rte. 2A and Rte. 13, as it looks to expand.
- h. Explore opportunities through NYS Ag & Markets funding to promote growth in local agricultural business such as niche crops, biomass production (at an appropriate location only in the township), farmers markets, etc.
- i. Work with owners to develop a master plan for improved access, rehabilitation, and compatible expanded use of the turn-of-the-century recreational club landscape adjacent to Deer Creek Wildlife Management Area, at Rainbow Shores on Lake Ontario. Seek partnership with the State to open the access to the Deer Creek Marsh that is located on the south end of the Rainbow Shores.
- j. Continue to work with the owners of Selkirk Lighthouse as they move forward with plans for a new Hotel and marina complex and a restored lighthouse. Work with the owners and the county in reconfiguring the access road to Selkirk cottages. Maintaining public access to the water for pedestrians at the end of current County Rte. 5 with a proposed "pocket park" with benches and bike racks.
- k. Promote the redevelopment of a small commercial district in Port Ontario with emphasis on fishing, boating, recreational supplies and products as well as opportunities for the travelling public.
- l. The Ramona Beach public access point to the Lake should be upgraded by the Town as a small pocket park with benches and a bike rack.
- m. A master plan is recommended for improved access, rehabilitation, and compatible expanded use of the turn-of-the-century recreational club landscape, at Rainbow Shores Restaurant and Hotel. Adjacent to Deer Creek Wildlife Management Area on Lake Ontario, Rainbow Shores occupies a quiet and lovely natural setting visitors come to enjoy meals and stays accompanied by sunset views of the lake. A concept that capitalizes on the preservation of the many existing assets of the lakefront site, including its lovely views, vernacular lakeside club architecture, and native shoreline ecology, while improving and expanding the establishment's offerings to visitors, could provide a sustainable approach to economic growth in the Town. The concept site plan below adds an event pavilion and two compatibly designed cottage-style buildings for additional guest facilities. It carefully consolidates parking and vehicular access to the back of the site, preserving views, trees and existing buildings. Restoration of native grasses, bluff stabilization through bioengineering with fiber blankets and native vegetation, a seasonal small boat dock and connectivity to Deer Creek Wildlife Management Area for lakefront nature hikes all contribute to the preservation of the delicate and beautiful landscape nestled within the 17 mile-long 'Eastern Lake Ontario Barrier Beach and Wetland Complex'.

...managing growth and development as a sustainable force means that it must coexist in balance with natural and cultural resources.

Goal 3: Natural and Cultural Resource Protection

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Recommended Actions:

- a. Limit infrastructure development in valued agricultural areas, assist local farmers in protecting these lands through the Purchase of Development Rights (PDR) program offered by NYS Department of Agriculture and Markets, and participate on Oswego County's Agricultural and Open Space Protection program.
- b. Work together with New York Sea Grant, the New York State Department of Environmental Conservation, The Nature Conservancy, SUNY ESF and New York State Parks to identify and protect threatened and endangered species and encourage local participation in the Eastern Lake Ontario Dune Steward Program to promote stewardship of the Eastern Lake Ontario Dune and Wetland Complex, and to advance the educational role of the stewards.
- c. Work with New York Rural Water Association to map all aquifers and their recharge zones serving the Town. Adopt a Wellhead and aquifer Protection Plan and delineate and define a wellhead protection overlay district with regulations restricting the maximum amount of impervious surface allowed for new development within the aquifer recharge zone (see preliminary inventory in Figure 18, pg. 194).
- d. Prepare a Salmon River Watershed Management Plan that identifies areas of excessive sediment runoff and wastewater disposal to the Salmon River, Lake Ontario, creeks, and other surface waters, and establishes procedures to evaluate problem areas and ensure effective wastewater management in unanswered areas. Under the Plan it is deemed stormwater quality and quantity issues created by more recent residential development in the Village will impact down gradient landowners and the Salmon River.

- e. Implement structural and/or non-structural storm water management measures to mitigate sediment loss along river tributaries and adopt legislation to minimize the application of phosphorus and nitrogen fertilizers and pesticides in the river and lake watershed.
- f. Adopt local policies that ensure future land use efficiency through compact development practices by establishing site plan review and Conservation Subdivision Design as a standard model for major subdivisions (see pgs. 52-53).
- g. Encourage green infrastructure approaches to development at the site and community scales to increase protection and resilience from environmental hazards. Work with the Oswego County Soil and Water Conservation District to develop guidelines for the protection of sensitive areas prone to soil erosion that may contribute to siltation of water resources.
- h. Reserve some recreational areas in the Town exclusively for non-motorized use (quiet all-season recreational zones) for activities such as cross-country skiing, hiking, horseback riding, fly casting, and nature appreciation that require quiet.
- i. Work with NYS Department of State Division of Coastal Resources, Office of Parks, Recreation and Historic Preservation, and Department of Environmental Conservation to develop a vision and plan for improving community access to Lake Ontario and Salmon River waterfronts.
- j. Work with NYS DEC and Oswego County Soil and Water District to ensure that sensitive dune and shoreline areas are protected from over-development especially where outdated or incorrect mapping of lake water levels continue to be used as a basis for environmental and building permits.
- k. Preserve irreplaceable agricultural resources including soils of statewide significance through conservation easements and zoning that allows secondary farm uses and farm-related structures.
- l. Locate new or expanded development away from floodplains.

Goal 4: Development of Gateways & Protection of Scenic Byways

Important components of existing rural or village character should be protected with specific siting strategies and guidelines including design standards signage.



An example of well-organized and designed wayfinding signage (source: fd2s Integrated Wayfinding Solutions Environmental Graphic Design <http://www.fd2s.com/?gclid=CLnc8Z6ngJsCFQE0xgodX1aZcw>).

The unique combination of natural and cultural features existing in the Town of Richland and the Village of Pulaski combine to produce scenic vistas that are highly valued by both residents and visitors to the area. The Town, with its expansive, gently rolling agricultural fields, quaint historic hamlets of Fernwood and Richland, rivers, forests and wetlands has a wealth of assets that will contribute to a potential economic draw related to recreational tourism if they are protected. Roadside views, vistas, and scenic corridors along with many existing historic resources are of community significance because they are publicly accessible and they represent the distinctive natural, historic, or cultural features that together convey the character of the Town of Richland and the Village of Pulaski. Important components of existing rural or village character should be protected with specific siting strategies and guidelines including architectural and signage design standards.

Both NYS Route 3 Scenic Byway - the Seaway Trail through the Town, and NYS Route 13 Scenic Byway - the Revolutionary Trail connecting Port Ontario with the Hamlet of Richland through the Village of Pulaski offer spectacular scenic views of farmland, wetlands, historic sites and Selkirk Bay, and the opportunity to interpret historic tales of the American Revolution, the War of 1812, as well as the Underground Railroad along the Oswego County Freedom Trail. These culturally valued corridors add to the unique setting and quality of life that the Town of Richland has to offer both residents and visitors and must be protected from the loss of scenic and historic character while encouraging uses that allow for the enjoyment and appreciation of future generations. In order to achieve this, the community must first understand and identify these characteristics and preserve and protect those qualities that comprise Richland's scenic corridors such as historic architecture, natural resources, and valuable farmland.

Recommended Actions:

- a. Implement overlay districts with setbacks and visual buffers where necessary to prevent negative visual impacts of development along NYS Route 3 Scenic Byway - The Seaway Trail, NYS Route 13 Scenic Byway - The Revolutionary Trail and Lake Street (see Figure 18, pg. 194).
- b. Create compact special area development zones, allowing increased density, at Port Ontario and at Selkirk Point with form-based codes that prescribe appropriate building type, height and scale, promote historic preservation and rehabilitation of existing building structures, and encourage a mix of uses while maintaining and increasing waterfront view sheds. Encourage design that fosters pedestrian activity, and visual access to the waterfront. Encourage the establishment of a local Underground Railroad history museum and visitor center at the 160-year-old Port Ontario Bethel "Toothpick" Union Church and one room school on Scenic Route 3

*traditional hamlet scale
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Goal 5: Protect and Enhance the Hamlets

Preservation of historic character in the Town, especially that of the hamlets of Richland, Fernwood, Selkirk, and the Port Ontario intersection of Routes 3 and 13 is important while encouraging appropriately scaled and sited growth in these areas. Rehabilitation and reuse of historic architecture along with preservation of historic structures, roadways, and landscapes is critical to retaining the future aesthetic and economic value of these special places, therefore, zoning in the hamlets may include a mix of small business/professional services, and agriculture in addition to residential uses. Traditional hamlet scale and form should be retained and protected through the use of architectural review standards in all new development in these areas.

Recommended Actions:

- a. Revise Town zoning to include Hamlet zoning district(s) for Richland, Fernwood, Selkirk, and Port Ontario defined by traditional lot sizes and setbacks and create Hamlet specific design standards for new development that will retain and complement historic patterns of land use and development. Encourage a diverse and sustainable mix of residential and commercial uses including rental units in the Hamlets.
- b. Evaluate key historic structures in the Hamlets that are vacant, under- utilized, or in need of maintenance and develop rehabilitation and reuse plans, and market the structures to attract new business. Offer incentives via websites, newsletters, or directories for small scale new or existing businesses to relocate to the Hamlets.
- c. Encourage the restoration and preservation of historic buildings and structures in the Hamlets through incentive programs, tax abatement, and supporting creative reuse plans.
- d. Respect and retain the traditional smaller scale of hamlet roadways and intersections, and the emphasis on design for walkability in hamlet centers.
- e. Design and install historically compatible entrance signs to the Hamlets including Selkirk, Port Ontario, Fernwood and Richland and the three beach communities of Ramona Beach, Pine Grove, Rainbow Shores, as well as the “lost” hamlet of Daysville.
- f. Encourage good communication with the Beach associations and the town, as well as the Richland Recreation Association, Bethel Community Center and the town.
- g. Encourage development and maintenance of public space in the hamlets such as "pocket parks" examples such as the Mellon Pond in Richland Hamlet, the water access and launch at the northwest corner of the Salmon River Bridges in Port Ontario, and the proposed pocket park envisioned to replace the last several feet of a potentially changed ROW to the Salmon River at County Rte. 5. It is further desirable to find a public space suitable for a small park in Fernwood Hamlet.

Land use and zoning regulation in the Town and Village must be carefully constructed to effectively manage land uses that encourage complementary growth while protecting the community's cultural identity, historic, and environmental resources.

Goal 6: Promote Good Governance See Town of Richland and Village of Pulaski Section

Illustrative Programs and Projects

Some specific examples of projects from the goals and recommendations in this plan will result in physical enhancements ultimately leading to community revitalization, and are presented in the following section.

Under *Goal 1: Community Revitalization*, recommendations strive to achieve the rehabilitation and reuse of existing housing stock, historic structures, and commercial areas, and to restore the traditional rural and village character of the community where it has been lost and preserve it where it remains. Consolidation of parking areas, enhancement of public streetscapes with added pedestrian amenities, and interconnecting the community with dedicated bike lanes is key. Examples in the following pages illustrate specific design solutions in support of the recommendations for *Goal 1*.



Above left, a pedestrian friendly streetscape includes continuous sidewalks and vegetated buffers. Above right, dedicated bike lanes effectively interconnect points of interest.

At the intersection of Route 13 and South Jefferson Street, existing vast areas of parking lots and barren streetscapes with no greenery create a sense of urban blight, which is unfortunate because this intersection is the southern gateway to the historic Village of Pulaski. Although the Ace Hardware store is an important and valued business in the community, the existing scale and arrangement of development at this intersection as it exists presently, has a negative visual impact on the surrounding area of lovely Village scale historic homes. In its current form, the northeast corner compromises what should be a continuation of traditional Village scale and character. Along with the immense natural beauty of the Salmon River corridor and cliffs visible as one walks across that incredibly scenic bridge, the area has tremendous potential to be a place where people come to stroll, shop and enjoy the history and natural beauty of the Village. Unfortunately, in its current form, the great potential of this area is not being realized.

The redevelopment plan (Figure 16 on next page) for the north-east corner parcel is included in this Plan to show how a traditional arrangement and scale of buildings with rear parking areas on the northeast corner parcel could return a sense of Village scale and character to that area. The layout shown in Figure 16 is just conceptual, but if redeveloped in this way, this parcel would complement the surrounding historic areas and effectively extend the “Village feel” southward to Route 13 creating an inviting southern gateway to the Village. The streetscape would provide a sense of comfort, safety, and interest for pedestrian use and potentially add a variety of shops and businesses forming a natural extension of the Village business district northward on Jefferson Street.

Figure 16 is intended to illustrate how the Village can be prepared to improve the visual, and functional form of the southern gateway to the Village at some point in the future when the existing development on the northeast corner is no longer an asset.

This would be done when the Village is entertaining new development proposals for the parcel. It is an important, long-term development vision for a critical mixed use node in the community, and the Village would stand to gain tremendously from this kind of redevelopment in this particular location.



Figure 15. The aerial image above, shows existing development along South Jefferson Street with vast areas of parking lots and barren streetscapes with no street trees. These areas have negative visual impacts on the surrounding area, and compromise Village character. At right, a redevelopment plan for the north-east corner parcel features shared parking set behind Village scale, street front buildings. Along with the addition of street trees and access to the salmon River Greenway Trail. This redevelopment plan would transform the area into a more attractive and walkable southern gateway to the central Village business district.

The three photos below provide a good example of how an expansive and bleak commercial area can be transformed into an attractive and desirable shopping district through design that minimizes parking requirements and adds pedestrian amenities. These concepts, if applied to existing commercial parcels such as the one on the previous page on Route 13 in the Village of Pulaski, could transform the district.



The top image shows existing conditions not unlike many commercial sites in the Village of Pulaski today, such as at the corner of South Jefferson Street and Route 13 (previous page, lower left).



In this image, a new street has been created on the former parking lot with street trees, sidewalks, plantings and street lamps.



Lastly, additional mixed-use in-fill development and building renovations with architectural design standards applied, transform the area into an active and desirable business district (Source: Featured Scenarios Glenview, IL, *The Mall is Dead. Long Live Smart Shopping.* <http://www.nrdc.org/smartGrowth/visions/Glenview-IL.asp>)

Under *Goal 2: Economic Development*, recommendations strive to encourage investment, occupancy, and the creation of local jobs. The protection and restoration of historic buildings, along with a mix of uses in the Village is key. Equally important is the protection of prime locations for industrial development from commercial and residential encroachment. The vicinity around the Tinker Tavern exit at Route 81 and the Centerville/Peck Rd. area, are of significant economic value to the community, and the conceptual pre-development plans below illustrate possible approaches to recommendations under *Goal 2*.



Figure 16. (above) A conceptual pre-development plan for a Tinker Tavern Exit Industrial Use area illustrates space carefully organized for maximum potential development that could be phased in over time. Parking is organized efficiently and screened from view to protect the surrounding rural character of the area. In addition, natural resources such as Little Grindstone Creek are protected with dense vegetated buffers and visual breaks where views from adjacent office areas can be enjoyed. Note dashed line indicating a change in realignment of Lehigh Rd. from its existing location on the interstate on ramp, to Tinker Tavern Rd.

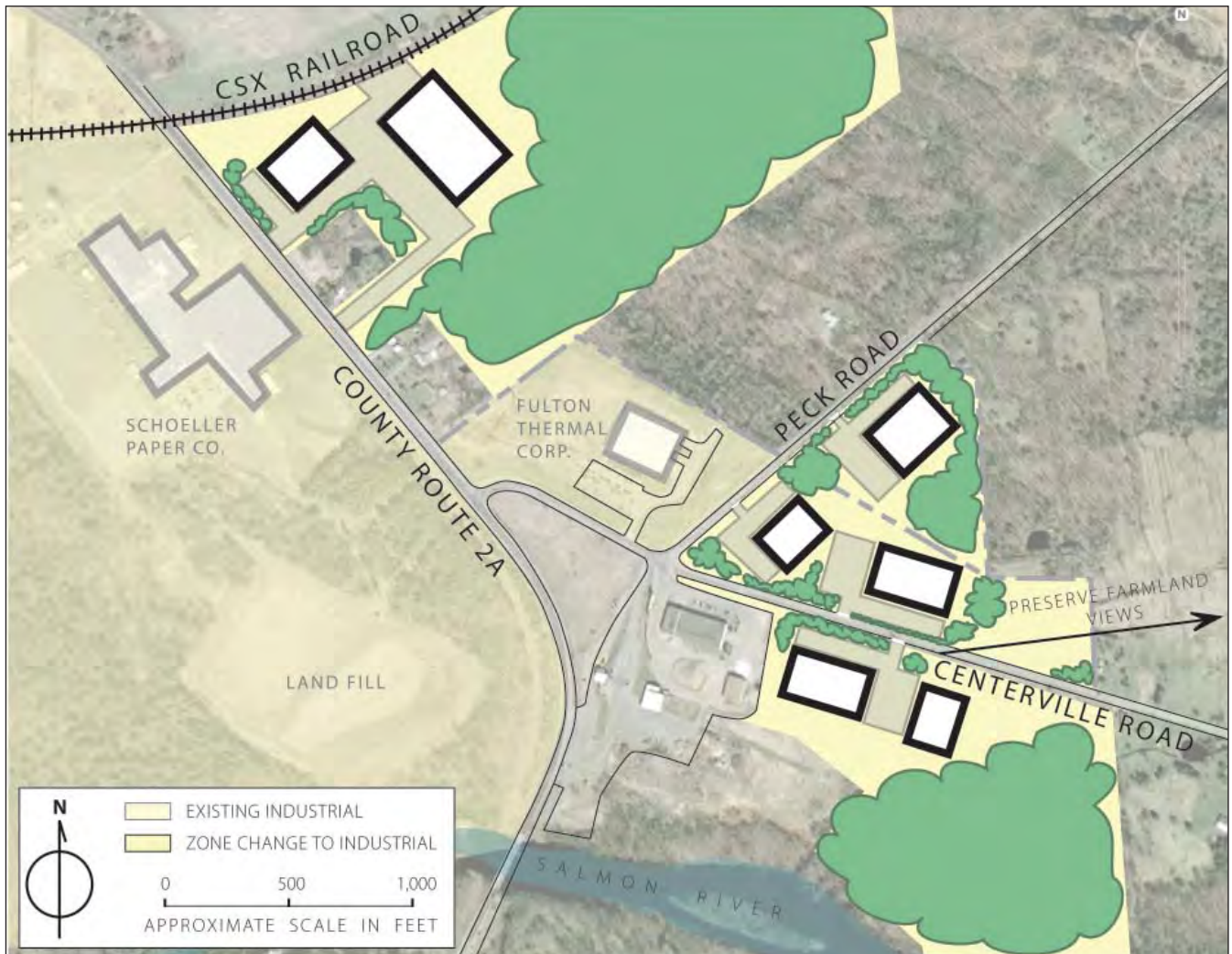


Figure 17. A conceptual pre-development plan for expanded Industrial Use at the Centerville/Peck Road intersection where direct access to a CSX rail line, and available space allows for additional development that could be phased in over time. Since this plan view was created, Fulton Thermal Corp. has expanded significantly to the west of the building shown. Parking and buildings are screened from view to protect the surrounding rural character of the area. In addition, forested buffers are kept in tact where possible, and open, scenic views of surrounding farmland are preserved. It is important to identify and protect potentially valuable industrial use areas such as this one from encroaching residential and commercial development.

Under *Goal 3: Natural and Cultural Resources Protection*, recommendations strive to manage growth and development as a sustainable force coexisting in balance with natural and cultural resources. Wellhead and aquifer protection, and the conservation of all valuable natural, scenic, cultural and historic resources including prime farmland are key in this effort. The examples below illustrate specific locations and approaches as solutions in support of the recommendations for *Goal 3*.

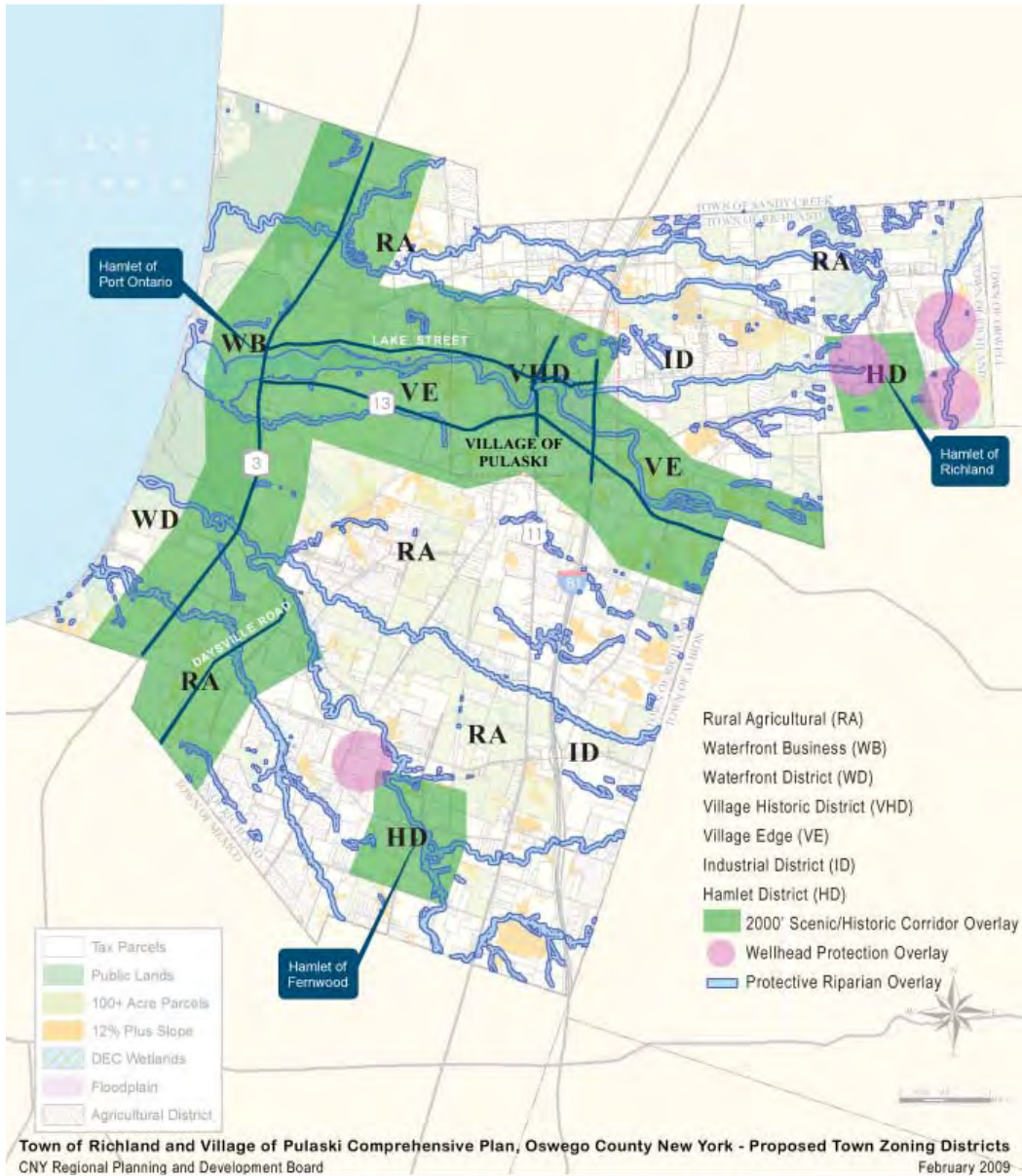


Figure 18. The above map indicates general locations of proposed Land Use Zones and Protective Overlay Districts for the Town of Richland and Village of Pulaski. Pink areas suggest areas in need of specific environmental protections for wellheads and aquifer recharge areas. Blue areas along streams indicate a protective overlay zone of 100'-wide vegetated buffers to protect water quality, and the green areas indicate 2000'-wide scenic or historic corridors in need of protection from incompatible development that could impact the visual character in these areas. A more detailed survey of specific critical areas for protection is recommended.



Enhancements to the pier at Selkirk State Park, if linked with pedestrian amenities and bike paths of the proposed Richland-Pulaski Recreational Loop Trail, would provide a much appreciated and welcoming point of public access to lake recreation for the community. The photos below illustrate two examples of enhanced community or town piers featuring lighting, railings, temporary shelter and/or shelter structures.



Under *Goal 4: Development of Gateways & Protection of Scenic Byways*, recommendations strive to protect and preserve the community's distinctive natural, historic, and cultural features that together convey the character of the Town of Richland and Village of Pulaski. To cultivate the potential economic draw related to recreational tourism along NYS Route 3 Scenic Byway - the Seaway Trail and NYS Route 13 Scenic Byway - the Revolutionary Trail; the development of stronger physical and economic ties between the Village and the lake front with a coordinated signage and interpretation program is key to this effort. The examples below illustrate critical connections and locations for programmatic development and specific design solutions in support of the recommendations for *Goal 4*.

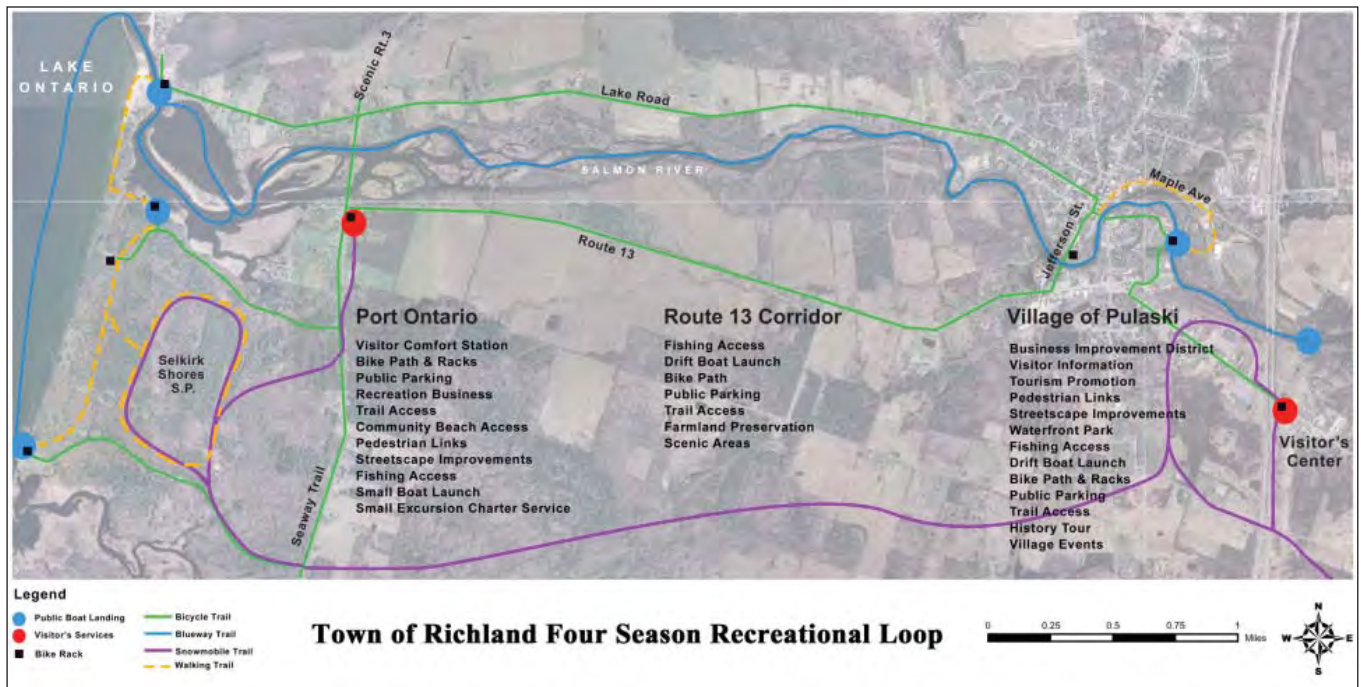


Figure 19. Plan for a multi-modal recreational loop with visitor services connecting the many points of interest throughout the Town of Richland and Village of Pulaski. The Richland-Pulaski Loop Trail (including bike and pedestrian ways) would be well marked with wayfinding and interpretive signage at points of interest along the way and would provide a basis for enhanced visitor experience, increased length of stay, and opportunities for eco- and heritage tourism-based economic growth.



Prior to the development of the extension of Lake Street, Selkirk Point was a scenic place where a small boat could be launched from the beach, and views of the lake could be enjoyed without obstruction. Rooms were offered to visitors in waterfront hotels with spectacular westward lake views.

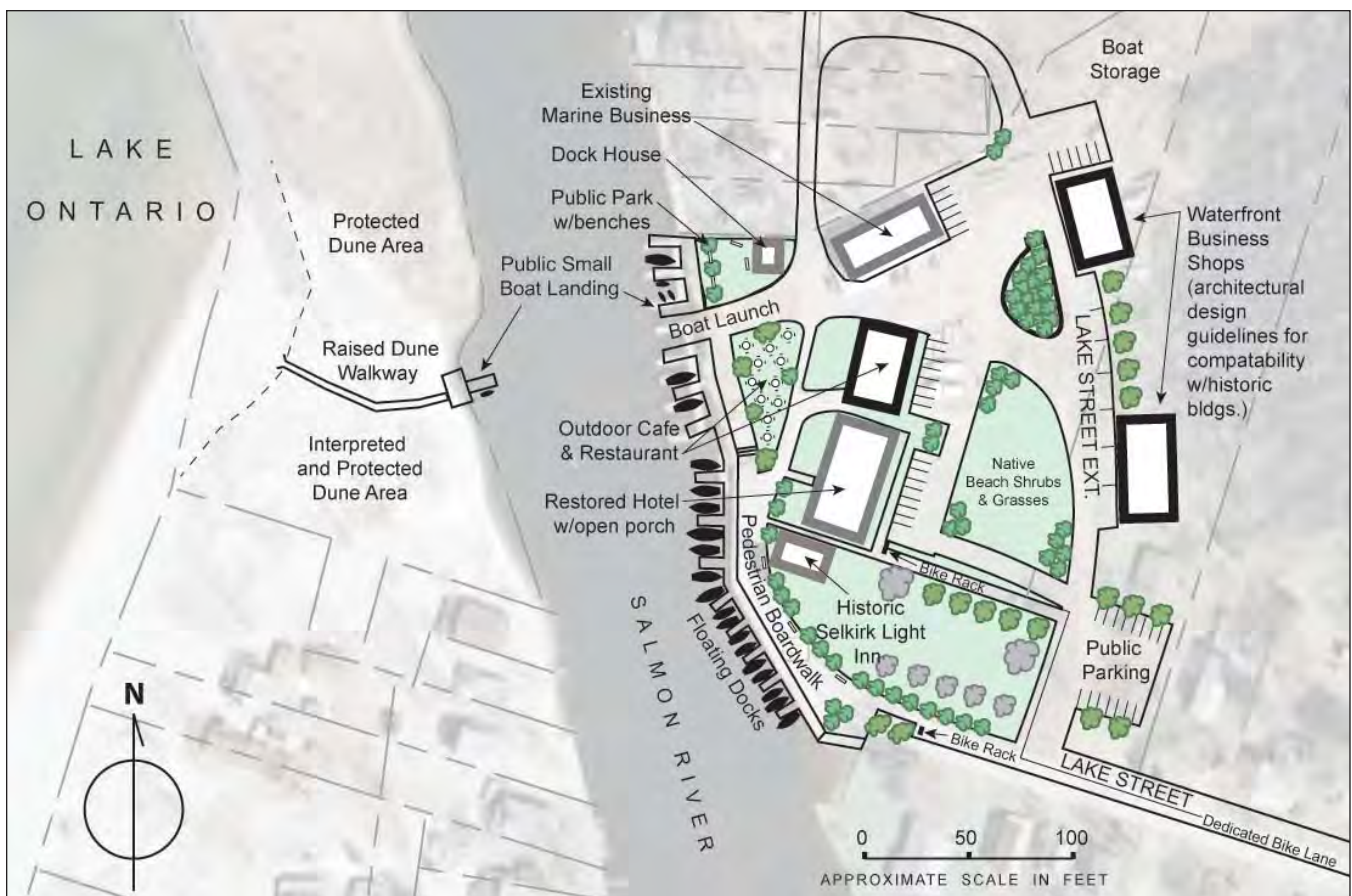


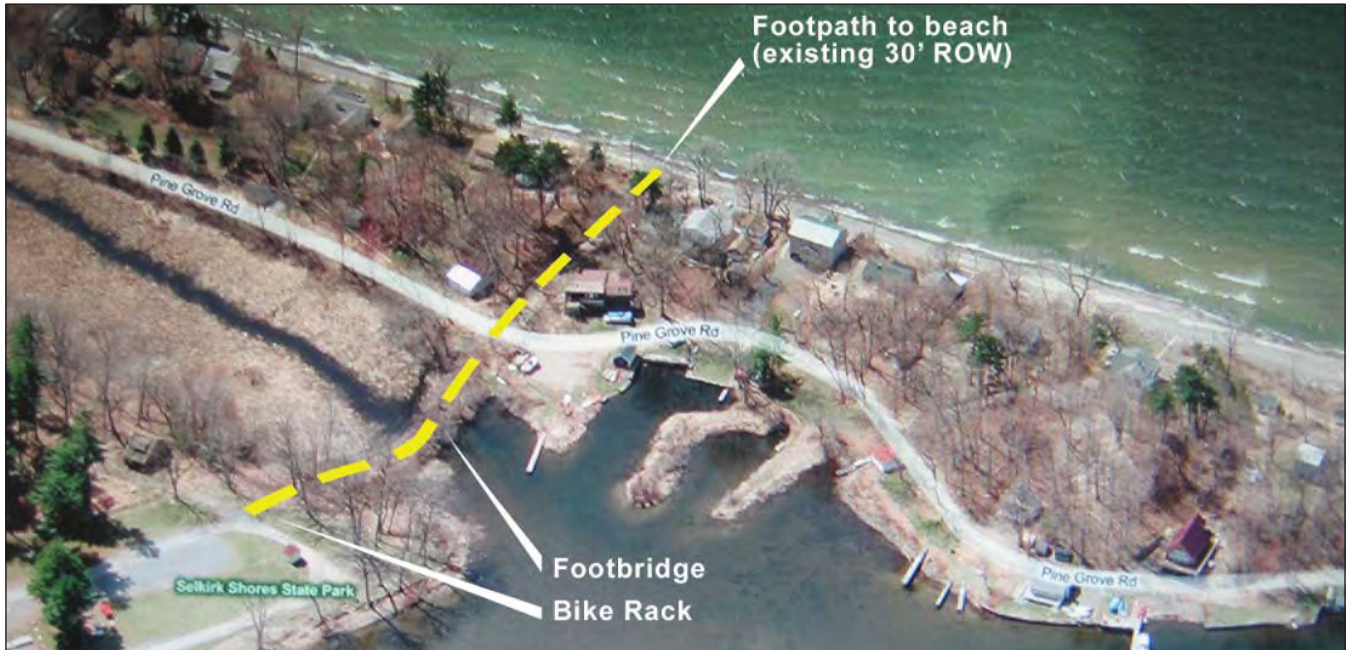
Figure 20. The re-development plan for Selkirk Point would include the restoration of the old waterfront hotel with its broad, open front porch over looking the inlet, a new restaurant building to the north with an outdoor cafe, two additional historically compatible buildings to the east for marine-related or tourist businesses, a waterfront park and pedestrian boardwalk, public small boat landings and a raised dune walkway, interpreted and protected dunes, public parking areas, and native shoreline plantings. More in keeping with the historic treatment of the site, vehicular circulation is rerouted away from the waterfront which is reserved for pedestrian, boating, and bicycle traffic. Public access and amenities in combination with commercial uses are key to the success of a destination-oriented and recreation-related redevelopment of Selkirk Point. Buildings in this plan are sited to maximize water views and create an inviting waterfront area where visitors can relax and enjoy the beautiful surroundings. The existing chain-link fence and concrete wall along the bulkhead should be removed and replaced (if necessary) with a railing that does not obstruct views of the docks and waterway.



The shoreline area at Selkirk offers tremendous potential to spur investment and economic development, but currently lacks an inviting sense of place, providing only limited pass-through uses for boaters and vacation cottage users. Sensitive dune areas represent a unique and beautiful ecosystem, but are currently unprotected from the potential damaging impacts of visitors.



The above simulation of the redevelopment plan for Selkirk Point illustrates how rehabilitation of the old hotel with historically sensitive architectural design, and careful siting of additional commercial buildings and public recreational areas could transform a currently underused area into a bustling three season destination that would attract visitors from near and far to enjoy the unique and beautiful surroundings. A dune walkway would provide access to the lakefront while protecting the dunes.



An existing 30' right of way at Pine Grove Road could provide a community pedestrian link between Pine Grove Boat Launch and the Lake Ontario shore. In combination with a bike rack and footbridge, a link here to the shoreline, another link to Selkirk Shores State Park on Pine Grove Road, and one at Selkirk Point (shown below) would complete the recreational loop from the Village to the lakeshore.



A public park, small boat launch and interpreted water trail or blueway beginning at Selkirk Light would allow visitors and community members to enjoy the unique natural environment where the Salmon River meets Lake Ontario. An important recreational link between Selkirk Light and the Lake Ontario shore could be established to serve low impact community recreational use and result in a growing market for eco- and heritage tourism based visitor services at Selkirk and Port Ontario.



Figure 21. Plan showing alignment of a proposed Richland Recreational Loop Trail from a visitor's center at Exit 36 on I81 through the Village of Pulaski. The trail would continue along Lake Street and Route 13 to Port Ontario and the Lake Ontario shore (see Figure 20). This recreational loop would link the lakefront with the village and would intersect with the proposed Salmon River Greenway Trail. The dashed oval shown around the Haldane Center is a one mile trail that has already been established.



Figure 22. Proposed Richland-Pulaski Recreational Loop Trail through the Village of Pulaski. The red line indicates the route of the trail with a plan for the placement and content of a wayfinding signage system for the Village portion of the trail. The recreational loop trail would link to the Salmon River Greenway Trail along the back side of the Jefferson Street commercial historic district.



An existing railroad underpass could be improved to provide a safe link for bicycle and pedestrian use between Rome Road and the Salmon River Greenway Trail.



Interpretive and wayfinding signage at key points would detail the route of the Loop Trail, and the many points of interest along the way.



Figure 23. Existing conditions at Exit 36, I81N (inset above right), and a re-design concept (above) showing how a large landscaped “Welcome To Historic Pulaski” sign trees strategically located to mark the gateway exit as a special place and to attract increased visitation to the Village. Redevelopment of this gateway parcel with a modest but attractive Visitor Welcome Center, additional commercial uses, landscape improvements, and recreational trail loop parking and access has significant potential to spur economic development throughout the Town of Richland.



Figure 24. Plan view illustrating a potential layout for development adjacent to exit 36 of I81. Existing commercial development is retained, but complimented with a modest area dedicated to a Visitor’s Welcome Center (or kiosk) and adjacent parking for visitors. This arrangement of uses would significantly boost the economic potential of the Village and Town through it’s high-visibility, attractiveness, visitor services, and direct link to a town-wide recreational loop (see Figures 20 - 23). Analysis of traffic and roadway widths is necessary to determine bike lane feasibility.



The existing conditions of the approach from the west along Route 13 at the intersection of Routes 11 and 13 in the Village of Pulaski, 2009. The expanse of uninterrupted asphalt created by the lack of vegetated buffers between the road and adjacent parking areas in combination with a hodgepodge of commercial buildings and few amenities for pedestrians contributes to an unattractive streetscape and entry to the village.



Figure 25. Revitalization of this area might include a redesign of the south-west corner parcel of the intersection of Routes 11 and 13 with a nineteenth century railroad station inspired commercial building, a small corner green space, improved signage, sidewalks and pedestrian crossings. Street trees are also shown along the north-east corner providing screening of existing unattractive views.



Figure 26. (top photo) Existing conditions at the intersection of Route 3 and 13 . (bottom photo) Proposed “Enhanced Gateway” to Pulaski at Port Ontario with bike lanes, pedestrian crossing, interpretive kiosk featuring the Revolutionary War Byway, the Oswego County Freedom Trail, and a map of the Richland-Pulaski Recreational Loop Trail, a water fountain and “Welcome” sign. Analysis of traffic and roadway widths is necessary to determine bike lane feasibility along Route 3.



Vacant or under-used commercially developed parcels such as this big box store on Rome Road (above), should be redeveloped in a more compact and walkable plan.



Figure 27. A village scale development with mixed uses, public transit nodes, vegetated buffer areas, and a reduction of impermeable surface area.

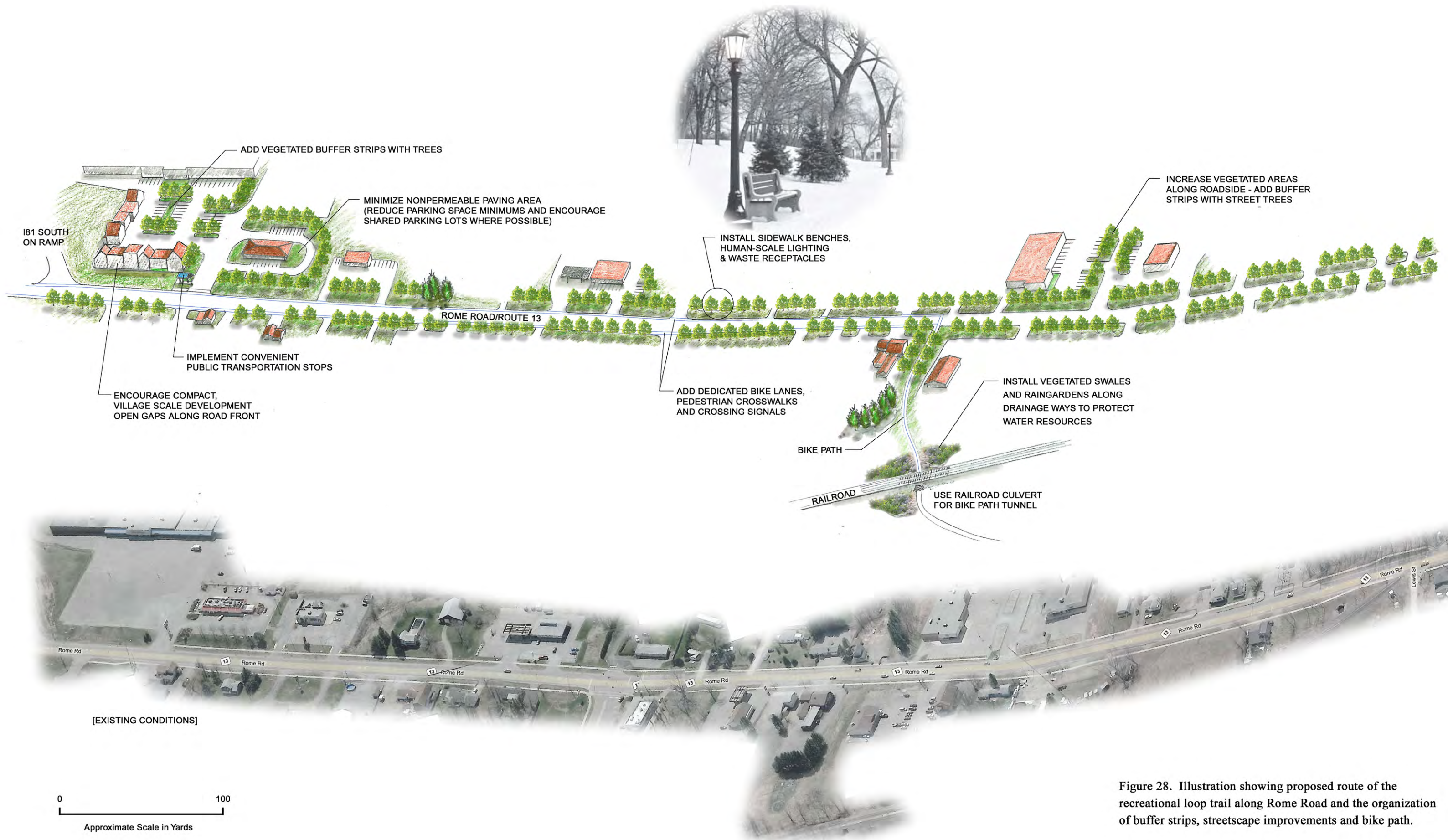


Figure 28. Illustration showing proposed route of the recreational loop trail along Rome Road and the organization of buffer strips, streetscape improvements and bike path.

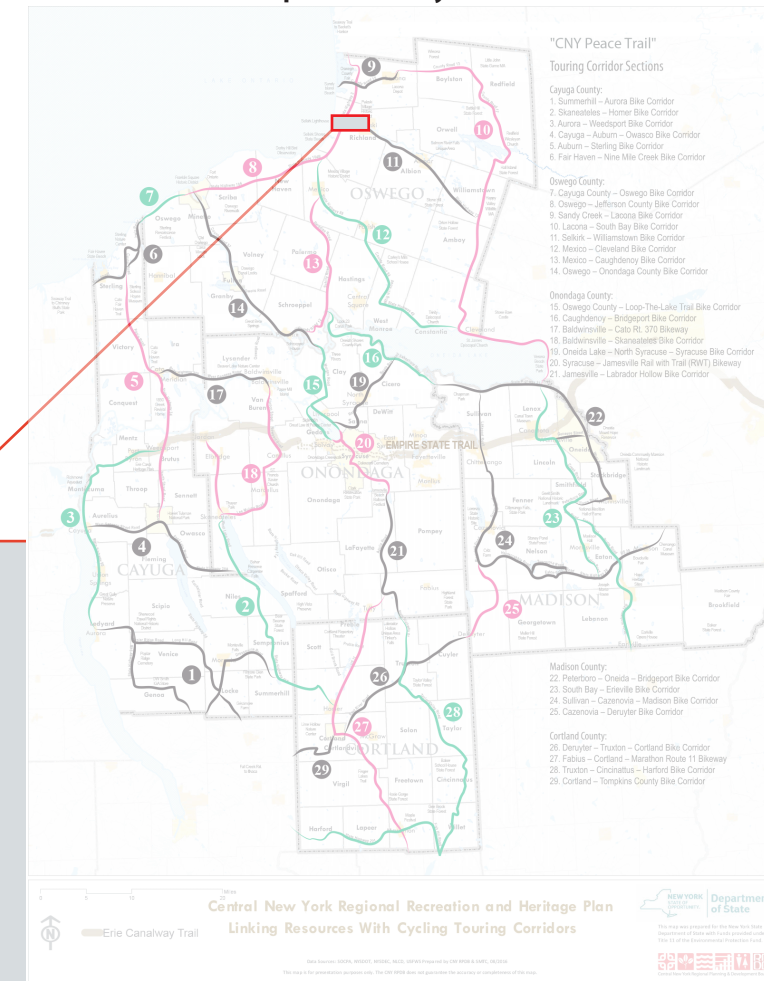


Visualization looking west on Lake Street (Rt. 5) in the Town of Richland showing the "CNY Peace Trail - Selkirk Williamstown Bike Corridor 11" with bike lanes accompanied by wayfinding signage. When implemented, through expansion of the existing road shoulders, this bike corridor would connect the historic Village of Pulaski with Port Ontario, Historic Selkirk Lighthouse and the waterfront Selkirk Pocket Park at the mouth of the Salmon River.

9" x 12"
Aluminum Post-mounted
Directional Sign



Context Map: 5-County "CNY Peace Trail"



NOTES:
Guide and directional signs must have a minimum of 2' of clearance from the edge of a shared use path and 4' of height from the surface of the path to the bottom of the sign. Wayfinding signs (trail markers) can be placed on existing posts that include route information.

Wayfinding information cannot be placed on the same post as warning signs.
Road paint markings should be located approximately every 250' feet and placed a bit away from the intersections.

Town of Richland
"CNY Peace Trail" Wayfinding Plan
Part of "Selkirk - Williamstown Bike Corridor (#11)"

Implementation and Priority Actions List:

A Comprehensive Plan provides a legal foundation for a variety of local government actions, including regulatory tools such as zoning, fiscal tools including capital improvement plans, and programmatic efforts including economic development initiatives. Below is a list of high priority initiatives that have been compiled here from the Goals and Recommendations of this Plan. These priority actions should be pursued by the Town and Village as first steps of this Plan's implementation. These are key actions that will have the greatest impact on both community development and resource protection. More detailed descriptions of these actions can be found in the Goals and Recommendations section of the Plan as referenced here.

1. Ensure that dune and shoreline areas are protected from over-development especially where outdated mapping of water levels is used as a basis for permitting subdivisions of land and construction activities (Goal 3h Town of Richland).
2. Look for future opportunities to establish an attractive "Visitor Center Gateway" at Exit 36 of I81 North (Goal 4c Town of Richland and Village of Pulaski).
3. Relocate the Fishing Museum to a location along the Recreational Loop Trail (Goal 1h Village of Pulaski).
4. Establish an attractive "Gateway" at Port Ontario at Routes 3 and 13 (Goal 4e Town of Richland and Village of Pulaski).
5. Prepare a Master Plan for re-development of the Selkirk Point waterfront (Goal 2d Town of Richland).
6. Establish an aquifer and well-head protection plan (Goal 3c Town of Richland).
7. Establish land use regulations to protect Tinker Tavern Road Interchange and Centerville/Peck Road industrial areas from encroachment of residential or commercial uses (Goal 2e Town of Richland).
8. Establish protective overlay zones for the Hamlets (Goal 5a Town of Richland).
9. Adjust existing zoning regulations to reduce parking requirements, improve streetscapes, and promote shared and buffered parking areas (Goal 1 Village of Pulaski).
10. Establish a stronger linkage between the Village and the lake shore through the addition of dedicated bikeways (Goals 4a, 4b Town of Richland).
11. Establish protective overlay zones for scenic areas along routes 3, 5, and 13 (Goals 5 Town of Richland).
12. Develop a four-season tourism economic development plan to host and promote recreational and heritage tourism and events (Goal 2k Town of Richland and Village of Pulaski).

Review and Maintenance of the Plan

A Comprehensive Plan is a work in progress, and can be thought of as a working Constitution of a town or village; a document that provides the guiding principles for the future development and growth of a region, city, town or village. This Comprehensive Plan should be on the table and referenced frequently in all considerations of land use regulation, subdivision regulations, code requirements, site plan review, and other development discussions.

In addition, the Comprehensive Plan should be reviewed regularly to ensure its continued relevance with regard to existing conditions, goals and objectives of the Town of Richland and the Village of Pulaski. Every year the town and village boards should conduct a review of the plan. An in-depth review should be accomplished every 3-5 years to assess the status of the plan's recommendations and implementation actions. Zoning revisions, capital improvement programming, expansion of recreational opportunities, tourism, marketing and promotion, and progress on other work identified in the Goals & Recommendations (Chapter 4) of the plan may require adjustments or changes.

Additional circumstances that may warrant revising the plan include:

- A finding of significant change within the community or substantial unforeseen circumstances or impacts;
- A finding of significant public benefit associated with the proposed revision or a need to maintain and protect public investments and resources; or
- The need to maintain compliance with new laws, regulations, court actions, or other mandates.

