

TOWN AND VILLAGE OF PARISH COMPREHENSIVE PLAN



ADOPTED BY TOWN BOARD SEPTEMBER 12, 2024
ADOPTED BY VILLAGE BOARD SEPTEMBER 12, 2024

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INTRODUCTION

The Comprehensive Planning Committee

The Parish Town and Village Joint Planning Board, acting as a comprehensive plan committee, began work in 2020/2021 to develop an updated joint comprehensive plan for the Town and Village of Parish. The board was charged with studying the community and reporting to the Town and Village Boards their recommendations in a comprehensive plan.

The last comprehensive plan for the community was adopted in 2011. Previous to that document, a plan for the Town was prepared in 2001.

Purpose Of The Plan

The purpose of the plan is to provide a guide for the physical development of the town/village area for the future. It prepares for the new waves of residential, commercial and industrial development that Parish may face as the growth of the Syracuse Metropolitan Area continues to expand into the region. The plan will provide a framework for the existing zoning and land subdivision controls. It will also help assure that the growth of the area will be in concert with existing plans for future water, sewer and road development. Finally, it is hoped that other governments (state, county, and other local governments) will find the plan useful in shaping their future development activities. It is the purpose of this plan to help others to plan and develop in accord with the desires of the citizens of the community. The authority to undertake such a plan is outlined in NYS Town Law Section 272-A and Village Law Section 7-722.

Community Surveys

There have been two general community opinion surveys conducted in the town/village over the years. The first in about 1978, and another in 1992. A brief questionnaire was conducted in 2009 along with a community visioning session. This session examined community strengths, weaknesses, opportunities, and threats. An online survey was conducted.

Periodic Review And Update Of The Plan

It is the recommendation of the Planning Committee that this plan be periodically reviewed and updated by the Town and Village Boards every five years. A five year review will refresh the Town and Village Boards' perspectives on the longer range issues affecting Parish, and help to reinforce the link between day-to-day development decisions and longer range Town

and Village policies. In addition, a periodic update will keep the plan current with the ever-changing conditions of the town and village without the need for large-scale planning efforts.

Vision Statement

Our community's vision for the future is to preserve the historic rural character, scenic vistas, natural and agricultural resources and recreation assets; to promote continued expansion of economic growth and revitalization in the village and the surrounding town; and to balance planned growth and land development that is consistent with the town and village's goals and strategies.

The Organization Of This Document

This document is organized into the following parts:

Part I. Community Profile

This section presents a compilation of relevant facts about the physical make-up of the town/village, along with other facts and trends that bear a direct relationship on its future physical development. This is the basic set of underlying facts by which the plan was prepared.

Part II. Goals and Strategies

This section presents the community goals which reflect the general desires for the direction in which the citizens of the Town/Village wish to go, based upon public meetings and a community visioning session.

Part III. Development Plan

This appendix is composed of a blueprint for the physical development of the town/village based upon implementing the goals of Part II. This includes a description of how the town/village should develop for the next few decades, as well as a map detailing several identified development character areas.

PART I. COMMUNITY PROFILE

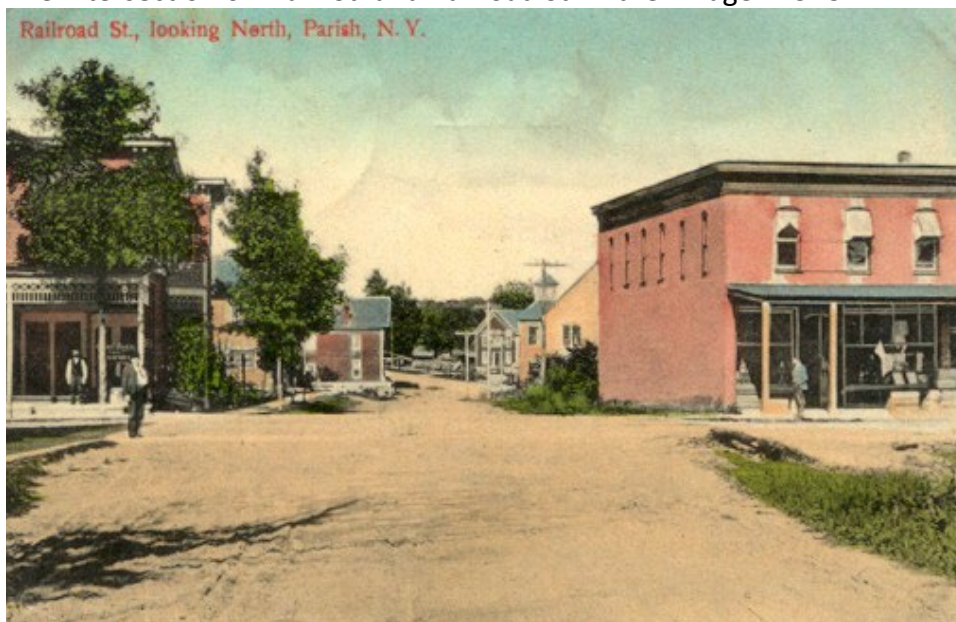
General Background

The Town of Parish is presently defined by New York State law as a second class town (population under 10,000). It was established on March 20, 1828, being formerly a part of the Town of Mexico. The Town is named after David Parish, a land proprietor and early landowner.

The town is located in central Oswego County, in Central New York State. It is approximately eight miles southeast of Lake Ontario, 24 miles north of City of Syracuse, 15 miles east of Oswego, 30 miles northwest of Rome, and 50 miles west of the Adirondack Mountains. The Town is approximately 25,000 acres. Parish is bordered on the north by the Town of Albion; on the east by the Town of Amboy; on the west by the Town of Mexico; and on the south by the Towns of Hastings and West Monroe.

The Village of Parish, incorporated in 1883, is in the southwestern part of the town.

The intersection of Main St. and Railroad St. in the Village - 1913



HISTORY

Early Settlement

Although no permanent Native American settlements were located within the Town of Parish, the area was part of the hunting grounds of the Oneida Nation of the Iroquois Confederacy. Permanent settlement in Parish began with the arrival of families from New England in search of arable land. Rev. Gamaliel Barnes and his son-in-law Stephen D. Morse settled on lot 60 in the extreme southwest corner of the Town in 1803. Barnes, a Baptist minister who lived to be 96, built the first log cabin, the first barn, and the first frame dwelling in Parish. David Parish, after whom the town was named, acquired most of the Town's land (then known as Survey Township #23 of the Scriba Patent) from George Scriba in 1822. Previously in 1805, Scriba sold lesser tracts in the northeast corner of the Town to Richard Stockton and Joseph Bloomfield. The community grew steadily with the exception of the period between 1810 and 1820 due to the War of 1812 and the climatic hardships of 1816, known as the "the year without a summer." Ephraim E. Ford opened the first store in 1829, and, in the same year, Isam Simons built the first tavern.

Economy

In the first half of the 19th century, lumbering provided most of the settlers' income. By 1867 eleven saw mills and four shingle mills were located on the North and South Branches of the Little Salmon River. Barrel manufacturing for the Syracuse salt trade was an important sideline of the lumber industry. Prominent local businesses established in the 19th century that remain today are the Harter Funeral Home and the F.E. Miller & Sons Lumber Company. About 1865, dairying superseded the lumber industry in importance. Farmers built large barns and a multitude of outbuildings. Several cheese factories also were established. By 1917, Parish contained more than 200 farms.

In the 20th century, natural resource based industry has been primarily replaced by the service industry sector of restaurants, convenience stores, auto repair operations and small retail shops. Fewer than 25 farms remain today. Most farmland has reverted to woodland or has been subdivided into residential building lots.

Transportation

In 1793, George Scriba hired Benjamin Wright to survey a road from Constantia on Oneida Lake to Mexico Point on Lake Ontario. The road followed an already existing Native American trail and cut through the southwest corner of Parish to intersect the main north-south trail at what is today Colosse. Parts of this road are still used today in Parish, as Ward Drive, Dean Drive, Perry Drive and Harrington Drive. Parish's major east west road, State Route 69, also follows a former trail from Rome to Mexico and was completed around 1800. In 1870-71, the Syracuse Northern Railroad was built through Town. Today the tracks are operated by CSX. In 1961, Interstate 81 was opened providing for rapid transit to Syracuse, Watertown and points beyond, allowing many metropolitan commuters to settle in Parish.

Institutions

Parish has always supported several churches. The Methodists established a congregation in 1869 and today's church dates from 1901. The Presbyterian Church was built in 1893. The Faith Church of the Nazarene dates from 1980. St. Anne's Catholic Church, formerly an Odd Fellows Hall and a movie theater, served the community from 1952 until 2006.

The first frame school was built on small lot 60 in 1814. In 1882 the Parish Union Free School and Academy was organized. By 1895, the town contained thirteen "one room" school districts. Parish High School consolidated with those of Altmar and Williamstown in the early 1950s to form Altmar-Parish-Williamstown Central (APW). The town currently contains two schools, the APW Elementary and Middle/High Schools on County Route 22, just south of the Albion town line.

Several commercial and public areas provide recreational activities in the Town. These include the William E. Merrill Community Park, an Oswego County Reforestation Area, the Happy Valley State Wildlife Management Area (shared with Albion, Amboy and Williamstown), the Bass Lake Resorts Campground, and the Harmony Riders Association Campground. These sites provide hunting, fishing, camping and playground opportunities among others. In the early 20th century, two generous benefactors, Samuel E. Mills and Nathan A. Petrie donated several public structures to the Village, including the Village Park in 1911, the chapel at Pleasant Lawn Cemetery in 1917, the public library in 1923, the village clock in 1923 and the public gymnasium in 1925.

Present and Future Settlement

Today Parish has many commuters traveling to Syracuse, Watertown, Oswego or Rome. While the population of the Town has grown during the late 20th century, the Village has lost population. Parish must strive to integrate new development, historic preservation and the provision of public services with the preservation of natural and cultural resources as it enters the 21st century.

Parish Village and Town in 1867



From the New Topographical Atlas of Oswego County New York 1867 C.K. Stone Library of Congress www.old-maps.com

source: www.old-maps.com

DEMOGRAPHICS AND LAND USE

The population of Parish has remained relatively steady over the last 30 years, rising and falling slightly by decade. The town, town outside the village, and the village all lost population between 2010 and 2020 according to U.S. Census data.

Table 1. Distribution of Population

	1990	2000	2010	2020
Town of Parish including Village	2,425	2,694	2,558	2,398
Town of Parish Outside of Village	1,952	2,182	2,108	1,951
Parish Village	473	512	450	447

Source: U.S. Decennial Census

The number of households in the town outside the village has shown a steady increase since 1990, although 2020 estimates have it falling from 2010 numbers. As this has occurred, average household has been decreasing, reflecting a national trend of shrinking family sizes. The number of households in the village grew from 1990 to 2020.

Table 2. Household Size

	# Hholds 1990	Average Hhold Size	# Hholds 2000	Average Hhold Size	# Hholds 2010	Average Hhold Size	#Hholds 2020	Average Hhold Size
Parish Town (outside Village)	639	3.05	764	2.86	976	2.62	804	2.25
Parish Village	168	2.82	191	2.68	180	2.50	204	2.65
Oswego County	42,434	2.76	45,522	2.60	46,400	2.52	46,597	2.42

Source: U.S. Decennial Census and American Community Survey

The median age of Parish residents (town including village) is estimated to have decreased very slightly between 2010 and 2020, from 41.0 to 40.6. Between 2010 and 2020, Parish saw increases in the 15-24, 25-34, 55-64, and 65-74 age groups.

Table 3. Age Cohorts

	2010	2020
0-4	146	121
5-14*	472	274
15-24**	170	223
25-34	286	340
35-44	367	306
45-54	452	271
55-64	322	495
65-74	205	210
75-84	106	101
85+	32	24

Source: U.S. Decennial Census

*2010 cohort is 5-17

**2010 cohort is 18-24

The percent of the population below the poverty level in Parish is reported in the 2020 census estimates to have increased slightly from 2012 to 14.5%. The poverty numbers for Parish have been consistently lower compared to Oswego County and New York State since 1990, with the exception of 2020 where Parish had a higher percentage than New York State.

Table 4. Percent of Population Below the Poverty Level

	1990	2000	2012	2020
Parish (T&V)	6.7	12.7	10.4	14.5
Oswego County	11.2	13.5	16.8	16.8
NYS	12.7	14.2	15.9	13.6

Source: U.S. Decennial Census and American Community Survey

Median household income as reported to the census is estimated to have risen between 2010 and 2020, and is relatively on par with Oswego County as a whole, but lower than the New York State median.

Table 5. Median Household Income

	2010	2020
Parish T&V	55,002	56,250
Oswego County	53,970	59,070
NYS	66,197	71,117

Note: 2010 figures are adjusted for inflation.

Source: American Community Survey

Education levels in Parish are similar to those of Oswego County as a whole, with about 90% of residents 25 years of age and older having a high school diploma and 17% having a four year college degree. While high school graduation numbers slightly above the statewide number, college degree figures are lower.

Table 6. Educational Attainment 2019

	% H.S. Diploma	% Bachelors Degree	% Masters Degree
Parish T&V	89.8	16.9	6.9
Oswego County	88.2	19.0	7.9
NYS	86.8	36.6	16.0

Source: American Community Survey

Almost one third of the working population in Parish are estimated as being employed in the **education/health/social services** sector, with **retail** workers and **manufacturing** workers making up the next largest groups. The overwhelming majority of workers are employed in the private sector.

Table 7. Parish Employment by Industry - 2019

Industry	Total	Percentage
Education/health/social services	360	28.9
Retail	185	14.8
Manufacturing, nondurable goods	168	13.5
Transportation/warehousing/utilities	96	7.7
Construction	94	7.5
Professional	91	7.3
Public administration	56	4.5
Arts/Entertainment/Recreation	47	3.8
Finance, insurance, and real estate	47	3.8
Other professional and related services	37	3.0
Wholesale	38	3.0
Information	22	1.8
Agriculture, forestry and fisheries	5	0.4

Source: American Community Survey

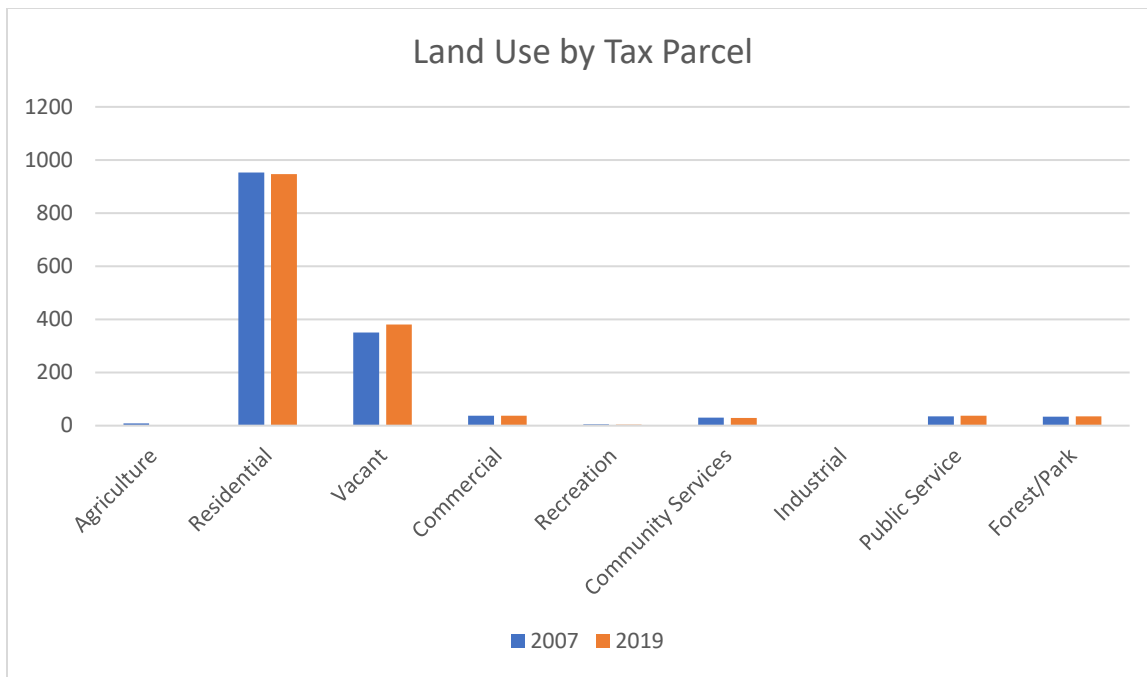
Table 8. Employment by Class of Worker - 2019

Class of Worker	Total	Percentage
Private wage and salary workers	1,009	81.0
Government workers	207	16.6
Self-employed workers	23	1.8
Unpaid family workers	7	0.6

Source: American Community Survey

Land use has changed relatively little in the town and village since the time of the last version of the comprehensive plan, with most use categories remaining about the same in number. One exception to this is the number of tax parcels assessed as **agricultural**, which has decreased from eight to zero, between 2007 and 2019. This mirrors a trend seen regionally.

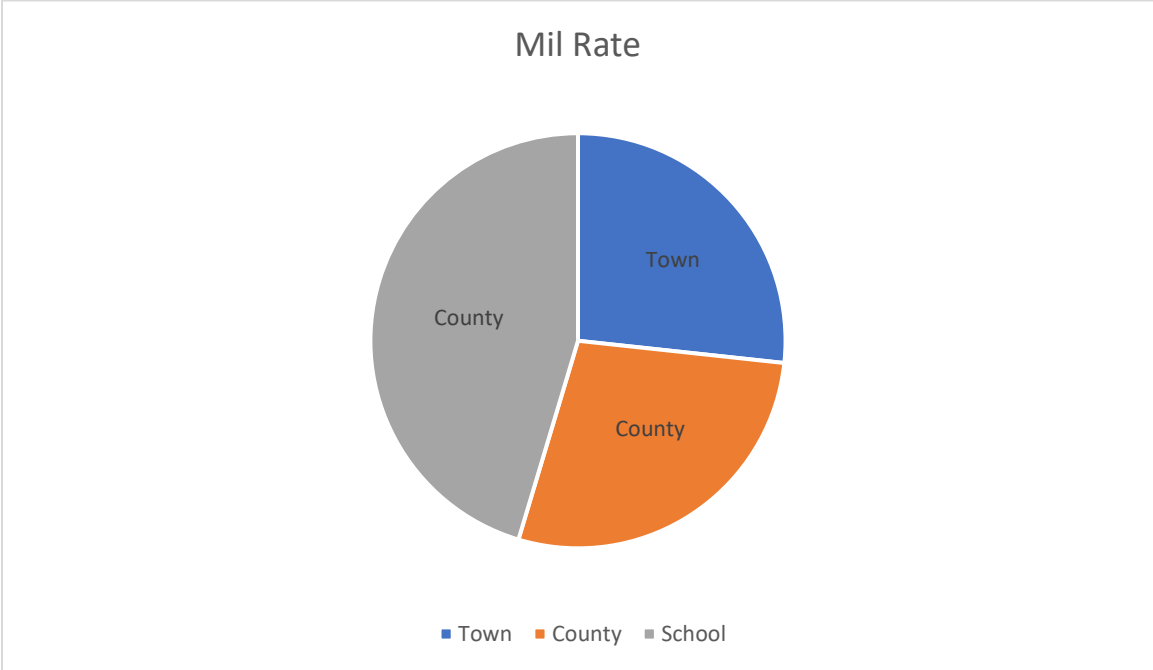
Figure 1. Land Use by Tax Parcel



Source: NYS Office of Real Property Tax Services

Parish (town outside village) property owners paid \$32.16 in property taxes per \$1,000 assessed value on their properties in 2019. Almost half of that total went to the APW school district, and about a quarter went to the town and Oswego County each.

Figure 2. Property Tax Rate per \$1000 Dollars Assessed Value



Source: Office of NYS Comptroller

PART II – GOALS AND STRATEGIES

This section of the comprehensive plan presents issues, goals, and strategies that address ten topical areas – village revitalization, transportation, housing, parks and recreation, historic preservation, rural character, natural resources, economic development, infrastructure, and community facilities. It is intended that responsibility for pursuing these strategies will be that of various town and village groups, including the town and village boards, the planning board, the CAC, ad hoc committees and community volunteers. ***It is highly recommended that the community prioritize each strategy, decide how each strategy will be implemented, and determine which element of government will be responsible.***

DOWNTOWN REVITALIZATION

The village center of Parish is a unique small downtown where businesses once bustled with customers/residents shopping. It has many assets, including its location at the intersection of Interstate 81 and State Route 69. It has high density for the area, plenty of business space to be redeveloped, but is in need of new infrastructure and a visual update.

According to the National Trust for Historic Preservation, “the need to revitalize downtown commercial districts is clear. A healthy, viable downtown is crucial to the heritage, economic health and civic pride of the entire community [...]”. The trend toward big box stores, chain shopping and online shopping makes it difficult for a small village to attract customers unless it look attractive.

A healthy downtown means a stronger tax base. It increases the community’s options for goods and services, whether basic staples like clothing or food, professional services or for less traditional functions like entertainment and housing.

Main Street Landscape Project

A downtown improvement plan was completed for Parish in 2001. The plan included streetscape and parking improvements and façade renovation plans for a number of buildings in the downtown core. In addition to the recommendations of this plan, opportunities to improve off-street parking and street lighting in the village should also be explored.

These improvements, along with updated banners and planters for seasonal occasions will go a long way in improving and preserving the physical appearance and function of the village. Development of a public water system that would serve the village (discussed in more detail on following pages) would provide a great stimulus for the redevelopment of the downtown area.

Village Events

Several community events are held in Parish each year, including a Community Garage Sale, an Olde Home Days, and a Holiday Tree Lighting. These events create a sense of community and bring in visitors from outlying areas as well.

GOAL A: REVITALIZE AND ENHANCE THE DOWNTOWN.

STRATEGIES:

- 1. Encourage context sensitive development (building size, massing, placement) through design standards in village zoning law.**
- 2. Implement the downtown improvement plan addressing street trees, improved street lighting, signage, sidewalks, parking (on-street and off-street), façades, commercial infill potential, and walkability.**
- 3. Restrict development to appropriate uses of appropriate scale.**
- 4. Concentrate town and village services and facilities in the village core.**
- 5. Restrict development near Interstate 81 to appropriate land uses through zoning (those that require easy access to 81 and those that would be incompatible in the village core) and establish design guidelines for these uses.**
- 6. Create signage for downtown municipal offstreet parking lot.**
- 7. Pursue the development of a public water supply system in and adjacent to the village.**

TRANSPORTATION

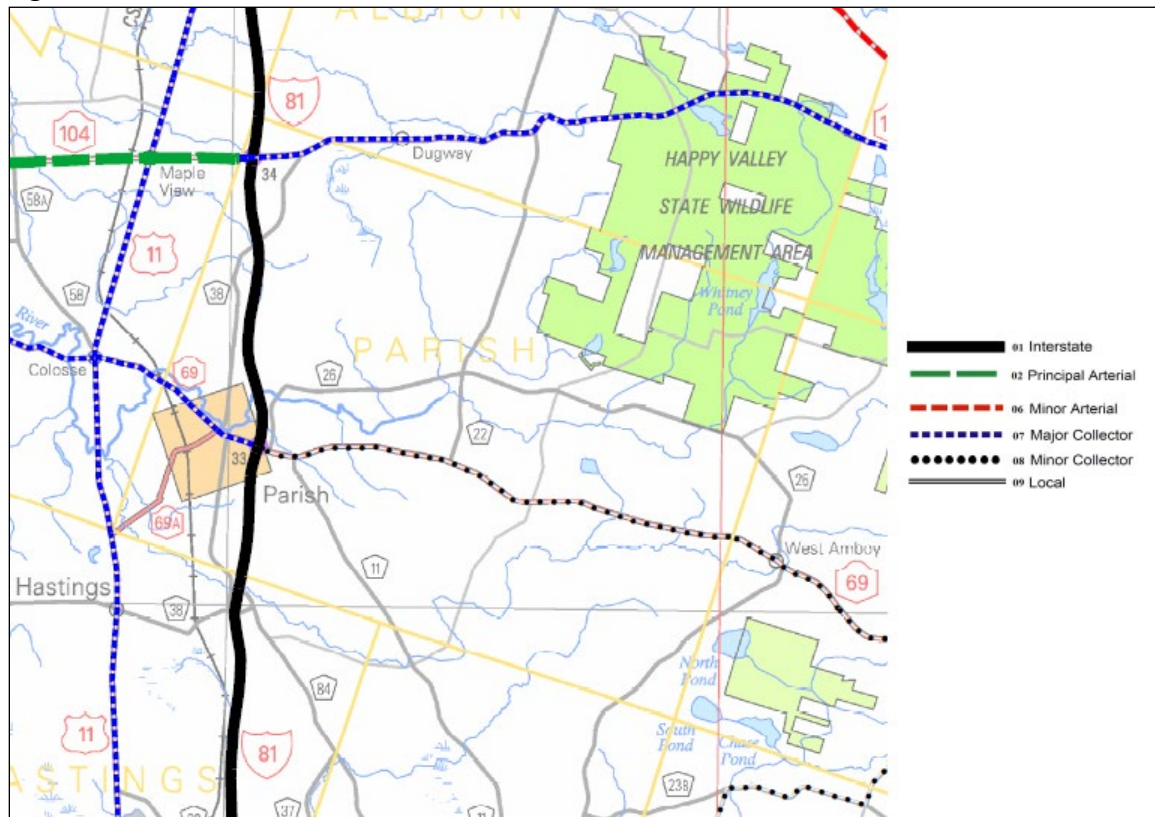
A safe and efficient transportation network is one of the most important services a government can provide. The system should accommodate not only motor vehicles, but pedestrians and bikes as well.

Roads

Parish is serviced by approximately 82.6 miles of public roads. Of this total, approximately 17 miles (21%) are under state jurisdiction, approx. 20.1 miles (24%) are under county jurisdiction and approx. 45.5 miles (55%) are under local jurisdiction. Interstate 81 runs north and south through the western portion of the town and includes two exits – one at Rt. 69 and one at Rt. 104. Other major roads include Route 104, which runs from Niagara Falls to Williamstown, and Route 69, which connects Mexico to Utica. The map below illustrates the functional classification of roads in Parish and the surrounding towns.

The most travelled segment of road in Parish (with the exception of Rt. 81) is Route 69, or Main Street, between County Rt. 69A and Route 81. Average daily traffic there was measured at 4,950 in 2008.

Figure 3. Functional Classification of Roads In the Parish Area



Source: NYS Department of Transportation

Table 9. Average Annual Daily Traffic for Selected Roads

Road	From	To	AADT	Year
Bangall Rd	Red Mill Rd	CR 38	200	2006
Crim Rd	Rt 69	CR 26	112	2019
Cheese Factory Rd	SR 69	CR 26	424	2019
Mill St	North Railroad St	East Main St	205	2019
County Rt. 26	Smokey Hollow Rd	SR 69	1443	2019
County Rt. 26	Cheese Factory Rd	Smokey Hollow Rd	900	1999
County Rt. 26	Amboy TL	Cheese Factory Rd	368	2019
County Rt. 26	Parish TL	SR 104	347	2019
Railroad St	SR 69	Parish TL	536	2019
State Route 69	Mexico TL	Rt 69A	2389	2019
State Route 69	Rt 69A	Rt 81	4540	2019
State Route 69	RT 81	Amboy TL	3081	2019
State Route 104	RT 81	Albion TL	1867	2019

Note: TL = Town Line

Source: NYS Department of Transportation

CSX Line

A freight railroad line, the Montreal Secondary, operated by CSX runs north-south through the western portion of the town and village of Parish between Rt. 81 and Rt. 11. The line connects the CSX Chicago Main Line in Syracuse to the Canadian National Railway north of Massena.

Sidewalks

Sidewalks are present along many streets in the village. These are in varying states of disrepair, however. A quality network of sidewalks is extremely important for pedestrian safety and general quality of life for village residents. An inventory of sidewalk conditions should be undertaken and a plan for improvement and replacement developed.

Public Transportation

The Oswego County Opportunities bus route connects Parish residents (via a stop at the Parish Health Services Center) to other locations in Oswego County including Fulton and Oswego. The town is lacking transportation options for the elderly and those that work south of the town, toward the Syracuse metropolitan area.

GOAL B: PROVIDE AND ENHANCE MULTIPLE MODES OF TRANSPORTATION.

STRATEGIES

- 1. Require reduced access points and properly spaced curb cuts in new development, especially along State Routes 69 and 104.**
- 2. Coordinate improved parallel parking with NYSDOT Route 69 highway improvements in the village.**
- 3. Develop low-volume and minimum maintenance road designation.**
- 4. Undertake a sidewalk inventory for the village.**
- 5. Discourage cul-de-sac road construction in new subdivisions (unless necessary to protect natural features).**
- 6. Develop a park and ride in conjunction with NYS Department of Transportation.**
- 7. Advocate for/study improved public transportation access for residents, especially senior citizens.**
- 8. Advocate for better Oswego County Public Transit (OPT) scheduling.**
- 9. Advocate for Central NY Regional Transportation Authority (CENTRO) bus service.**

HOUSING

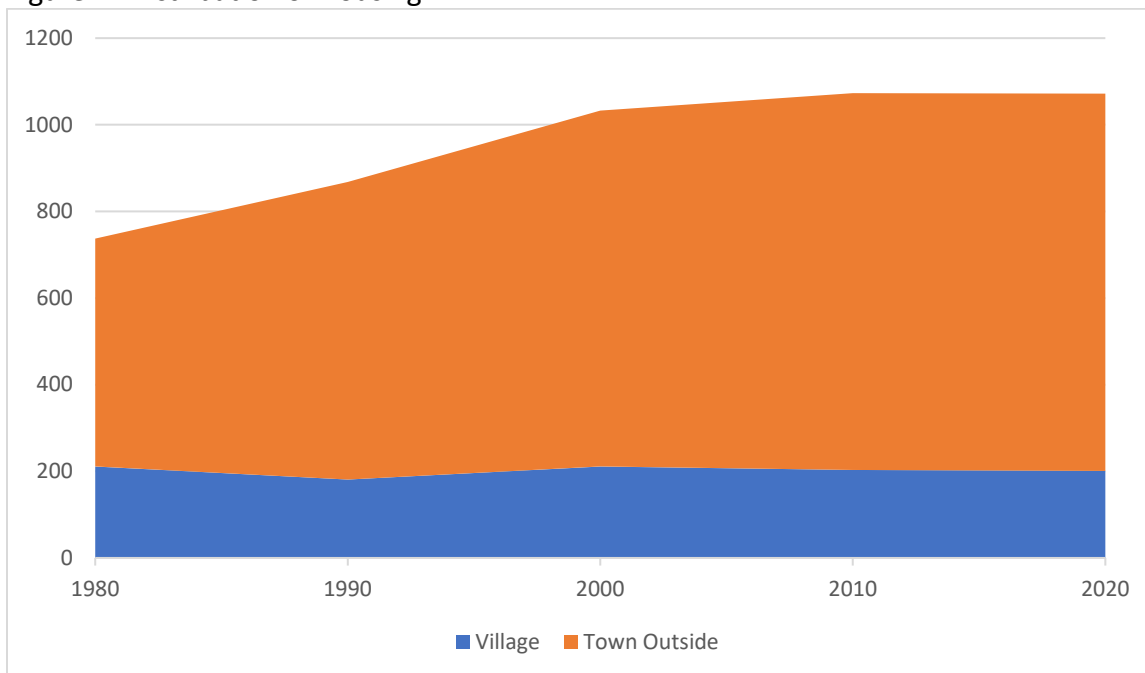
The availability of safe, affordable housing is of utmost importance to Parish's future. Decent housing is not only a key contributor to the quality of life of current residents, but is also necessary if the town and village are to attract new business and industry. The condition of a community's housing stock is an accurate indicator of its overall health.

Housing Distribution and Age

Figure 18 illustrates the distribution of housing in the town and village as it changed over the 1980-2020 period. While the number of housing units in the village has remained almost same during that period, the number of units in the town outside the village grew substantially between 1980 and 2000, then levelled off after that.

The median year of construction for homes built in the Town of Parish including the village was 1974, as estimated by the 2020 American Community Survey. The median value of owner-occupied homes in the Town of Parish was \$106,600 in 2020. The median value was \$109,500 in Oswego County that year.

Figure 4. Distribution of Housing



Source: U.S. Decennial Census Summary File 1

Manufactured Housing

Table 19 illustrates the decrease in the number of manufactured homes over the 2010 to 2020 period. Manufactured housing made up approximately 19% of the total single family housing stock in 2020. These figures do not include multiple manufactured homes on single lots.

Table 10. Manufactured Housing 2010-2020

	2000	2010	2020
Town including Village	153	116	111

Source: NYS Office of Real Property Svcs.

Manufactured homes are a popular local affordable housing opportunity. They can create problems, however, when a preponderance of them in an area begins to discourage other higher valued housing types from locating in that area. The experience of many communities is that large numbers of unregulated manufactured homes may have the effect of eroding the local tax base due to rapid depreciation and aesthetic deterioration. Manufactured home design standards can help make manufactured homes better neighbors to conventional housing. Design standards can make a significant difference to manufactured home appearance. The most effective design considerations include providing 1) a pitched roof, 2) the exterior siding of traditional site-built homes, and 3) horizontal dimensions more approximating site-built homes. Proper site location along with accessory buildings and screening can significantly change the appearance of horizontal dimensions. These design improvements can make manufactured homes fit much better into neighborhoods of conventional housing, protecting housing values and the community tax base.

GOAL C: PROVIDE FOR AND ENHANCE A VARIETY OF HOUSING OPPORTUNITIES.

Strategies

1. **Determine housing deficiencies through a housing needs assessment.**
2. **Investigate opportunities for grant and loan monies available for affordable housing development and repair.**
3. **Work with the Oswego County Housing Development Council to increase access to housing for village and town residents.**
4. **Pursue the development of rental housing in the village.**
5. **Aggressively pursue the development of senior citizen housing in the village.**
6. **Encourage the development of accessory apartments town-wide.**

PARKS AND RECREATION

Parks and trails are an essential component for quality of life for village and town residents. They provide a place for healthy active and passive recreation as well as contributing to the attractiveness of the landscape. A quality recreation system can contribute to economic development luring residents of adjacent communities and outlying areas to visit Parish.

Corner/Gazebo Park

A small park sits on the corner of Main Street and South Railroad Street at the center of downtown Parish. The park features a gazebo.

Veteran's Park

Located at the corner of Church Street and State Route 69A, Veteran's Park was originally dedicated in 1907. A new granite monument recognizing all branches of the armed forces is being constructed there.

Merrill Park

Merrill Park is a 27 acre park operated by the town located south of the village on County Route 38. This park was initially developed by the Jaycees in 1967. Named after local doctor William Merrill, the park features basketball and tennis courts as well as baseball fields and great potential for the development of a nature trail.

Happy Valley Wildlife Management Area

Happy Valley is an approximately 14 square mile Wildlife Management Area overseen by the NYS Department of Environmental Conservation that lies in the northeastern portion of the town. The area includes Mosher Pond, St. Mary's Pond and Whitney Pond. Canoeing, kayaking and fishing are popular activities here as are hiking, snowshoeing, bird watching, hunting, and fishing.

ATV Trails

The town has several miles of road open to ATV riders, including County Route 26, Easy Street, and Happy Valley Road.

Snowmobile Trails

Several snowmobile trails are located in Parish, including a major State Funded Class A trails which connects the north shore of Oneida Lake with the Tug Hill plateau.

Little Salmon River Paddling

A kayak/canoe launch is soon to be developed in the village along the Little Salmon River. The access should be heavily promoted by the village and town.

GOAL D: PROVIDE RECREATIONAL OPPORTUNITIES FOR RESIDENTS AND TOURISTS.

STRATEGIES:

- 1. Study potential for greater recreational use of State and County lands.**
- 2. Explore the development of other public active recreation areas within reach of the village, including a canoe/kayak launch along West Main Street.**
- 3. Maintain and enhance recreation programs, especially for summer and off-school times.**
- 4. Explore opportunities to expand the County greenway trail system in the Little Salmon River area.**
- 5. Publicize the ATV trails and the snowmobile trail spur and parking, without encouraging snowmobile traffic on village streets.**
- 6. Develop hiking and cross country ski trails.**
- 7. Encourage establishment and use of bicycle trails.**
- 8. Work to develop a parking lot for Happy Valley Wildlife Management Area users.**
- 9. Encourage salmon habitat by supporting development of fish ladders in the town of Mexico.**

HISTORIC PRESERVATION

A community's historic sites and structures provide a visible link to its past. Historic resources contribute greatly to Parish's sense of place and identity and provide clues as to how early residents lived and worked. As these resources are demolished, abandoned or allowed to deteriorate, this identity is slowly chipped away. Historic preservation makes sense economically as it boosts tourism in communities.

Important Sites and Structures

An inventory of important sites and structures in Parish has been undertaken by the Heritage Foundation of Oswego. The inventory includes houses, commercial, public, and agricultural sites, churches and cemeteries, and engineering structures and is included as Appendix D. While the burden of protecting these properties lies primarily with individual building owners and landowners, several tools are available to help the community accomplish its preservation goal.

Pleasant Lawn Cemetery is the only property in the town or village listed on the National Register of Historic Places. It is thought that the Mills and Petrie buildings may be eligible for inclusion as a scattered site district.

Two buildings in the village have plaques at their locations indicating Oswego Heritage Foundation Recognition for their unique attributes. The Swartz Homestead, a settlement house, was once the home of the town doctor and has many historic features and the Typewriter Factory on Mill Street and North Railroad Street which still has original features and is used as an office building.

Tax Incentives and Grants

One of the tools available to NYS communities is the Certified Local Government (CLG) program. Administered by the Department of Parks, Recreation and Historic Preservation, the program gives local governments access to grants, as well as technical assistance. Admission to the program requires the community to adopt a landmark preservation law, which regulates changes to historic properties.

Also available to communities with landmark preservation laws is section 444-a of the Real Property Tax Law, which authorizes a partial exemption from real property taxation resulting from increased assessed valuation for the alteration or rehabilitation of historic property.

Properties listed on the National Register of Historic Places are eligible for certain tax credits when restored. These are detailed at <https://parks.ny.gov/shpo/tax-credit-programs/>

GOAL E: RETAIN AND IMPROVE THE HISTORIC INTEGRITY OF THE COMMUNITY.

STRATEGIES:

- 1. Pursue and maintain a comprehensive, up-to-date list of historic sites and structures and nominate those appropriate for inclusion in the State and National registry. The gym and library gifted by Mill and Petrie may be eligible.**

2. **Encourage reuse, rehabilitation and restoration of historical sites and structures such as buildings like the laundromat, antique shop, and office building through property tax incentives.**
3. **Investigate current historic buildings for use as a town museum.**
4. **Protect sites and structures through zoning site plans and SEQR review, where appropriate.**
5. **Revise the walking tour pamphlet for the Village. Revitalize the walking tour attractions.**
6. **Review and continue to update the genealogy file, diary collections, and pictures of buildings and structures.**
7. **Continue to seek grants for improvements of town owned buildings and structures.**

RURAL CHARACTER and REVITALIZATION

The town, like most towns in the Tug Hill region, is rural, has low residential density and plenty of vacant land, forested land and waterways. It has a beautiful, bucolic setting.

The Importance of Agriculture and Forestry to Parish and Oswego County

Agriculture is important to the economy of the Oswego County and Tug Hill region. It is important not just for the farm jobs that are created, but also for the agri-business which supports farm operations. This natural resource is an important and valuable economic asset, which must be managed wisely.

Potential for new farming operations are believed to exist for small fruit (grapes, blueberries, strawberries, raspberries) and hops, as well as poultry, beef and hog operations. Maple syrup operations may also be viable in Parish.

The reversion of farmland to forest, the regrowth of earlier logged forests and higher prices for forest products over the past 30 years have resulted in an increase in logging, firewood, and saw timber enterprises which have provided employment for those so engaged as well as providing supplemental and/or emergency income to many owners of forested property.

GOAL F: MAINTAIN THE RURAL CHARACTER OF THE TOWN.

STRATEGIES:

- 1. Restrict land uses through zoning in rural areas to those that are compatible with farming, forestry, and other open space uses.**
- 2. Restrict building densities in rural areas with cluster or other density averaging zoning and subdivision techniques.**
- 3. Protect significant rural landscape features (stone walls, tree lines) through zoning site plan review and subdivision review.**
- 4. Protect scenic views from solar energy facilities, windmills, and telecommunication towers.**
- 5. Educate owners of forested land on appropriate management of such so that their values are perpetuated rather than denigrated over time.**
- 6. Increase awareness of forest landowners on how to protect themselves from timber theft and on their rights and procedures for recovery of values when such occurs.**

WATER RESOURCES

Surface Waters (Flood Plains, Wetlands, Stream Corridors)

Floodplains have been mapped by the Federal Emergency Management Agency (FEMA). These include only flood hazard areas which have a probability of flooding at least once in 100 years. These flood hazard areas are scattered through the town. The Little Salmon River stream corridor is also considered a flood hazard area throughout most of its length.

Certain major wetlands have been mapped by the Department of Conservation (DEC). These include only wetlands of greater than 12.4 acres. Wetland areas are extensive in Parish. Development projects located within 100 feet of these areas requires a DEC permit.

The DEC has classified stream corridors based on water quality. Streams are ranked AA, A, B, C, or D (AA being highest) based on existing or expected best usage. Disturbance of any streambed requires a DEC permit. Certain streams are utilized for outdoor recreational activities.

The DEC's Environmental Mapper website (www.dec.ny.gov/imsmaps/ERM/index.htm) is a great resource for determining wetland and stream classifications.

Groundwater

Groundwater is water that has accumulated, over a period of time, beneath the surface of the ground and is the source of springs, wells, and aquifers. As growth continues in rural areas, there is an ever-increasing demand on groundwater resources to fulfill continuing needs of residents, farmers, and industries. Land use decisions can have significant and unanticipated impacts on groundwater and surface water resources. Adequate water supplies of high quality are necessary both for community use and local ecosystems. Lowering the water table can lead to the introduction of deeper water of poorer quality to shallower depths. In addition, in order to protect the source water's quality and quantity, a town must keep the region's "recharge" areas free from overdevelopment. Examining groundwater quantity issues to evaluate whether sufficient water is available for future development and generations is becoming a growing concern. The challenge is acting while things are in relatively good shape, not just for human use but for wildlife and ecological balance.

A development constraints map has been prepared as part of this study (see Appendix A). This map depicts areas deemed suitable for development by excluding lands which have flood hazards, major wetlands, are submerged, are publicly owned, or are further than 500 feet from a public highway. This map indicates that there are large areas of the town that are unsuitable for development and agriculture due to wetlands and public State and County lands. There is, however, still a very significant amount of land well within close proximity to public highways that is suitable for further development.

GOAL G: PRESERVE AND PROTECT WATER RESOURCES.

STRATEGIES:

- 1. Use zoning site plan review, subdivision review and SEQR to ensure that new development is sited to have the least possible impact on water quality and quantity.**
- 2. Use on-site septic system capacity of soils as a determinant of minimum lot size in zoning laws.***
- 3. Consider groundwater withdrawal and recharge when establishing minimum lot size in zoning laws.**
- 4. Require a buffer, through zoning laws, prohibiting new development within 50 feet of any stream or waterbody.**

5. **Require, through zoning laws, that new development in areas delineated by FEMA as Special Flood Hazard Areas conform to town and village flood hazard regulations.**
6. **Require, through zoning laws, that development activities conform to erosion and sedimentation control standards developed by the USDA Natural Resources Conservation Service and the NYSDEC.**
7. **Make sure public water infrastructure doesn't harm environment.**
8. **Ensure that any public water infrastructure developed in the village and town has minimal impact on other water resources.**

*a 2006 study completed for Dutchess County recommended a minimum lot size of 1.2 acres for the highest quality soils.

ECONOMIC DEVELOPMENT

The town should seek to improve economic opportunities for its residents. The expansion of job opportunities would allow residents to work closer to their homes and reduce their need to commute long distances. A brighter economic future would also create an incentive for young people to remain in the community. A diverse economic base should be sought as it is more likely to survive the fluctuations in the national economy, such as rising gas prices or falling prices for agricultural products, that can wreak havoc on non-diverse local economies. The town is unique in that it has two exits along Interstate 81. There are also many potential recreation and tourism assets to be built upon.

Business operations in the village include: a hardware store, car repair shop, two car washes, a painting business, a small industrial plant, a liquor store, and exterior renovation business, two insurance agencies, a cargo defrosting business, a Dollar General chain store, a medical/physical therapy center, two family restaurants (the Gristmill and Pascarella's Italian), and two gas/convenience stores (including Subway and Dunkins Donuts franchises).

Business in the town include: a truck stop/restaurant (Mapleview), a car repair shop, and beauty shops. The community is notable lacking a grocery store and a pharmacy. No urgent care health facilities are within 10 miles.

Industrial Park

Operation Oswego County is attempting to develop an industrial park in the Village of Parish near the intersection of Routes 69 and 26. A conceptual site plan has been drawn for the 100 acre site. The lack of public water has hindered this plan however. It is thought this would be an ideal location for distribution operations with its location along Interstate 81. This project is considered a high priority in the Comprehensive Economic Development Strategy For Central New York, written by the Central NY Regional Planning and Development Board.

Home Based Businesses

Home based businesses are becoming increasingly popular in the region. It is important to the health of the local economy to accommodate such business start-ups where the use can be demonstrated to be in harmony with the neighborhood, and will not detract from or compete with the existing village center commercial area. Controls on the intensity of the use---site lighting, signs, parking, aesthetics, traffic generation, noise, and other such characteristics are important. The allowed use of the site must be clearly defined so that subsequent owners and changes in use do not alter the site so as to detract from the neighborhood.

GOAL H: IMPROVE THE ECONOMIC ENVIRONMENT.

STRATEGIES:

- 1. Conduct and maintain, through the Economic Development Task Force, an inventory of existing industrial and commercial sites (in use and vacant).**
- 2. Complete a market analysis to determine potential opportunities for commercial development.**
- 3. Advertise vacant commercial and industrial space through Operation Oswego County's website.**
- 4. Work with Operation Oswego County to seek and encourage industrial development in Parish.**
- 5. Encourage home based businesses that are compatible with adjacent residential uses.**
- 6. Seek businesses that add value to agriculture and forestry products (example: maple syrup packaging, ag-tourism).**
- 7. Pursue the development of a public water supply system in and adjacent to the village.**
- 8. Pursue connection of the village to the regional natural gas grid.**

INFRASTRUCTURE

Community infrastructure such as sewer and water allows residents of densely developed areas such as villages to have affordable, abundant, and safe access to water and wastewater disposal. Utilities and communications infrastructure further improve quality of life and economic development potential. These services are essential to attract business and residents to the village. Care must be taken to manage infrastructure to keep it affordable and maintained.

Public Sewer

The Village of Parish is served by a public sewer system established in the 1970s. The system serves all streets in the village and treats sewage at a plant near the Little Salmon River accessed by Cook Drive. The system, as of 2021, serves a total of 202 connections. Of these, 164 are residential, 24 commercial, and one industrial. Additionally, nine institutional and four government connections exist. To date no single user exists that is considered a “significant/industrial user” requiring a special permit. The village treatment plan is rated for/permitted for a maximum average daily flow of 140,000 gallons per day. The average daily flow for the period 2019 was 70,000 gallons per day and for 2020 was 44,000 gallons per day. In general the used capacity of the system stands at 53%. The village has been in the process of upgrading the facility and is seeking to continue improving/renovating the existing infrastructure to accommodate new users as they may seek to access the facility in the existing open areas where service is available.

Public Water

At the present time, all properties in the village and town are served by private wells. Several attempts have been made over the years to develop a public water supply for the village. These have all failed due to lack of funding. Active discussions are underway to develop a public water supply. Development of public water is a priority for Parish, as it is essential for residents’ safety as well as economic development. Water infrastructure would help revitalize the village and town and bring back the beautiful small town atmosphere that once existed in Parish. A water project would bring road construction, curbs, and parking, sidewalks and lighting. Businesses and small industrial complexes would all find a place to coincide and provide residents with a clean, safe, healthy environment to improve quality of life in their country setting.

Telecommunications and Cable TV Services

There are two cellular communications towers in the village. These are critical for emergency operations and provide a necessary benefit to 21st century economic development and quality of life. Services include Spectrum and New Vision Fios.

GOAL I: IMPROVE PUBLIC INFRASTRUCTURE AND UTILITIES.

STRATEGIES:

- 1. Pursue the development of a public water supply system in and adjacent to the village.**
- 2. Pursue sewer system improvements in the village.**
- 3. Pursue connection of the village to the regional natural gas grid.**

4. **Seek and accommodate improved telecommunications facilities and networks, including high speed internet access.**
5. **Investigate alternative energy for municipal buildings, downtown lighting, and signage.**
6. **Allow large scale solar energy facilities (under New York State Energy Research & Development Authority guidelines), but only in areas where they have limited impact on agricultural and forest resources.**

COMMUNITY BUILDINGS

The Village of Parish is home to essential government and community buildings (sometimes referred to as “vertical” infrastructure). These include government buildings such as the village hall, the library, the schools, the post office, and the fire department. It is important that these facilities remain in the village as they strengthen its function as a community center and bolster traffic at neighboring retail establishments as well.

Municipal Building/Gymnasium

The community has long identified with this building as a recreation and gathering place. The 8,500 square foot structure was completed in 1925 and donated to the village as a gift to the community by philanthropists Samuel Franklin Mills and Nathan Albert Petrie. The building originally served as a gym, but is now also the home of the town and village offices. A new roof was recently completed. The building is in need of accessibility upgrades. The community has debated whether or not to build a new single function building which would serve as the center for town and village government.

Library

The Mills and Petrie Memorial Library on Main Street in the village is a Mills and Petrie donation. Designed by Merton Granger, the one story brick building was built in 1922 and features the village's landmark clock in front. The mission of the Parish Public Library is to provide an inviting and positive environment that offers opportunities for people of all ages to learn, grow and enjoy the services offered. As well as books, the Library provides DVDs, books on CD, e-books, computers for patrons use. A variety of programs are offered including crafts, exercise, computer classes, geneology, music, and story times for children. In 2020 a major construction project was begun. The renovation will contain expanded computer work space, wheelchair lifts for patrons who use mobility aids, and new space for programs and community meetings.

Fire Department Building

The Parish Fire Company Incorporated is located in a concrete block facility constructed in 1972. The building is located on Union Street in the village.

Churches

There are three churches in the village, a Presbyterian, a Methodist, and a Church of the Nazarene.

GOAL J: EXPAND COMMUNITY FACILITIES

STRATEGIES:

- 1. Seek state and federal grants for funding the improvements and updates in municipal buildings, structures, and facilities.**
- 2. Pursue the development of a new joint town/village municipal building.**
- 3. Evaluate potential uses and upgrades (including accessibility improvements) to the Gymnasium building.**
- 4. Support necessary upgrades to the Parish Fire Company facilities.**

PART III – DEVELOPMENT PLAN

Attractiveness of Parish for Development

There are several factors that may make the town and village of Parish an attractive community for increased residential growth over the next few decades. The commuting distances from Parish to major regional employment centers such as Oswego, Watertown, and especially Syracuse make the town one of the more attractive places to locate in the region, particularly as towns adjacent to Syracuse become increasingly suburbanized, driving people further away. Major highways such as Interstate 81 and NYS Route 69, link the town quickly with these employment centers. The village and town also have a good deal of available land for development. The attractive rural, wooded atmosphere and the proximity of several high-quality recreational assets, such as Lake Ontario and Tug Hill provide potent selling points for residential subdivisions.

Micron, a semiconductor and computer chip manufacturing company with headquarters in Boise, Idaho has chosen to locate its newest fabrication facility in Clay, New York, about 15 miles south of the village of Parish. The pledged investment into the local area totals 100 billion dollars, a transformative amount for not just the local economy, but for regional economies, and eventually the State economy as well. The plant is expected to employ around 9,000 people when fully operational. The amount of spinoff construction, commercial, and residential demand is expected to stretch far beyond Clay, with anywhere within an hour commute time expected to see and feel the impacts.

The expected effects of this announcement are already underway, and as construction begins, there will likely be heavy demand for hotel rooms for construction workers, more traffic, and lots of land sales from speculation. Regional planners have predicted that the project will increase demand for new housing, particularly multi-family dwelling and apartments, and warehousing and flex industrial space. Parish is certainly one of the communities which will experience some of this. With I-81 running through the town, any employee of the incoming plant OR any of the support businesses or other businesses, would at the very least look at Parish as a viable option to live in and commute from.

VILLAGE ZONING DISTRICTS

DISTRICT: CORE

- **Location/General Description**

The Core District is located in the center of the Village along Main Street, Railroad Street, and Church Street and is made up of mixed land uses on small lots. The Core District is home to institutional uses, such as the library, post office, gymnasium/municipal building as well as the majority of the commercial uses in the village. Residences are also present in the form of single family dwellings and multi-family dwellings. Most buildings are two stories and are sited relatively close to the street right-of-way creating a strong building edge. The district is served by public sewer.

- **RECOMMENDATIONS**

Commercial uses, especially retail, and institutional uses should be highly encouraged here. Residential uses are appropriate, but should be encouraged more as second floor apartments above commercial storefronts. New construction should respect the existing building (setback) line as well the architectural character of neighboring buildings. Buildings should have a maximum footprint size of 5,000 square feet and range from 20 to 35 feet in height. It is important that this district's boundaries not be expanded until it is built out. Accomplishing this would create more traffic for existing businesses in the core (due to concentration), preserve the residential character of the surrounding neighborhoods and create a strong sense of entry into the core.

DISTRICT: VILLAGE RESIDENTIAL

- **Location/General Description**

The Village Residential District lies roughly within a 1,500 feet radius of the village core. It is bounded to the north by the Little Salmon River and a band of woodland, to the east by the Highway Commercial District near Edgewood Drive, to the south by Montgomery Street and to the west by the Industrial District along the railroad tracks. The area is largely residential with a sprinkling of other uses. Lot sizes average around 20,000 s.f. with lot frontages ranging from about 50 to 150 feet. Hydric soils are present north of East Main St. (east of the Rider Street intersection) and to the north of Montgomery Street east of S. Railroad St. Buildings are mostly two story. The district is served by public sewer.

- **RECOMMENDATIONS**

The Village Residential District is an ideal place for residential development. The majority of the District lies within a 5 minute walk from the village core. The northern boundary (along the Little Salmon River) and the southern boundary along Montgomery Street are formed by woods which create a well defined edge. Infill residential development should be encouraged here as well as new development (where soil conditions permit). Lots should be kept in the 7,500 to 24,000 s.f. range so that efficient use of existing infrastructure (sewer system, sidewalks) is made. Future streets should be laid out in a block pattern that respects the current street pattern. Cul de sacs should be discouraged unless absolutely necessary to preserve environmental features. Multi-family dwellings should also be in architectural character with single family dwellings and should be sited to fit into the existing village development pattern (rather than a suburban sprawl pattern). These are more appropriate in the areas immediately surrounding the village core. Buildings should have a maximum footprint size of 5,000 square feet and range up to 35 feet in height.

DISTRICT: INDUSTRIAL

- **Location/General Description**

The Industrial District lies along the railroad tracks and Dill Pickle Alley in the western portion of the village. This area has traditionally been the home of industry throughout Parish's history and is home to an Oswego County Highway Department facility. The district is served by public sewer. A potential new industrial district lies along the eastern side of I-81 (fronting on County Route 26). This area is presently undeveloped but has potential to be the home of a small industrial park.

- **RECOMMENDATIONS**

The existing district (and the potential new one) is strategically located to take advantage of transportation access and helps to form an edge to the residential portion of the Village. This area should be preserved for uses that need railroad and interstate highway access and that would be inappropriate in the other districts, especially the Core and Village Residential Districts. Heavy industrial uses, slaughter houses, rendering operations, waste incinerators and uses that utilize or create hazardous materials should be expressly prohibited in these districts. Residential development should also be prohibited here.

DISTRICT: HIGHWAY COMMERCIAL

- **Location/General Description**

The village contains two Highway Commercial Districts. One includes the area of East Main St. between Edgewood Dr. and C.R. 26, encompassing the I-81 southbound interchange. This district is approx. 1800 feet long and 1 lot (240') deep. Located here are Parish's two gas station/convenience stores, a medical center, dollar store, an antique shop along with a few residences. Buildings are generally one story. The other Highway Commercial District is located along County Route 26 at its intersection with the I-81 northbound interchange and is home to a restaurant/gas station complex.

- **RECOMMENDATIONS**

The Highway Commercial Districts are an ideal place to locate automobile oriented land uses that service I-81 travelers as well as local residents. Commercial uses which require parking areas and building footprints that would be inappropriate to the Core District should be encouraged here. However, as these areas are the entrance gateway to the Village and Town for many, the land should be developed and maintained in an aesthetically pleasing way. New buildings should be in character with those of the rest of the Village and respect a build-to (maximum setback) line. Buildings should have a maximum footprint of 40,000 square feet. Parking should be located primarily behind or at the side of buildings and access should be carefully planned.

DISTRICT: RURAL

- **Location/General Description**

The Rural District consists of the parts of the village that front on the outer portions of North Railroad, S. Railroad, and Rider Streets and County Route 26 between the Village Residential District and the village boundary. These areas are unique in that they are served by public sewer, but are not part of the dense inner area of the Village. These frontages occur where the Village meets the rural Town and have characteristics of both.

- **RECOMMENDATIONS**

These areas should be developed with the same principles as the Village Residential District, but with some key differences. The presence of public sewer allows a minimum lot size of 7,500 s.f. Lot sizes larger than 24,000 square feet (the maximum recommended for the Village Residential District) are permissible here, however as this area serves as the transition between the "urban"

and rural parts of Parish. Buildings should respect a build-to line here as they do in the Village Residential District.

LIGHT MANUFACTURING OVERLAY

Location/General Description

A zoning overlay has been placed over the parcel occupied by the former Parish Elementary School in the Village Residential Zoning District. This was done to accommodate the redevelopment of that structure into a biomedical equipment facility.

RECOMMENDATIONS

The overlay should allow this property to house a light manufacturing use, with stringent standards to protect neighboring residential uses, and to be further developed with light manufacturing uses as well as allowing more residential development along the north side of Montgomery Street.

MANUFACTURED HOME PARK OVERLAY

Location/General Description

A zoning overlay has been placed over parcel along County Route 26 in the Rural Zoning District. This was done to accommodate the possible future development of a small manufactured home park.

RECOMMENDATIONS

The overlay should allow this area to potentially be developed with a manufactured home park, with stringent standards to protect neighboring uses and the environment, as well as allowing other residential development.

TOWN ZONING DISTRICTS

DISTRICT: RURAL

- **Location/General Description**

The Rural District includes the vast majority of the town outside the village. This area consists of woodlands, some farms (active and abandoned) and low density residential development. The district includes large acreages of state and county owned land, as well as DEC regulated wetlands and hydric soils. Development in these areas is dependent on private wells and on-site septic systems. The district is interspersed by numerous town roads, as well as County Routes 22, 26, and 38, and State Routes 69 and 104.

- **RECOMMENDATIONS**

Parish's unique country setting needs to be protected for the health, safety, and well being of its residents. The open space, low density pattern of the Rural District should be preserved not only to retain its rural residential character, but also to preserve and encourage a working landscape of farming and forestry. A variety of other uses should be encouraged, including home based businesses and recreation, but only those that do not interfere with natural resource dependent uses. An analysis of hydrologic conditions in the district reveals that minimum lots sizes should be set in the range of 1.5 to 2 acres (depending on soil type) to prevent groundwater contamination by on-site septic systems. Residential subdivisions should be limited by various techniques, such as clustering, and occur where possible on existing roads. Stretches of undeveloped road frontages should also be preserved through the zoning and subdivision processes. Special care should be taken to specify proper spacing of driveways, especially along NYS Routes 69 and 104 to preserve highway safety and function. A minimum lot frontage requirement of 220' could help accomplish this.

Every effort should be made to preserve residential areas as peaceful and attractive places to live that enhance the land and create a good tax base. Businesses, events, and activities that attract large gatherings of people, loud noises, and traffic should be monitored/discouraged except in designated places. Businesses that produce air pollution, water contamination, foul odors, and industrial like hazards should be prohibited. Recreation that includes camping, hunting fishing, snowmobiling, should be encouraged, but not at the expense and inconvenience to residents and their serene environment. These areas should be well signed for tourists and visitors with ample parking.

DISTRICT: RURAL/MIXED USE

- **Location/General Description**

The town outside the village has four Rural/Mixed Use Zoning Districts. Each of these lies along State Route 69 where it intersects with certain town and county routes (C.R. 11, C.R. 22, Crim Rd, and Vorhees Rd.). Each district is approximately 2,000 feet long and approximately 500 feet deep.

- **RECOMMENDATIONS**

These areas are intended to create nodal commercial development in the town. Commercial development that generates significant traffic (such as retail and restaurants) should be encouraged in these areas as they are located adjacent to major intersections. Maximum building footprint size should be set at 40,000 square feet. Buildings should respect the architectural and siting characteristics of neighboring residential properties.

DISTRICT: HIGHWAY COMMERCIAL

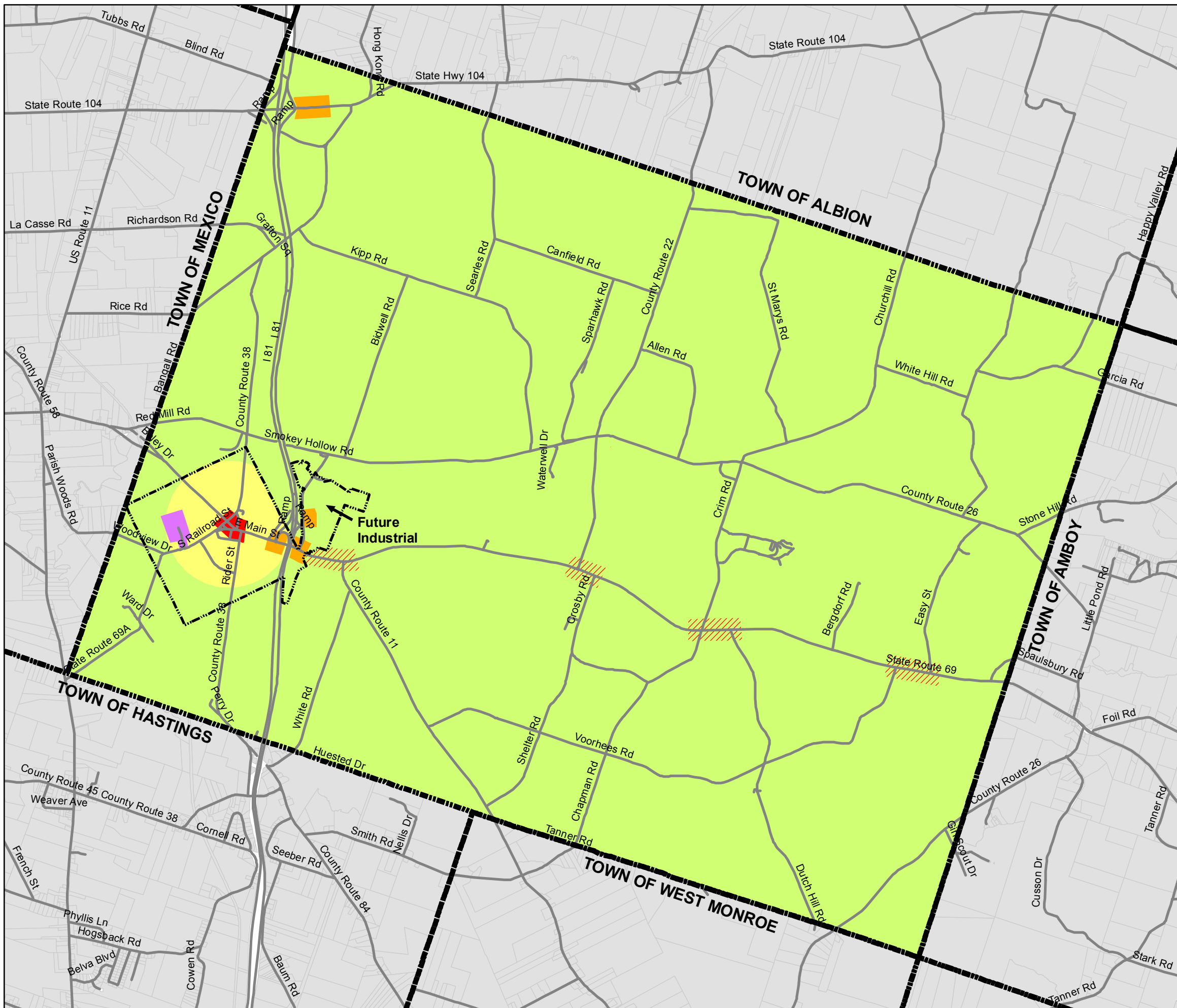
- **Location/General Description**

The Highway Commercial District lies along State Route 104, east of I-81 in the northwestern corner of the town. The district is approximately 1,500 feet long and 500 feet deep. It is home to a large restaurant/gas station/truck stop complex.

- **RECOMMENDATIONS**










The Highway Commercial District is an ideal place to locate automobile oriented land uses that service I-81 travelers as well as local residents. Commercial uses which require parking areas and building footprints should be encouraged here. The land should be developed and maintained in an aesthetically pleasing way. New buildings should respect a build-to (maximum setback) line and should have a maximum footprint of 40,000 square feet. Parking should be located primarily behind or at the side of buildings and access should be carefully planned.

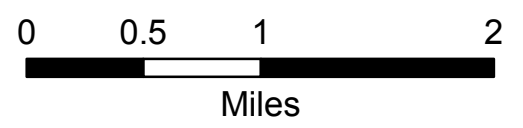
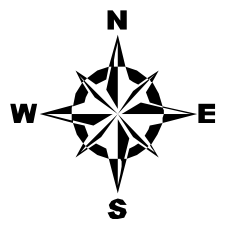
APPENDIX A – MAPS



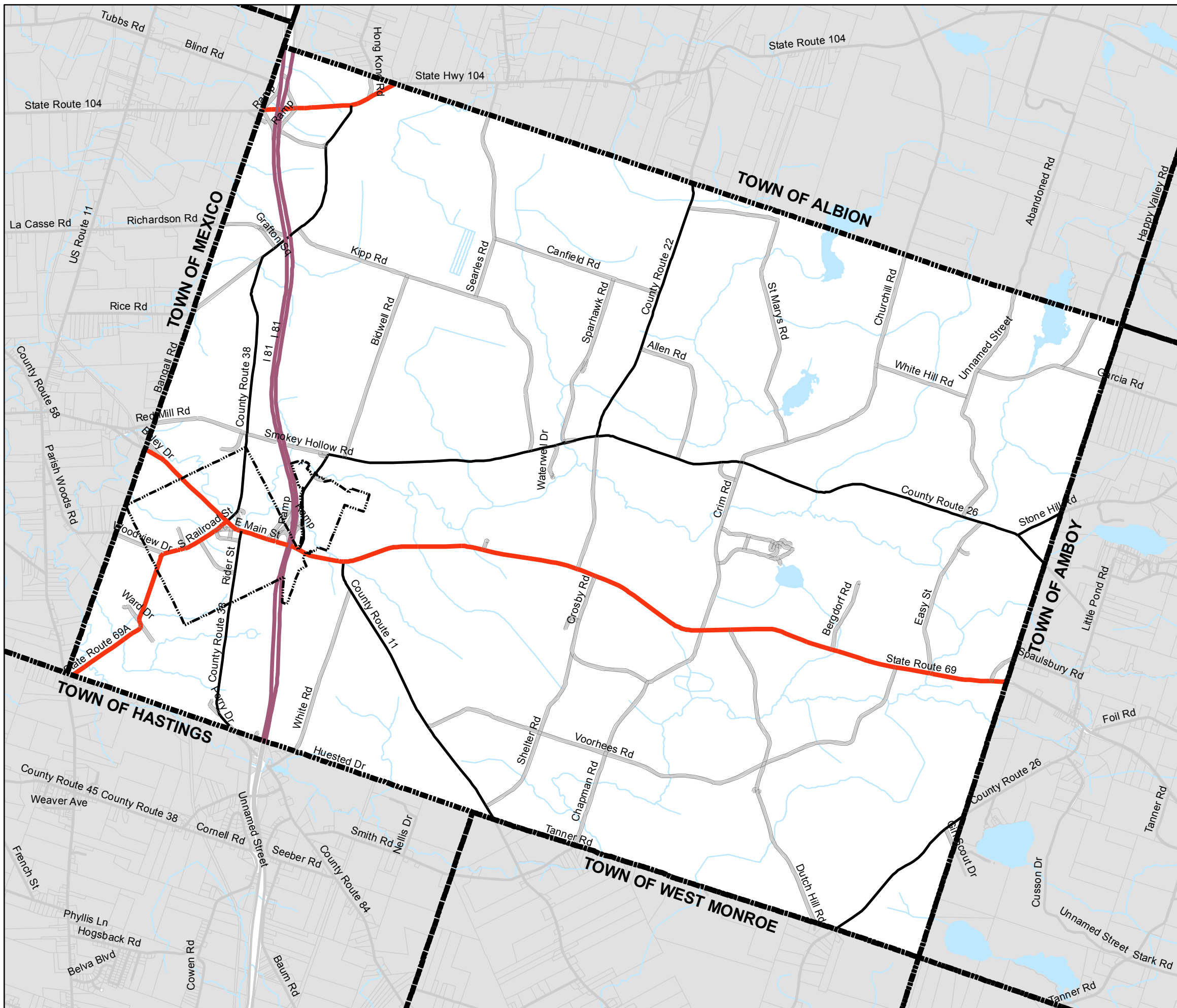
Town and Village of Parish PLAN MAP

KEY

-  Town Boundary
-  Village Boundary
-  Roads
-  Core
-  Village Residential
-  Highway Commercial
-  Industrial
-  Rural
-  Rural Mixed Use





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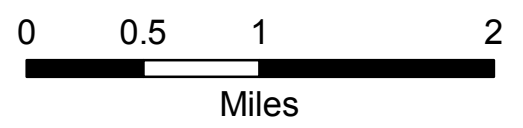
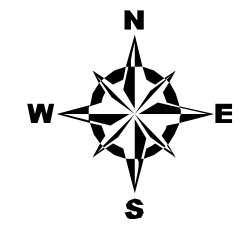
Town and Village of Parish BASE MAP

KEY

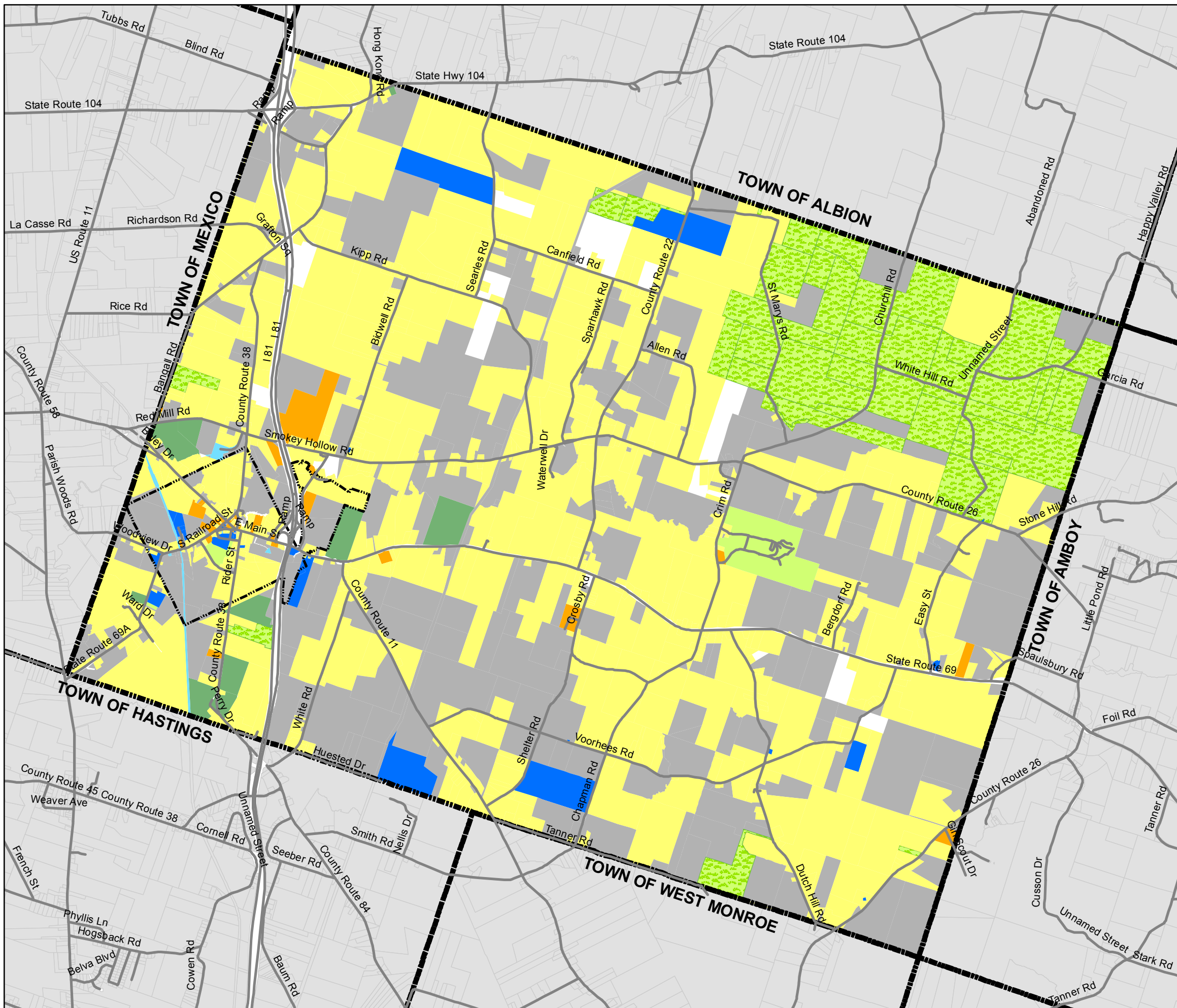
-  Village Boundary
-  Town Boundary

Road Jurisdiction

-  Local
-  County
-  State
-  Interstate



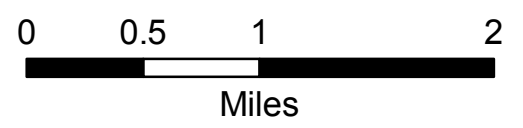
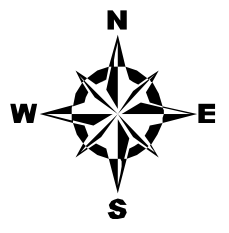
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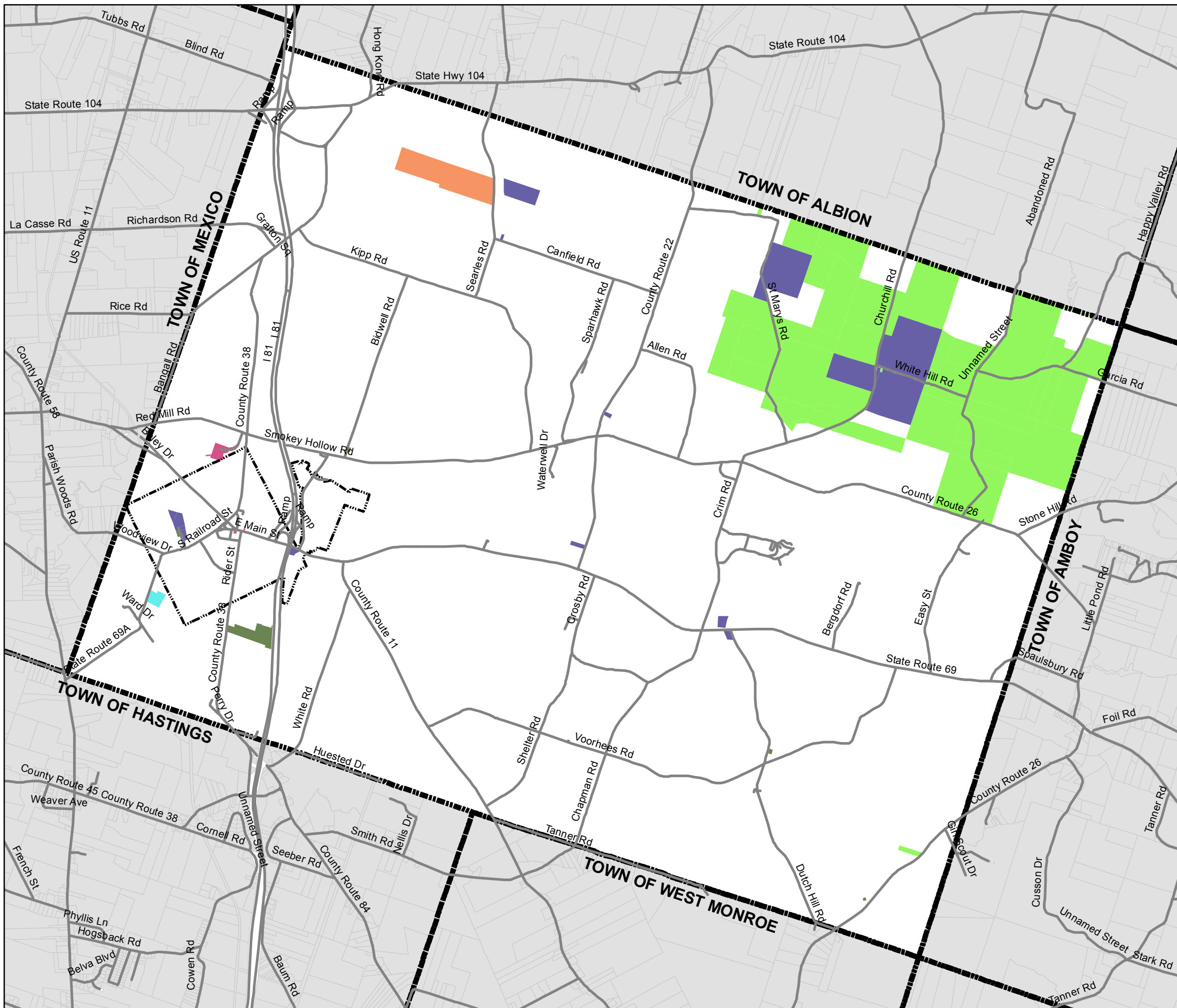
Town and Village of Parish CURRENT LAND USE

KEY

- Roads
- Village Boundary
- Town Boundary
- Agriculture
- Residential
- Vacant
- Commercial
- Recreation
- Community Services
- Public Service
- Forest












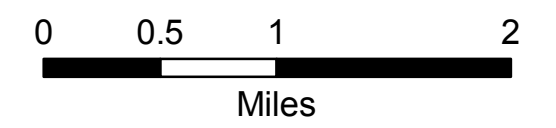
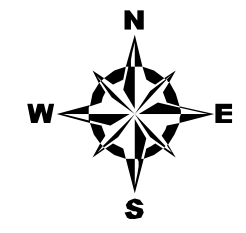
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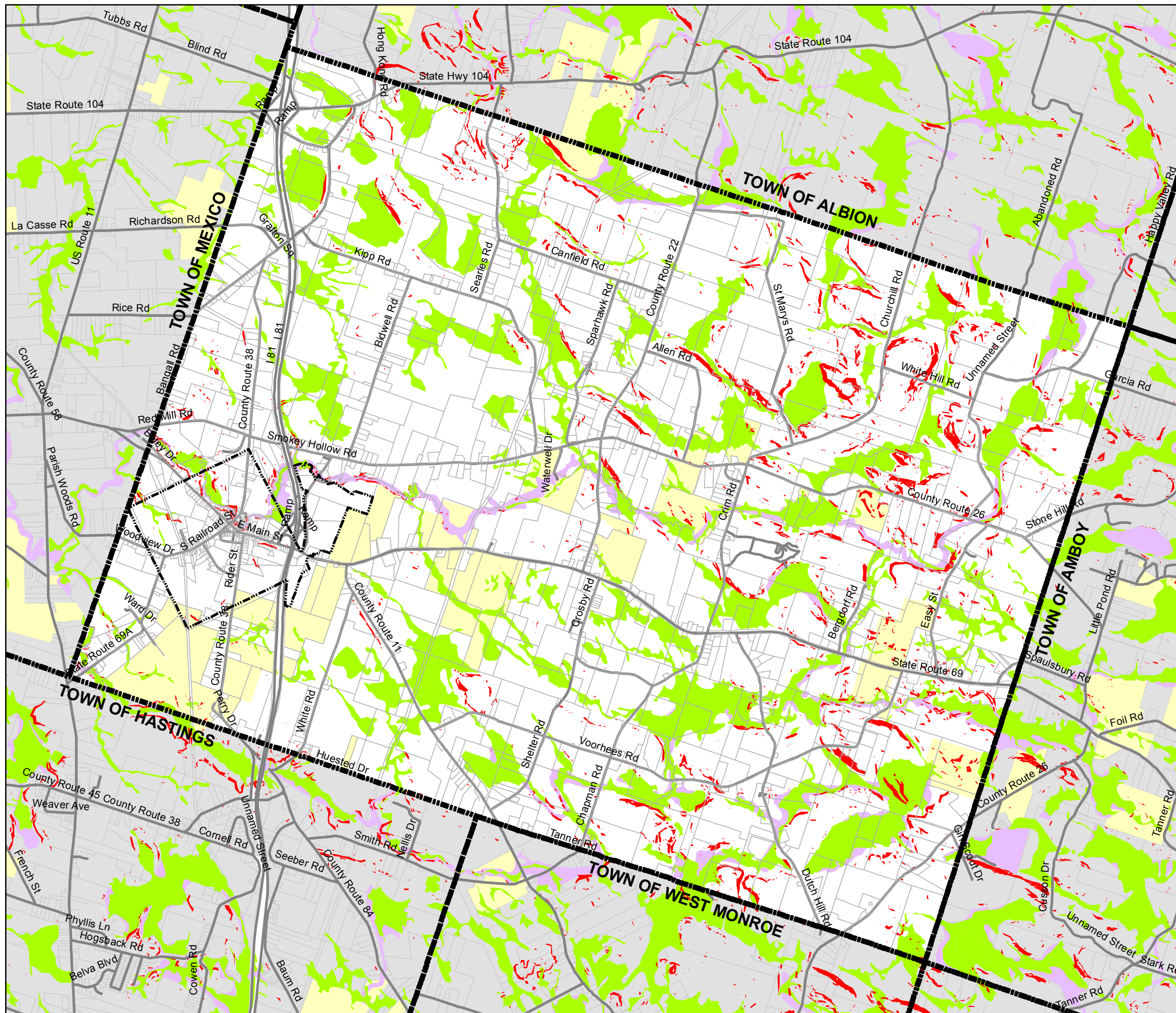
Town and Village of Parish PUBLIC LANDS

KEY

-  Roads
-  Village Boundary
-  Town Boundary
- Public Lands**
-  Oswego County
-  New York State
-  Town of Albion
-  Town of Mexico
-  Town of Parish
-  Village of Parish










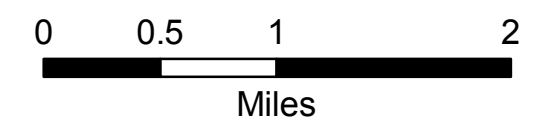
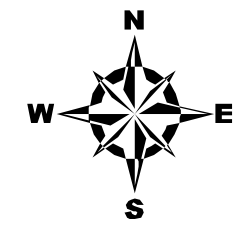
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Town and Village of Parish DEVELOPMENT CONSTRAINTS

KEY

-  Village Boundary
-  Town Boundary
-  Roads
-  Steep Slopes
-  DEC Regulated Wetlands
-  Flood Hazard Areas
-  Agricultural Districts



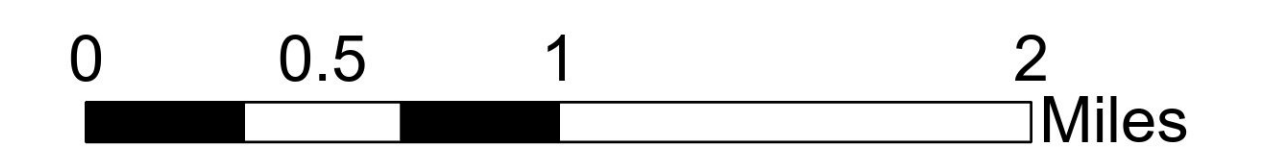
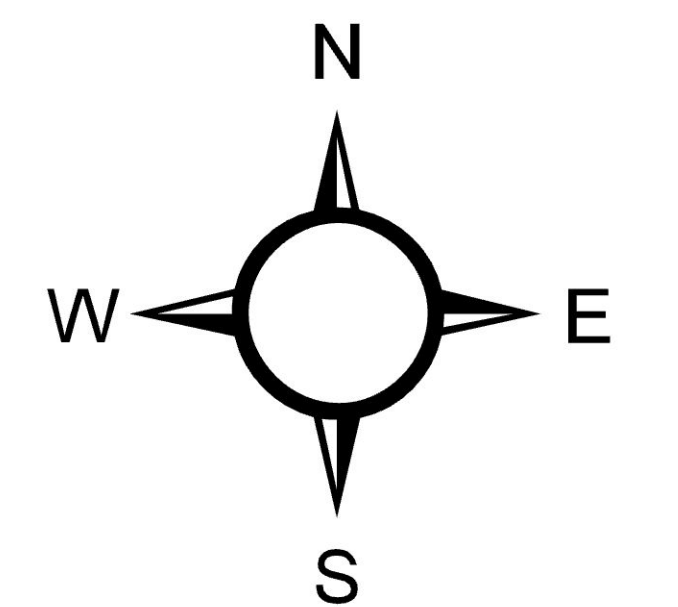
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Town and Village of Parish

SNOWMOBILE & ATV TRAILS

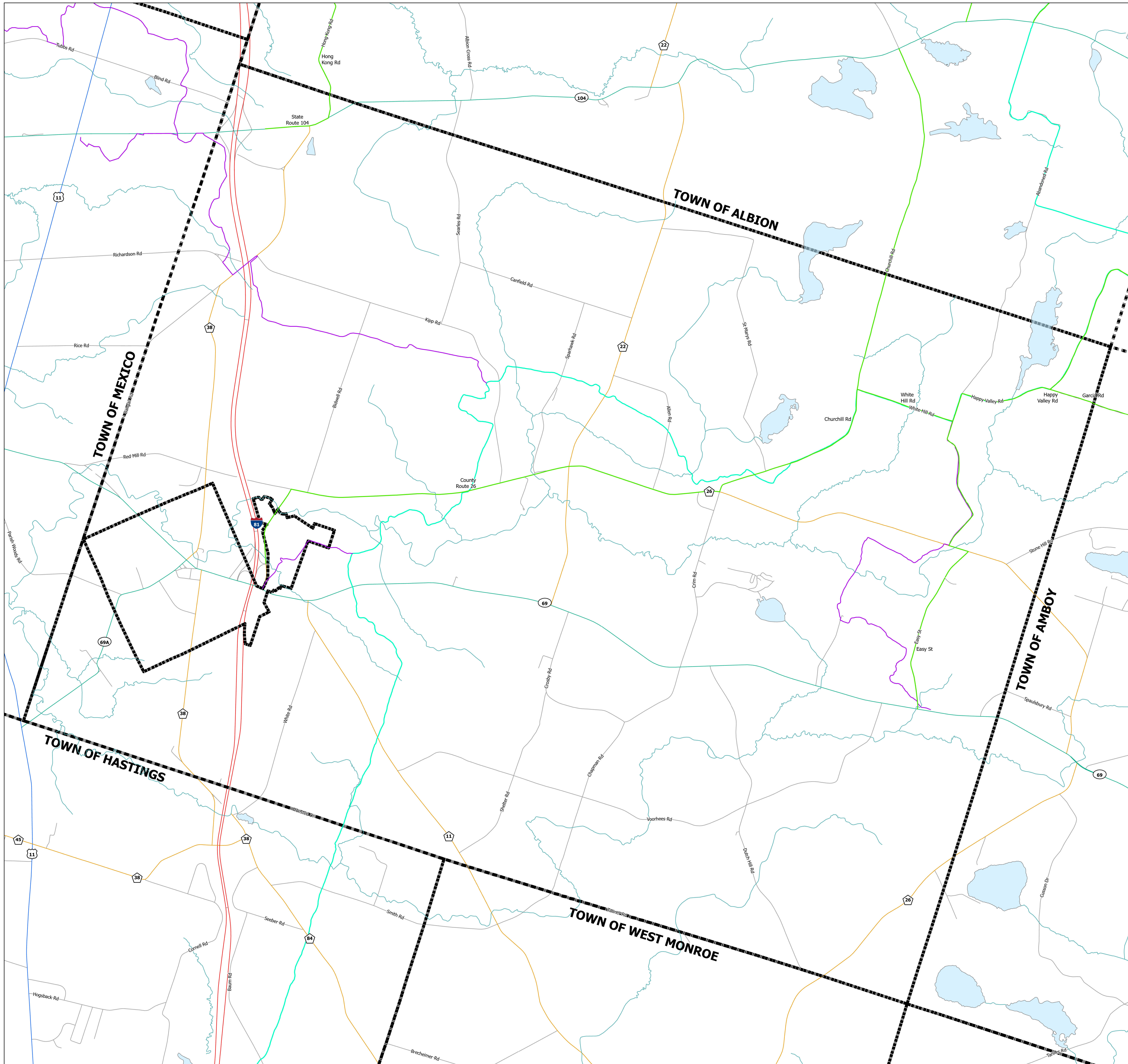
KEY

- ATV Trails
- County
- Open
- Private
- Snowmobile Trails
 - Corridor Trail
 - Secondary Trail
- Municipal Boundaries
- State & County Highways
 - County Route
 - Interstate Highway
 - State Highway
 - US Route
 - Roads



August, 2024

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APPENDIX B – HISTORIC AND SIGNIFICANT BUILDINGS, STRUCTURES, AND SITES

HOUSES

HOUSE	DATE	LOCATION	DESCRIPTION
Brooks House	c1850	W. Main St. (Village)	Greek Revival upright and wing
Carver House	c1875	Intersection of S. Railroad St. and Montgomery St. (Village)	Brick Italianate house
Davey-Backity-Lutz House	c1890	E. Main St. (Village)	Queen Anne house with tower and dormer
Henderson-Perry House	1930	W. Main St. (Village)	Elizabethan (Tudor Revival) style house
Kilmer House	c1840	Canfield Rd.	Small settlement type house
Manguse-Fuller House	c1850	Main St. (Village)	Greek Revival house with hipped roof and pedimented entrance
Merrill-Perry House	1945	W. Main St. (Village)	Three bay brick Cape Cod cottage
Miller-Holmes House	1930	W. Main St. (Village)	Three bay Colonial Revival house
Mills House	1888	Rider St. (Village)	Gable ended Queen Anne Eastlake house
Mosher-Church-Meany House	c1885	W. Main St. (Village)	Elaborate High Victorian Italianate house
Petrie House	c1860	C.R. 26	Homestead style; upright and wing
Queen Anne House	c1890	S. Railroad St. (Village)	Queen Anne house exhibiting a basic homestead house
Rider House	c1880	E. Main St. (Village)	Five bay Italianate house
Swartz House	c1830	W. Main St. (Village)	Settlement type house with a carpenter gingerbread addition

COMMERCIAL AND INSTITUTIONAL SITES

BUILDING OR SITE	DATE	LOCATION	DESCRIPTION
Dam and Mill Site	c1850	N. Branch, Little Salmon River, Edick Pond Dr.	-
Dam and Mill Site	c1850	S. Branch, Little Salmon River	Site of David Fritts Shingle Mill
Dam and Sawmill Site	c1860	St. Mary's Creek, Sparhawk Rd.	Stone walls, parts of dam and mill; ruins

Former Cheese Factory	c1880	E. Main St. (Village)	Rectangular wooden building
Gas Station	1919	Intersection of NYS 69A and Dill Pickle Alley (Village)	Formerly part of pickle factory complex
Key Bank	1924	W. Main St. (Village)	Classical Revival style; designed by Max Umbrecht
Masonic Temple	1909	Main St. (Village)	Two story brick building with round-topped fan-shaped window above entrance
Mills and Petrie Gymnasium	1925	Main St. (Village)	Brick building with Indiana limestone trimming and a pedimented gable roof; designed by Merton E. Granger
Mills and Petrie Memorial Library	1922	Intersection of Main and Church Streets (Village)	One-story brick building; designed by Merton E. Granger
Mills and Petrie Town Clock	1923	Intersection of Main and Church Streets (Village)	Four dial structure, mounted on a bronze base, capped by a bronze ornamental ball
Mills-Petrie Chapel	1917	Pleasant Lawn Cemetery, NYS 69A	Tudor Gothic style brick chapel
Parish Laundromat	c1885	W. Main St. (Village)	Reminiscent of a Homestead style house; formerly a shoe store
Former Talk of the Town Cafe	C1940	E. Main St.	Rectangular one-story structure; formerly a gas station, church
Typewriter Factory	1886	Intersection of N. Railroad St. and Mill St. (Village)	Brick industrial building with a fieldstone foundation
Village Park	1911	Bounded by S. Railroad St. and Church St. (Village)	Features Soldiers and Sailors' monument and busts of Washington and Lincoln

CHURCHES AND CEMETERIES

BUILDING OR SITE	DATE	LOCATION	DESCRIPTION
Bidwell Cemetery	c1830	Intersection of Bidwell Rd. and C.R. 26	Approximately 215'x125' in dimension, has active cemetery association
Dutch Hill Cemetery	c1850	Dutch Hill Rd., south of	Approx. 225'x165', ancient

		NYS 69	maple trees on site
Faith Church of the Nazarene	c1980	NYS 69, east of I-81	Contemporary rectangular building
Getman Cemetery	c1870	Intersection of C.R. 26 between Happy Valley Rd. and Stone Hill Rd.	Adjacent to Getman Family Farm
Merritt Corners Cemetery	c1830	Voorhees Rd., east of Shelter Rd.	Approx. 125'x90', most headstones fixed in the ground with no inscriptions
Mills & Petrie Mausoleum	1899	Pleasant Lawn Cemetery, NYS 69A	Gray marble structure with marble doors
Mitchell Cemetery	1850?	C.R. 26 between Dutch Hill Rd. and the Amboy town line	Approx. 149'x218', at site of Mitchell family farm
Parish Center Cemetery	C1850	C.R. 22 between NYS 69 and C.R. 26	Smallest cemetery in town with approx. five interments
Parish Methodist Church	1900	Railroad St. (Village)	Rectangular building with bell tower; elements of Shingle Style and Colonial Revival
Pleasant Lawn Cemetery	C1806	S. Railroad St. between Woodview Dr. and village line	Approx. 11 acres, largest cemetery in town, has active cemetery association
Presbyterian Church	c1890	Rider St. (Village)	Rectangular wooden building; Queen Anne style
Former St. Anne's Catholic Church	c1920	W. Main St.	Square brick building; formerly the Odd Fellows Hall
Wrightson Cemetery	C1850	NYS 69 between Ellis Carr Dr. and C.R. 22	Situated on a prominent hill

ENGINEERING STRUCTURES

STRUCTURE OR SITE	MAP #	LOCATION	DESCRIPTION
Burgdorf Rd. (abandoned)		Between NYS 69 and C.R. 26	-
Burgdorf Rd. Bridge		Burgdorf Rd. between NYS 69 and C.R. 26	Steel and wood; spans N. Branch, Little Salmon River
Covered Bridge		Off C.R. 26	Steel and wood; spans N. Branch, Little Salmon River
George Phillips Bridge		South of C.R. 26	Iron trusses and wood plank deck; spans tributary of N. Branch,

			Little Salmon River
Happy Valley Rd. Bridge		Happy Valley Rd.	Concrete abutments and base; pipe railing; Spans N. Branch, Little Salmon River downstream from Whitney Pond Dam
Kipp Rd. Bridge		Off Kipp Rd.	Spans N. Branch, St. Mary's Creek
Phillips-Maunder Bridge		Off C.R. 26	Spans St. Mary's Creek
Scriba Road (abandoned)		Between Dean Dr. and Perry Drive	Segment of road between Constantia and Mexico Point
St. Mary's Bridge		St. Mary's Rd.	Stone (obscured); spans St. Mary's Creek downstream from St. Mary's Pond
Stone arched culvert		East end of Dean Drive	Part of "Scriba Road"

AGRICULTURAL SITES

STRUCTURE OR SITE	DATE	LOCATION	DESCRIPTION
Bluebird Haven Tree Farm	c1890	NYS 69A, south of Pleasant Lawn Cemetery	Italianate farmhouse; barn and silo
House Farm	c1840	Rider St. (Village)	Greek Revival house with barns and outbuildings
Karboski Farm	1850	NYS 69, west of C.R. 26	Federal style house; one of a few active farms in Parish
Lutz Farm	1832	Rider St. (Village)	Greek Revival farmhouse with dairy barn
Sperling Farm*		NY 69, east of Carr. Dr.	Federal style house, barn and equipment building
Stelmashuck Farm	1837	NYS 69, east of Dutch Hill Rd.	Federal style farmhouse with a variety of agricultural outbuildings
Stone Farm Wall	c1820	East boundary of Stelmashuck Farm, NYS 69 opposite Voorhees Rd. intersection	Constructed of rounded field stone and flat Medina sandstone
Yager Farm*		NY 69, west of Carr Dr.	Federal style house and barn

*added to list by Planning Board