

Dawn Holynski
308 Valley Rd.
Pulaski, NY 13142
Town of Richland
Hamlet of Fernwood

I am not opposed to progress...I am opposed to someone or corporations devaluing, imposing health or environmental damage to our property.

I have researched the market value of ^{property} homes in Fernwood from State Route 11 to County Route 41, North Fernwood road and Valley road. The average market value of property in the Fernwood area is \$64,604. Most of the people living in this community are retired; others are only 5 to 10 years away from retirement. Very few are young homeowners with families. Most of these people do not have the means to pick up and move to avoid these power lines that will affect their property or health.

The revenue generated from the poles and lines produced by the Upstate NY Power Corporation will not cover the amount lost by individual homeowners. Homeowners are restricted on what to build and the distance from these poles. Will their assessments *decrease to* reflect the non-usable acreage? Research shows that power lines on property do reduce the market value between 5 and 10 percent.

As a homeowner, I have restrictions of what I can do to my property because I live in a wetland area. I hope the Public Service Commission and other state governing bodies will impose the same restrictions to the Upstate NY Power Corporation.

Studies have and will continue to be made on the ill effects electric fields from the high-voltage electricity of power lines have on humans and animals. I am not a scientist and cannot speak with authority about this, but I think we should not ignore the possibility these emissions are harmful. I hope there is someone here today that can speak on those scientific researched issues.

I ask the Public Service Commission to consider our concerns as if it were they who are having these high intensity power lines in their backyard.

STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

CASE 09-T-0049 - Application of Upstate NY Power Corp. for a Certificate of Environmental Compatibility and Public Need for a 50.6 mile 230kV Transmission Facility From Galloo Island in the Town of Hounsfield, Jefferson County, to the Fitzpatrick-Edic Substation in the Town of Mexico, Oswego County.

PUBLIC STATEMENT HEARING

(November 17, 2009)

Statement of the Hon. Ernest C. Wheeler, Mayor, Village of Pulaski

Thank you for the opportunity to speak to you.

My name is Ernest C. Wheeler. I am the Mayor of the Village of Pulaski . The Village offices are located at 4917 Jefferson Street in Pulaski.

I would like to convey to you some very serious concerns about the proposed route for the Upstate New York Power line in the Pulaski area. These are not my concerns alone. They are shared by many of the residents of the Village – people who are my constituents – people who work and make their homes here.

The Village of Pulaski is within the Town of Richland, and lies between the eastern shore of Lake Ontario and the Tug Hill region. As of the census of 2000, there were 2,398 people, 1,034 households, and 585 families residing in the Village. The Village is located on U.S. Route 11 and is adjacent to Interstate 81. Proximity to Interstate 81 promotes the Pulaski area as a primary access point for Lake Ontario and Tug Hill recreational tourism.

Commerce in Pulaski revolves heavily around fishing tourism. The Village is located on the Salmon River (actually on one of the three Salmon Rivers emptying into the eastern

end of Lake Ontario), which is named for the salmon which, each fall, return to the river during the salmon run. The area is a major draw for sportfishing for salmon, steelhead and trout. Fishing season culminates in the fall with the Salmon River Festival, held each year at the site of the farmers' market. River rafting draws an increasing number of tourists to the Village.

Pulaski is also located on an extensive snowmobile trail system which connects to other trail systems throughout central and northern New York. This results in a growing amount of winter tourism as the trail system grows in reputation, helped by the reliable snowfall in the area, particularly through the Tug Hill region.

Summer tourism is strong in Pulaski because of its proximity to Lake Ontario and its numerous seasonal activities, residences, parks, and resorts, like Brennan Beach where thousands of people from all over New York State camp every year. It is one of the largest recreational vehicle resorts in the northeast.

That brings me to our concern over the proposed route for the power line. It would come south through wooded areas across the middle of farms. Through a perverse series of twists and turns, it would cut across three principal gateway roads into the Village – U.S. Route 11, County Route 2 and State Route 13. This is really remarkable when you consider that the land area of the Village is just barely three and one-quarter (3.25) square miles.

Tourists and sportsmen looking for the beauty of nature and an escape from urban life would be greeted at these gateways by power poles more than a hundred feet high. I can think of few things that would have such an immediate and adverse impact on the scenic qualities and aesthetics of approach to the Village or on the tourism that is so important to the economic survival of those who live and work in our Village.

As power poles go up in and near the Village, tourism revenue will go down and individual and business property values will follow. Our concerns over these adverse

effects from the proposed route reflect values the Village has been investing in for 20 years.

Since the 1980's, the Village of Pulaski, together with the Town of Richland, has been committed to the dual goals of enhancing our gateways and preserving our historic downtown. In 1989, the Village began a project where all utility lines in the historic district were buried underground. This two-year project cost more than a million dollars. It was the goal of the preservation committee to extend these buried lines south along Route 11 and perhaps up Route 13.

Through the 1990's, Route 13 rapidly commercialized and developed. The Village planning board soon realized that problems of new and increased utilities would require a master plan. In the late 90's, New York State proposed the first phase of a redevelopment of Route 13 from the intersection of Route 11, eastward to the I-81 bridge. Through the scoping and planning process, Village officials worked with NYSDOT to relocate utilities. With the first phase of commercial development in place, community leaders also looked at improving the aesthetics of this road, as it had developed without the benefit of much planning or foresight. As a result, a project of new sidewalks, curbs, and plantings were proposed and carried out. When the project was completed in 2001, the State was looking ahead to continue on the east side of the I-81 bridge in future years.

Beginning in about 2000 and ending in 2004, New York State set up a panel to incorporate Route 13 from Port Ontario east through Oswego County into the State historic byway program. The Revolutionary War scenic byway was set into place in 2003 and serves to protect the natural beauty and historic value of this route which linked the Hudson and Mohawk Valleys with Lake Ontario during our nation's founding. The mission of the local byway committee was to incorporate envisioned improvements, including the treatment of electric utilities, into the entire master plan.

In August 2009 the Central New York Regional Planning Board officially turned over the new Richland/Pulaski Comprehensive plan to the communities. This document, five

years in the process, incorporates all of the planning for historic preservation and gateway enhancement of the last twenty-nine years. One of the foremost goals of this document is continued work on the gateways to Pulaski – particularly Route 13.

And so, I tell you, not only is there a concern over the effect the proposed route will have on the gateways to our Village and on our tourism and on our economy, but also I tell you that the Village and Town, working with the State, has labored long and hard, spending precious local and State funds to address the very same concerns caused by existing facilities.

Certifying for construction the proposed route through the Village would undo much of the good work that has been done to preserve our historic byways and improve the gateways to the Village. That good work need not and should not be undone.

I have met with company representatives with respect to the proposed route, and over the span of several months have explored alternatives to the proposed route with them. I believe the Village and the company are closer to agreement on a Pulaski bypass route that would address the concerns of the Village and is within the capacity of the company to build. It is my hope that through additional discussion with the company and with the relevant State agencies, we will identify and agree upon a Pulaski bypass route that is in every way superior to the proposed route. I ask that you recommend and that the Commission certify nothing less than such a superior alternative route.

Thank you for your attention and your consideration of these issues which are so important to the people of Pulaski.

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PUBLIC STATEMENT HEARING

(November 17, 2009)

Statement of Ronald A. Crandall, Deputy Supervisor, Town of Richland

Hello.

My name is Ronald Crandall. I am the Deputy Supervisor and Supervisor-elect of the Town of Richland.

The Town offices are located at 1 Bridge Street, Pulaski, New York 13142.

I and residents of the Town of Richland have very serious concerns about the Upstate New York Power proposed route through the Town of Richland and the Village of Pulaski, which is located within the Town. Our concerns relate to the following topics:

1. How the placement of power poles and lines will affect the aesthetics of scenic and historic byways and districts of the Town and Village and especially how they will affect visitors as they enter the gateways to the Town and Village.
2. How the proposed route will affect tourism, which is the life blood of the Town and Village economy.

3. How the placement of power poles and lines will affect property values, especially the value of tourism related businesses.
4. How the proposed route will affect other property owners.
5. The inconsistency of a new, aboveground power line location in the Town and Village in the face of comprehensive plans and other significant efforts to remove, relocate or bury existing utilities.
6. The prospect that the proposed route will cut through the middle of farms, increasing the difficulty and cost of farming.
7. The lack of benefit to the Town and Village that would bear the burdens but not even see a reduction in electric costs.

The Town of Richland has a population of about 5,800. It covers about 60 square miles. Almost five percent of that area is water. The western border of the Town is on Lake Ontario. The Salmon River flows through the Town, emptying into Lake Ontario. Consequently, the Town is a gateway for river and lake oriented recreation and tourism. As a result, a great deal of the Town's economic health is dependent on river and lake oriented tourism.

Fishing and other water and nature oriented recreation such as snowmobiling are big business in Richland. It is a business that relies not just on the fact of spectacular water features and great fishing and excellent snow trails but also on the perception that we offer an unspoiled experience of nature's wonders. Those whose livelihoods depend on that perception rightly worry that the proposed route will undermine that perception and will threaten their livelihood. Encountering power lines as you enter the Town undercuts the promise of natural beauty and experience. Power lines at the gateway detract from the charm of the historic district and the historic significance of by ways that have played a role in local life since the Revolutionary War.

It is not just the threat to aesthetics and tourism revenues we are worried over. Our worry goes to the value of the lands and businesses themselves if they are suddenly dwarfed by power poles a hundred twenty feet high. Some residents are fearful that the route's proximity to populated portions of the Town and Village will bring adverse health effects. Reasonable or not, such fears by themselves adversely affect the value of nearby property – and, as property values go down, so do municipal revenues.

Since the 1980's, the Town of Richland and Village of Pulaski have been working together to enhance our gateways and the historic preservation of our downtown. In 1989, the Village began a project to bury all utility lines in the historic district. This two-year project cost more than a million dollars. The plan was to extend these buried lines south along Route 11 and up Route 13.

In the late 90's, New York State proposed the first phase of a redevelopment of Route 13 from the intersection of Route 11, eastward to the I-81 bridge. Through the scoping and planning process, Village officials worked with NYSDOT to relocate utilities. With the first phase of commercial redevelopment in place, community leaders also looked at improving the aesthetics. As a result, new sidewalks, curbs, and plantings were installed.

In about 2000, New York State set up a panel to incorporate Route 13 from Port Ontario east through Oswego County into the State historic byway program. The Revolutionary War scenic byway was set into place in 2003 and serves to protect the natural beauty and historic value of this route which linked the Hudson and Mohawk Valleys with Lake Ontario during our nation's founding.

In August 2009 the Central New York Regional Planning Board officially turned over the new Richland/Pulaski Comprehensive plan to the communities. This document incorporates all of the planning for historic preservation and gateway enhancement of the last three decades. One of the foremost goals is continued work on the gateways to Pulaski – particularly Route 13.

How ironic and wasteful it would be if these 30 years of local and state effort to improve the gateways to our historic areas and natural attractions were undone by the construction of the proposed route at the three gateway roads to the center of the Town and Village. It need not be so.

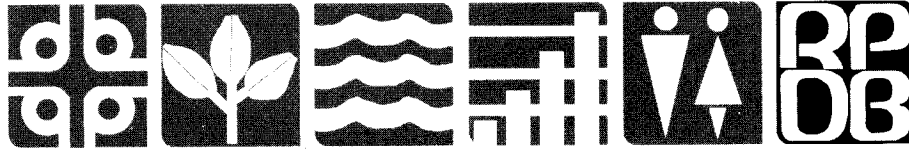
There are workable alternatives to the proposed route's zigzag across our gateways. The Town has been in discussion with Upstate New York Power for several months regarding alternatives that would take the line east of Route 81. To its credit, the company has been open to and cooperative in identifying such alternatives. I believe we are close to agreement on a Pulaski bypass route that would address our concerns over aesthetic and economic impacts at our gateways, reduce or eliminate potential adverse effects on our local tourism industry and minimize impacts to farm operations and other natural resources.

I am hopeful that this proceeding will provide the context for further refinement of such an alternative and a forum for its discussion and support by the other parties to the proceeding.

What I ask of you on behalf of all the residents of the Town of Richland is that you not allow the proposed route to undermine our efforts to preserve and enhance the gateways to our future. Instead, use this process to identify the better alternative and recommend it to the Commission for certification.







Central New York Regional Planning & Development Board

126 N. Salina St., 100 Clinton Square, Suite 200, Syracuse, New York 13202 • Tel.(315) 422-8276 • Fax 422-9051

Kathleen A. Rapp, Chair

David V. Bottar, Executive Director

November 16, 2009

To: Whom it May Concern,

The Town of Richland and Village of Pulaski recently completed their joint Comprehensive Plan. The plan represents the culmination of over 40 years of efforts of this community to develop a framework and guiding document that addresses issues and impacts of land use decisions on the community. Because the Town of Richland and Village of Pulaski rely heavily on revenue from tourism and related activities, it is noted in the Plan that future growth and development in the town must be premised on environmental and cultural resource protection.

New York State designated *Revolutionary Byway* - Route 13, at the proposed crossing point of the Upstate NY Power transmission line and towers, is one of the community's most valued cultural resources that attracts visitors and represents potential economic development opportunities for town and village residents. The Comprehensive Plan recommends that the Town "anticipate development trends and work to identify natural and cultural features as well as scenic view sheds that should be protected from insensitive development." It states that any development across historic or scenic vistas should take into consideration the potential loss to the community of the rural or historic character that defines the Town and Village and contributes substantially to its future economic growth potential. The Plan also notes that existing commercially zoned areas in the Village are already expansive, and any expansion of utilities should be carefully planned to prevent negative impacts to historic and scenic areas.

The Town of Richland and Village of Pulaski depend on the protection of existing natural and cultural resources as the foundation for a long-term plan to develop a supportive system for recreational pursuits that has the potential to add significantly to the growth potential of the community's economy through eco- and heritage-tourism.

Specifically, the Plan states **Goal 4** as: *Development of Gateways & Protection of Scenic Byways*, and under that goal, the Plan lists three recommended actions that are in direct conflict with the proposed route of this transmission line.

1. Establish a Visitor's Welcome Center with the International Sport Fishing Museum and public parking at Interstate 81 North exit 36 to support and promote tourism in the Village and Town.

This action is intended to be directed specifically toward the development of tourist resources promoting the Town's recreational activities, lodging, restaurants, and other assets including scenic and historic resources. The welcome center planned for this gateway location is to be promoted via internet tourism websites and other travel centers, organizations, and through strategic marketing partnerships. The gateway is planned to be linked physically to the Village and Town via new bike and pedestrian trails with interpretation at key locations.

2. Make significant aesthetic improvements to the Village Business District along *The Revolutionary Byway* - Route 13 and encourage business development that is visually compatible with the Scenic Byway designation.

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This recommendation in the plan calls for the expansion of the underground utilities program (begun in the heart of the village) to include this area. Further commercial development along *The Revolutionary Byway* - Route 13 is to be limited to existing commercially developed areas, allowing only reuse and infill for new commercial uses with consolidated parking areas and the addition of street trees and vegetated buffer strips to enhance the visual quality of the Historic Byway in the Village of Pulaski. The NYS designated Revolutionary Byway is directly tied to the Revolutionary history of the Town of Richland and Historic Village of Pulaski and, if protected, offers opportunities for the interpretation of historic tales of the American Revolution and the War of 1812. The Historic Byway is a culturally-valued historic corridor that adds to the unique setting that Richland has to offer and must be protected from further losses of scenic and historic character.

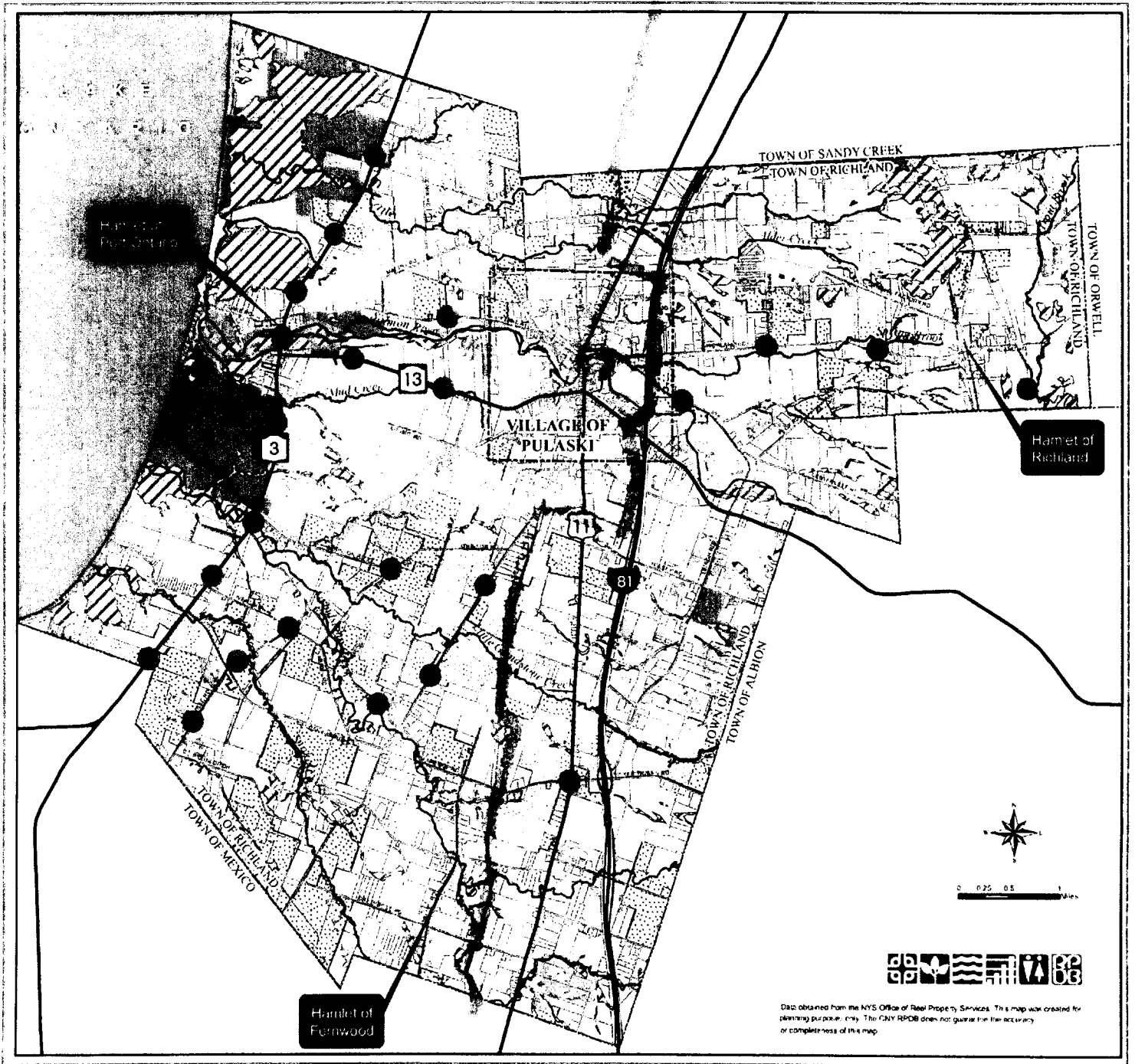
3. Lastly, the Comprehensive Plan calls for the preservation of open space at the Village/Town edge to retain the traditional distinct transition between rural-agrarian and village areas especially along both NYS Route 3 Scenic Byway - *The Seaway Trail*, and NYS Route 13 Scenic Byway - *The Revolutionary Trail*.

In summary; as supported by the attached pages from the Town of Richland and Village of Pulaski Comprehensive Plan, the proposed route of the new transmission lines between two 120' steel towers, cutting diagonally across one of the identified critically important "Gateways" to this community, offers significant negative visual impacts that threaten to prevent the community from achieving the goals and recommendations set forth in its Comprehensive Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeanie Gleisner". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

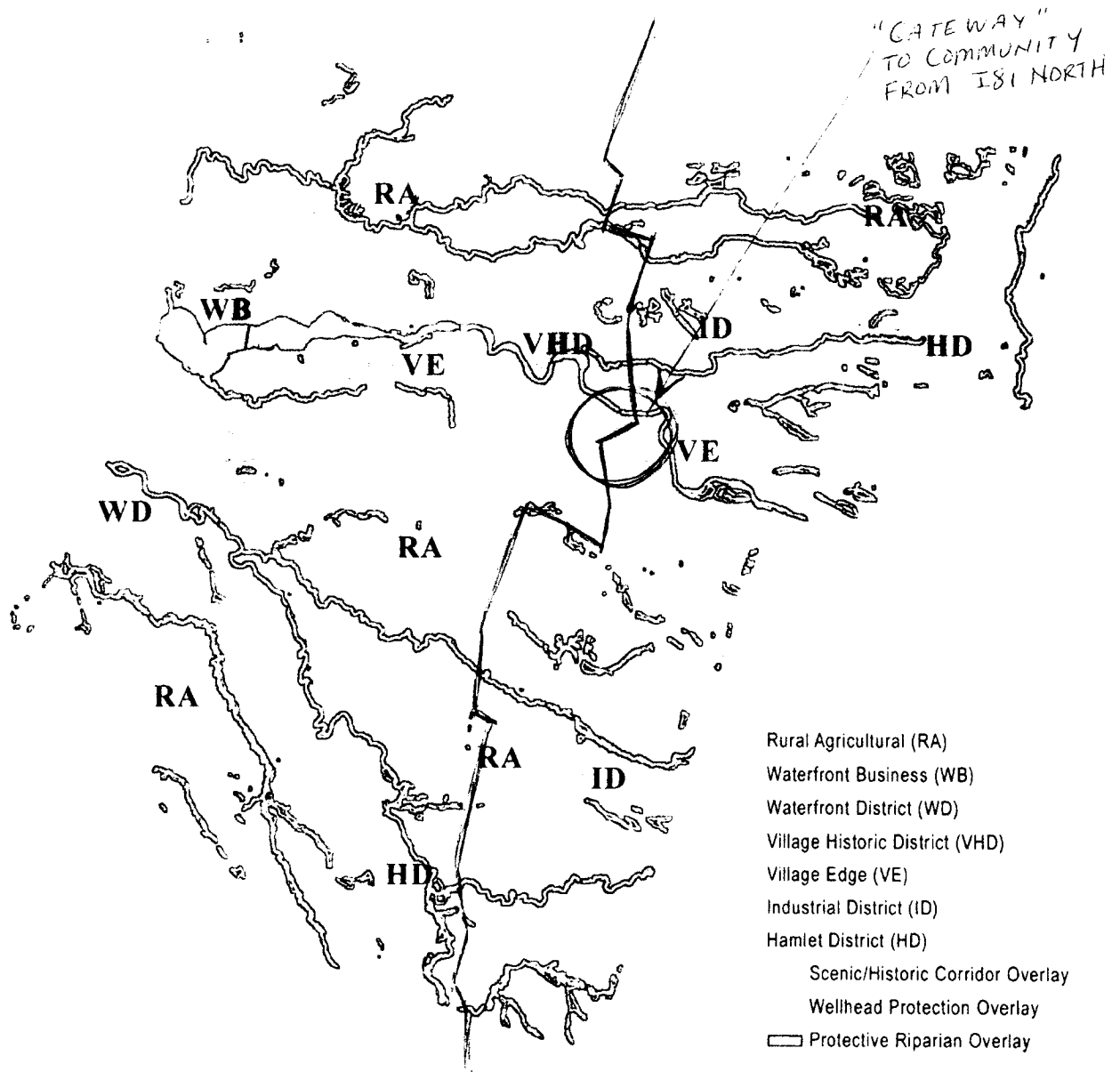
Jeanie Gleisner, Senior Planner



Legend

- Scenic Views
- Tax Parcels
- DEC Wetlands
- Public Lands
- 100+ Acre Parcels
- 12% Plus Slope
- Floodplain
- Agricultural District

--- = ROUTE OF TRANSMISSION LINES (PROPOSED)



Town of Richland and Village of Pulaski Comprehensive Plan, Oswego County New York - Proposed Town Zoning Districts
 CNY Regional Planning and Development Board February 2009

Figure 21. Proposed Overlay and other zone areas for the Town and Village.

SWALES
ALONG
PROTECT

INCREASE VEGETATED AREAS
ALONG ROADSIDE - ADD BUFFER
STRIPS WITH STREET TREES

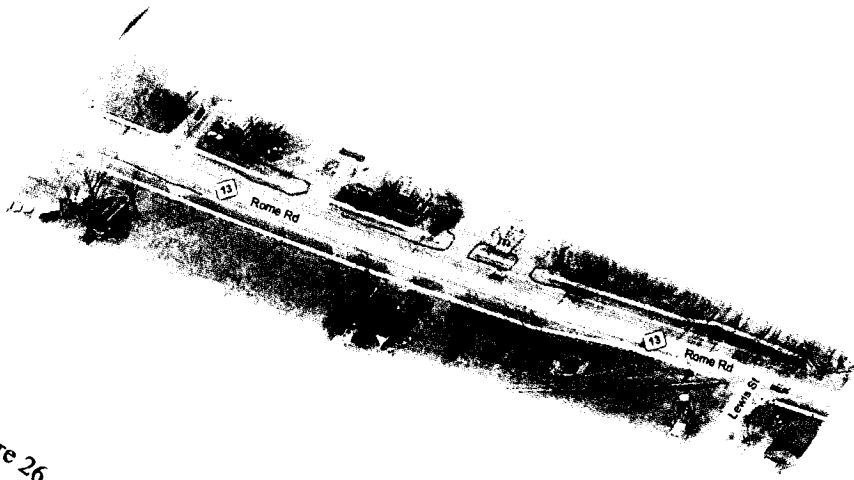


Figure 26. Illustration showing proposed route of the recreational loop trail along Rome Road and the organization of buffer strips, streetscape improvements and bike path.