



*New York State's only Port on Lake Ontario*



# **VISION 2030 COMPREHENSIVE PLAN**

March 2021

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## Vision

The Port of Oswego Authority (the “Authority”) is a public benefit corporation and state authority established pursuant to Title 2 of Article 6 of Chapter 43-a of the Public Authorities Law of the State of New York (as amended from time to time, the “Act”). The Authority has power over the survey, development and operation of port facilities and industrial projects in the Oswego port district. The Authority is charged with the coordination of these facilities and projects with existing or future agencies of transportation, with a view to the increase and efficiency of all such facilities and projects. Furthermore the Authority is charged with the furtherance of commerce and industry, environmental protection, aesthetics, health, welfare, safety, recreational opportunities, and historical appreciation in the Oswego port district. The Oswego port district encompasses 43.91 square miles in the City of Oswego (the “City”) and Town of Scriba in Oswego County. (See Figure 1.)

Pursuant to Section 1354 of the Act, the Authority is responsible for developing and implementing a comprehensive plan for the Oswego port district. A comprehensive plan contains the vision for the Oswego port district and a roadmap to achieve the vision. The vision of the Authority, elected officials and the public is for the Oswego port district to be a thriving year round



**Figure 1. Oswego Port District**

transportation hub on Lake Ontario that drives economic growth, educational opportunity and recreational activities for the region and the State of New York (the “State”).

## Background

The Authority operates the port facilities comprising the Port of Oswego (“Port”) and regulates development in the Oswego port district. The Act provides that in carrying out its purposes and exercising its powers, the Authority is subject only to rules, regulations and guidance of federal and State government.

The Port is the first U.S. port of call, the only New York port on Lake Ontario and deep-water port on the Great Lakes from the St. Lawrence Seaway. The Oswego port district includes the Oswego Marina, the H. Lee White Marine Museum, the historic maritime district as well as fourteen companies that call it home for its domestic and international operations.

The Port is located in Central New York which is geographically centered in Upstate New York and includes the counties of Cayuga, Cortland, Madison, Onondaga, and Oswego. The region covers an area of 3,622 square miles comprising a balance of an urban center, suburban areas, small cities and towns, and rural farming communities. The region is located in close proximity to the cities of Rochester, Buffalo, Albany, and Binghamton and is within a 4 to 5-hour drive to New York, Toronto, Boston, Philadelphia, and Montreal. Source: Central New York Regionals Planning and Development Board. The Authority collaborates with the Central New York Regional Economic Development Council (“CNYREDC”).

Central New York has an extensive intermodal transportation network, which includes the Port, Interstate Routes 81 and 90, Syracuse Hancock International Airport and a CSX inter-modal rail freight center.

| Movement     | Origin        | Destination   | Freight Tonnage (Millions) | Freight Value (Billions) |
|--------------|---------------|---------------|----------------------------|--------------------------|
| Inbound      | Outside of NY | Inside of NY  | 266                        | \$383                    |
| Outbound     | Inside of NY  | Outside of NY | 195                        | \$225                    |
| Internal     | Inside of NY  | Inside of NY  | 143                        | \$149                    |
| Through      | Outside of NY | Outside of NY | 1,058                      | \$1,497                  |
| <b>TOTAL</b> |               |               | <b>1,662</b>               | <b>\$2,254</b>           |

**Table 1. Freight Movement Inside and Outside New York State**

Source: New York State Freight Transportation Plan

The region has a stable population base of 792,000 residents and a labor force numbering over 400,000 workers who support a wide range of economic sectors including warehouse and distribution, wholesale and retail trade, the construction trades, transportation and utilities, and government. Major employers in the region include SUNY Health Science Center, Syracuse University, National Grid, Carrier Corporation, Lockheed Martin, Stickley, Welch

Allyn, Novelis United Parcel Service, Verizon, Anheuser-Busch, Bristol-Myers Squibb, Cooper/Crouse Hinds, Southerland, Sensis, Marietta, Nucor Steel, Ferris Industries, and the Syracuse Research Corporation. Source: Central New York Regional Planning and Development Board.

As described in the New York State Freight Transportation Plan, dated August 2019 (the "State Plan"), with a population of nearly 20 million, the

State is home to a large consumer market which attracts goods from domestic and international sources. In 2012, the State's extensive freight transportation system moved 1.7 billion tons of freight valued at \$2.3 trillion. (See Table 1.)

By 2040, this freight movement is projected to increase 48% by weight and 73% by value. The Port's tonnage is expected to increase by 21% by 2040. (See Table 2.)

| Port                            | Ownership | 2012 Tonnage | 2040 Tonnage | Change |
|---------------------------------|-----------|--------------|--------------|--------|
| Port of New York and New Jersey | Public    | 126,159,000  | 316,426,000  | 151%   |
| Port Jefferson                  | Public    | 1,194,000    | 1,145,000    | -4%    |
| Hempstead Harbor                | Public    | 841,000      | 1,018,000    | 21%    |
| Port of Albany                  | Public    | 10,247,000   | 12,399,000   | 21%    |
| Port of Coeymans                | Private   | 875,000      | 1,059,000    | 21%    |
| Port of Ogdensburg              | Public    | 40,000       | 48,000       | 20%    |
| Port of Oswego                  | Public    | 420,000      | 508,000      | 21%    |
| Port District of Buffalo        | Private   | 701,000      | 848,000      | 21%    |

**Table 2. Forecasted Increase in Freight Movements**

Source: US Army Corps of Engineers 2012 data, TRANSEARCH. Port of New York New Jersey 2014 USAGE Estimate and Port Authority projection.



The Port is open 24 hours a day, seven-days a week to accommodate vessels from all ports on the Great Lakes and around the world. The Port entrance depth is 27 feet with a width of 750 feet, a turning basin of 115 acres. It has no restrictions on beam length for ships entering the harbor. The Authority hosts a U.S. Customs service office to facilitate the movement of legitimate international cargo by rail, truck and water. As an ice-free port, the Port can receive vessel traffic 12 months out of the year with deep draft vessels arriving from the North shore of Lake Ontario even when the St. Lawrence Seaway is closed to navigation.

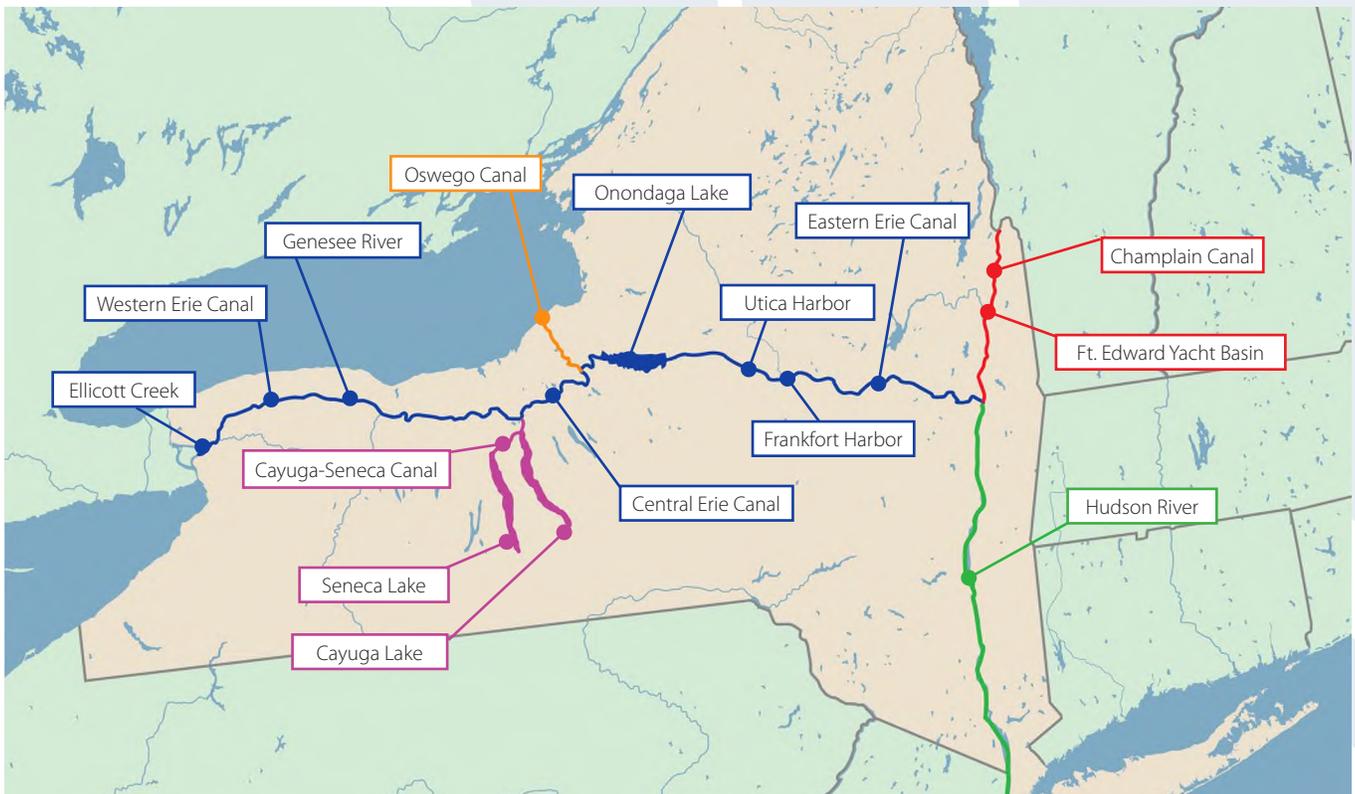
Although the Authority is not subject to the City’s Local Waterfront Revitalization Plan, the Authority has considered the goals of the City’s Plan in developing its vision and the impacts of this Plan on the portions of the City covered by the City’s Plan. The vision for the Oswego port district is consistent with the three pillars of economic growth embraced by the CNYREDC.

The Oswego port district is served by the City and Town of Scriba for water and sewer and by National Grid for gas and electric. The Plan will not increase demand or exceed capacity of existing utilities and roads.

The Port, a maritime asset of the State, is a critical component of achieving the State’s objectives of providing and growing access to global and domestic markets as more fully described in the State Plan. These objectives include to maintain and improve maritime infrastructure consisting of:

- Port and equipment conditions.
- Port waterside access (navigation channels).
- Port landside access (highway and rail).
- Inland waterways (canals, locks and dams).

The Port is connected to the New York State Canal System via the Oswego Canal and has rail connection to Syracuse. (See Figure 3.)



**Figure 3. New York State Canal System**

Source: NYS Canal Corporation

## Historic Preservation and Educational Assets

Good stewardship of historic resources is important to advancing the Authority's vision for promoting economic development and investment in the Oswego port district and the region by preserving local maritime historic resources and educating the public on maritime history and commerce in the Oswego port district.

### Existing Improvements and Conditions

#### Museum (H. Lee White)

The building housing H. Lee White Museum ("Museum") is located on the west pier. Originally, the property was part of the grain tower that was a major part of the west pier. The Authority leases the building to a nonprofit corporation which operates the Museum. A number of artifacts owned by the Authority are on display in the Museum.

#### LT-5 Tug

John F. Nash is a World War II U.S. Army Large Tug (LT) class seagoing tugboat that was originally built as hull #298 at Jakobson Shipyard, Oyster Bay NY as a Design 271 steel hulled Large Tug delivered November 1943. Originally named Major Elisha K. Henson (LT-5) in 1946, she was renamed John F. Nash by the U.S. Army Corps of Engineers. As of the 1992 date of its listing as a National Historic Landmark, LT-5 was

believed to be the last functional U.S. Army vessel that participated in Normandy landings. The tug was docked at the H. Lee White Museum on the Port's west dock where the Authority and museum have an agreement for its use as a tourist attraction.

#### Canal Barge Derrick Boat 8

Located at the Port west pier the boat dates back to 1927 and was used on the New York State Canal System until 1984. Today it is on display as part of the Museum.

### The Plan to Advance the Vision for Historic and Educational Assets

- Due to the aging structure of the Museum building, evaluate rehabilitation or new construction of the Museum in a remodeled or new building. This consideration may be included as part of the Authority's Performing Arts Center project, and/or expanding the existing structure to include other possible tenants or uses such as the Oswego Yacht Club.
- Study options to de-water the LT 5 Tug to a land-based home.
- Plan for restoration of the ports Derrick Barge on the west dock.
- Redesign the Port entrance and other areas in keeping with the historically significant role the Port played in the development of the City of Oswego and the maritime history of the area.

## Commercial Development and Economic Development Programs

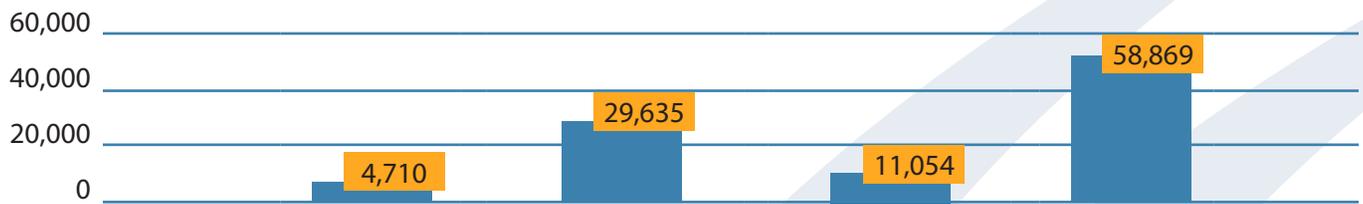
### Port Projects

Consistent with State objectives, the Port's designation as a federal Marine Highway and growing demand for intermodal freight movement, the Authority aggressively works to increase its business as the Great Lakes port nearest to the St. Lawrence Seaway.

### Existing Improvements and Conditions

#### Redevelopment on the east dock to establish a Central New York Agriculture Export Center

The Authority operates facilities for grain export. See Table 3. The Authority has undertaken a project to construct a state-of-the-art grain facility and silo on the east dock, which will have a USDA- licensed lab and probe. Funded by a \$15 million grant from New York State, this project will allow for over 500,000 bushels of grain to be stored and for direct rail/ship and truck loading as well as container loading. The new facility will allow the Port to meet grain export needs in the Great Lakes and make cost-effective shipping in a proximate location available to farmers in the region. (See Table 3.)



**2015                      2016                      2017\*                      2018**

**Table 3. Export by Ship in Short Tons**

*Source: Port of Oswego Authority (\* 2017 was an anomaly due to shutting down operations for a period of time and installing new scales.)*

In 2017, soybeans were one of the top 10 agricultural commodities by sales in the State. The table below shows an increase both for soybeans and grain in production in the State. Most of the soybean and grain is produced

in Central and Southern New York. The Port is the closest export route for by ship for the State’s agricultural community. (See Table 4.)

**Soybeans for Beans Area Planted and Harvested, Yield, Production, Price, and Value - New York: 2014-2018**

| Year | Area planted<br><i>1,000 acres</i> | Area harvested<br><i>1,000 acres</i> | Yield per acre<br><i>bushels</i> | Production<br><i>1,000 bushels</i> | Price per bushel <sup>1</sup><br><i>dollars</i> | Value of production <sup>2</sup><br><i>1,000 dollars</i> |
|------|------------------------------------|--------------------------------------|----------------------------------|------------------------------------|---|--|
| 2014 | 330                                | 327                                  | 44.5                             | 14,552                             | 9.69  | 141,009  |
| 2015 | 305                                | 301                                  | 43.0                             | 12,943                             | 9.10  | 117,781  |
| 2016 | 330                                | 320                                  | 41.0                             | 13,120                             | 9.57  | 125,558  |
| 2017 | 270                                | 265                                  | 45.0                             | 11,925                             | 9.26  | 110,426  |
| 2018 | 330                                | 320                                  | 52.5                             | 16,800                             | 8.40  | 141,120  |

<sup>1</sup>Marketing year average price.

<sup>2</sup>Based on final State marketing year average price for years prior to 2018; for 2018, based on preliminary State marketing year average price.

**Corn for Grain Area Planted and Harvested, Yield, Production, Price, and Value - New York: 2014-2018**

| Year | Area planted <sup>1</sup><br><i>1,000 acres</i> | Area harvested<br><i>1,000 acres</i> | Yield per acre<br><i>bushels</i> | Production<br><i>1,000 bushels</i> | Price per bushel <sup>2</sup><br><i>dollars</i> | Value of production <sup>3</sup><br><i>1,000 dollars</i> |
|------|---|--------------------------------------|----------------------------------|------------------------------------|---|--|
| 2014 | 1,140   | 680                                  | 148.0                            | 100,640                            | 4.11  | 413,630  |
| 2015 | 1,080   | 590                                  | 143.0                            | 84,370                             | 4.01  | 338,324  |
| 2016 | 1,100   | 570                                  | 129.0                            | 73,530                             | 3.90  | 286,767  |
| 2017 | 1,000   | 485                                  | 161.0                            | 78,085                             | 4.07  | 317,806  |
| 2018 | 1,100   | 645                                  | 159.0                            | 102,555                            | 4.10  | 420,476  |

<sup>1</sup>Area planted includes corn planted for both grain and silage.

<sup>2</sup>Marketing year average price.

<sup>3</sup>Based on final State marketing year average price for years prior to 2018; for 2018, based on preliminary State marketing year average price.

**Table 4. Historical Grain Production in New York State**

*Source: USDA 2018-2019 Agricultural Statistics Annual Bulletin New York*

## Warehouse Space

The Port's main warehouse was built in 1961 on the Port's east dock and consists of 100,000 s.f. There is demand for additional warehouse space to accommodate existing users and for the Port to continue to meet the need for cost-effective, sustainable, state of the art transportation facilities and shipping services to agriculture, technology and manufacturing businesses in the State. Demand for storage of aluminum at the Port is expected to increase over the next 5 years. (See Figure 4.)



Figure 4. Port's Intermodal Connection

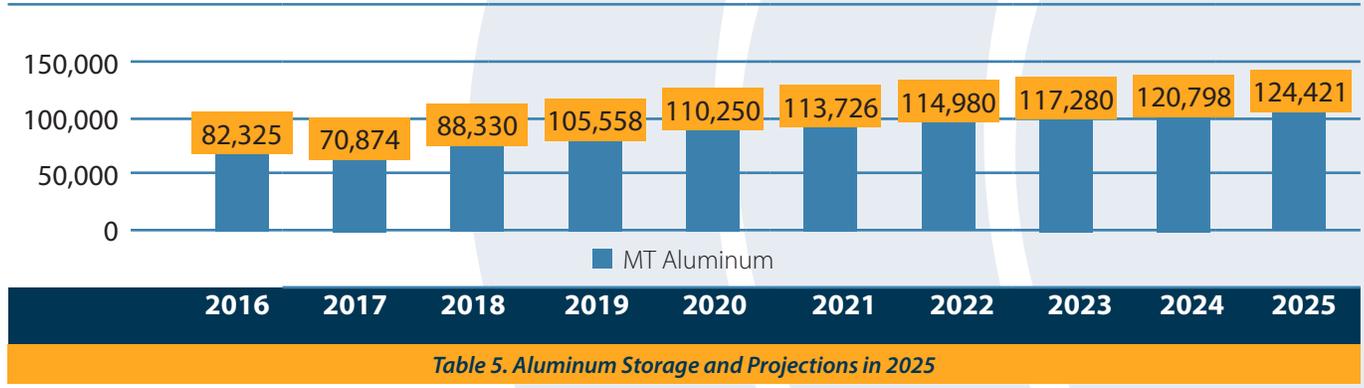


Table 5. Aluminum Storage and Projections in 2025

Source: Port of Oswego Authority

## Rail Capacity

Intermodal transportation is critical to attract cargo for shipment and to accommodate the needs of the Port's users. The Authority has invested over \$5 million in the last decade for rail improvements to the Oswego port district to create a truly intermodal center. (See Figure 5.) A major impediment to the continued growth of the Port is the lack of additional trackage to handle a 65 car unit train.

From 2015 to 2019, the Authority processed a total of 2,920 railcars, moving 224,183 short tons.



Figure 5. Rail Improvements

## Ongoing Port Maintenance and Improvement Projects

- East Operating Dock north and south end repair and improvements
- Sprague retaining wall repair.
- Reconstruction of West Pier head.
- Restore Lake Ontario connector road to Authority's Intermodal expansion site.

## Plans to Advance the Vision with Port Projects

This Plan encompasses actions recommended by the State to maintain the State's maritime network in a state of good repair and enhance operations including:

- Continue infrastructure investments to accommodate larger vessels and feasible niche markets such as container-on-barge, roll-on/roll-off and heavy lift.
- Dredge to maintain channel depth.
- Improve port access - rail and highway.
- Maintain state of good repair and expansion for port facilities.
- Improve inland waterway condition improvement (canal, lock, and dam).
- Enhance water and rail opportunities for shipping.
- Work to have a "working" tug in the Oswego Harbor to advance commercial port growth.

## Regional Agriculture Export Center Expansion Project (East Dock), Phase Two

Phase Two (See Figure 6.) would increase the amount of dockside storage to one million bushels and subject to demand and funding, may include:

- an upgrade to the barrel building
- an upgrade to the north end of the main warehouse
- the addition of another silo
- framework to connect all silos and building together
- a stand-alone high-speed ship loading system on the east dock.



Figure 6. Phase Two of Grain Handling Facilities

## Harbor Deepening

The Authority has submitted an application for 107 Harbor Deepening with U.S. Army Corps consistent with the State Plan, to increase harbor depth to the depth of other harbors in the Great Lakes. Increased depth will accommodate increased ship loads and tonnage of cargo. A deeper harbor would allow for loads in excess of 20,000 metric tons.

The Port activity is 371,275 short tons annually from vessels. (See Figure 7.) With added draft, the Authority expects shipping to increase by 15 to 20 percent.



Figure 7. Cargo Ship

## Oswego Intermodal Site - Fitz Site

Expanding the current intermodal site to enhance opportunities for industrial projects at the Oswego port district is consistent with the Act and the Vision. (See Figure 8.) The Authority is in the initial development stages of a lay-down area for heavy lift and windmill projects. As the Port cannot hold larger projects on the east dock, the Oswego Intermodal Site is crucial to the continued viability of the Port as a windmill port. The space is necessary for these projects and is critical to the economic health of the Authority.

Furthermore, this site has been critical for the Army Corps to stage break wall projects from as this is the only site that has both storage and rail access close to the Oswego Harbor.

Additionally, the port is considering the developing of part of the site as a multimodal route and connection through Central New York to additional markets including the Port of NY&NJ.

### Warehouse Space

The Authority is planning a warehouse facility at the 23 Mercer Street to address unmet demand for warehouse space. The warehouse will include added rail and dock space to allow the Authority to attract new business to the Oswego port district.

### Improve Rail Capacity

At present, the Authority has proper-



Figure 8. Master Plan Overlay

ty to East 10th Street in the City. The Authority desires to create a new siding to expand the capacity of railcars that the Port can handle. Over the last few years, this has been a key part of the State Plan for the Port.

### Container Project to Complete Intermodal Center

As contemplated by the State Plan and as demand and cost warrant, the Port and region will benefit

from the creation of a containerized freight (containers, rail cars and truck trailers) operation in the Oswego port district to serve farmers and manufacturers in the Central New York region. Additionally, the port is considering the development of part of the site as a multimodal route and connection through Central New York to additional markets including the Port of NY&NJ. (See Figure 9.)



Figure 9. Projected Phase 2 of Intermodal Center

## East Dock Expansion

The East Dock is accessible to rail and truck for inter-modal freight movement. Extending the east dock by approximately 700 feet will allow for the Port to accommodate smaller ship, barge traffic and on-site storage of product. This is in keeping with the original 1956 New York State port and harbor approved plan which calls for two ship docks and a tug operation station. (See Figure 10.)

## Short sea project

The Port's designation as Marine Highway M-90 will enable the Authority to consider short sea projects. A Lake Ontario to Lake Erie corridor short sea project, running from the Port of Oswego to the Port of Monroe will provide significant public and commercial benefits, such as reduced congestion, increased modal options, enhanced environmental sustainability as well as addressing the ever-growing driver shortage.

## Industrial Projects

The Authority leases land and improvements located within the Oswego port district for industrial and commercial uses and projects as contemplated by the Act in furtherance of commerce and industry and with a view to increase the number and efficiency of the Port and marine, industrial and commercial facilities and projects.

## Current Port Commodities

### Lehigh Cement Company (Cement)

Lehigh Cement Company is among the leading producers of bulk and bagged cement in North America, with plants and distribution terminals strategically located across the United States and Canada, including Oswego.

### Sprague Energy Corp (Fuel)

Sprague is one of the largest independent suppliers of energy products and related services in the Northeast. They market products to over 20,000 retail, commercial, industrial, utility and wholesale customers.



Figure 10. 1956 New York State Port and Harbor Plan

## Plans to Advance the Vision with Industrial Projects

### Renewable Energy Projects and Food Production

As New York State moves to require agencies and authorities to transition into green energy, the Authority is studying renewable energy projects aimed at making the Authority "net zero". Projects at the Oswego port district may include the following:

- Microgrid utilizing solar panels, wind turbines, Co-Gen facility and other renewable energy facilities.
- Sustainability Hub consisting of:
  - Use of existing warehouse to begin processing of fish
  - New facility for fish and surimi production
  - New facility for indoor farming and protein production
  - Use of excess power production for community distributed generation program

### Oswego Port District - Foreign Trade Zone (FTZ)

The Authority has submitted an application to be an FTZ within the Oswego port district. This will be the only FTZ in Oswego County and will allow the Authority to partner with development agencies within the Oswego port district to offer added incentives to encourage businesses to locate at the Oswego port district, which will increase business and employment opportunities. Current customers of aluminum, sugar and windmill projects would be the beneficiary as well and additional new customers.

## Recreational Opportunities

### Existing Improvements and Conditions

#### Oswego Marina (East Property)

The Oswego Marina is owned and operated by the Authority, on the site of the former commercial dockage originally operated by the City of Oswego in the early 20th century. See Figure 11.



Figure 11. Oswego Marina



Figure 12. Marina Revenue 2015-2019

It has a sheltered deep-water entrance, the only one within the Oswego port district that puts it in high demand for recreational charter businesses as well as for larger pleasure boats. Its location at the head of the New York State Canal Lock 8 makes it an ideal spot for overnight dockage while transiting the Lake Ontario to the Canal. (See Figure 12.)

In 2018, the Authority completed a new gas/diesel and pump out dock. Designed for both ease of use and high water, this new system increased traffic to the Marina. In 2020, an expansion of docks at the Oswego Marina added 12 new slips.

The Oswego Marina attracts approximately 11,000 visitors per year who purchase goods and services from businesses in the City and County.

Marina operations are an important revenue source for the Authority. (See Table 6). A study done several



Table 6. Marina Revenue

Source: Port of Oswego Authority (Annual fluctuations in revenues are due in large part to severe weather and high water events.)

years ago on the effect of charter boats on Lake Ontario estimated each charter company accounts for over \$40,000 per year. The Oswego Marina is home to over 30 charter companies with an estimated local economic impact of over \$1 million. Source: Lake Ontario Sport Fishing: Trends, Analysis, and Outlook, June 2009 HDRU Series No 09-3, Cornell University.

The Authority expects that despite the measures in place to mitigate the spread of COVID- 19, Marina revenues for 2020 will be approximately \$400,000. The Authority forecasts that with completion of the RV Park, annual Marina revenues will be approximately \$560,000 for years 2021 - 2025.

### Oswego Marina West

Governor Andrew M. Cuomo launched the Resiliency and Economic Development Initiative (REDI) in 2019 to improve Lake Ontario Communities. Under this program, the Authority was awarded \$1.8 million dollars to create a new marina at the former Goble Dry Dock and Shipyard. The Authority is proceeding with the construction of a 20 to 25 slip marina with an office, bath/shower facilities and potential for commercial space. The marina will be within walking distance to downtown Oswego and will focus the boating community on the many local businesses there.

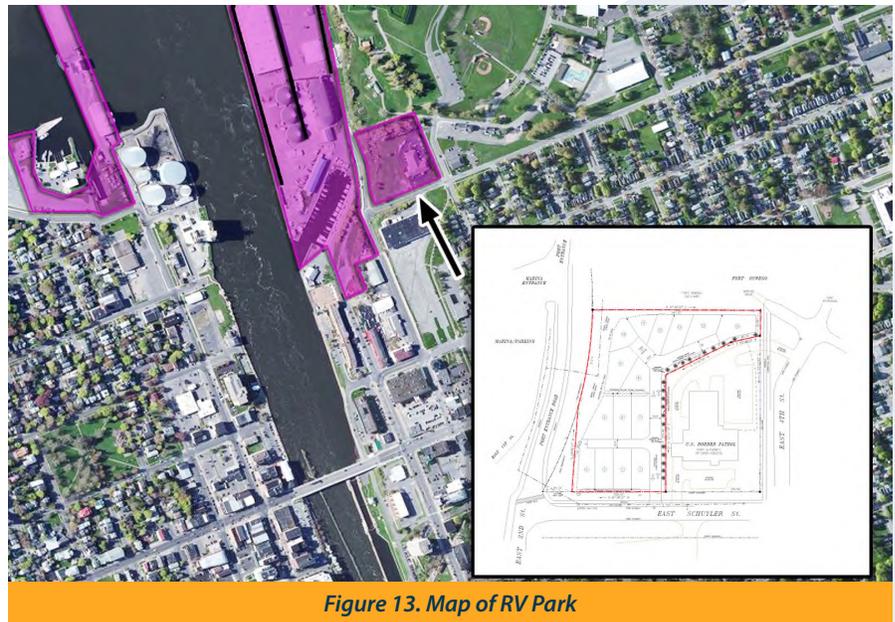


Figure 13. Map of RV Park

### Recreational Vehicle (RV) Park

The Authority is in the initial stages of construction of a twelve site RV park at the Authority’s Vinegar Hill site, which is within walking distance from the Oswego Marina. The RV Park will serve Marina customers, especially charter businesses. (See Figure 13.)

When this construction is complete it will encourage additional visits to not only the Oswego Marina but the City.

### Plans for Achieving Recreational Vision Parking

As the number of customers increase due to the expansion of Oswego Marina, the Authority is utilizing its East First Street property for marina and charter customer parking. Figure 11. The site is currently unimproved and the Authority looks to enhance the site to include

pavement and increased parking spaces. The Authority is considering adding property to accommodate the increased need for parking at the Oswego Marina.

### Oswego Marina

The Authority is in the planning stages of the further addition of docks as space permits within the original footprint of the Oswego Marina.

### Canal Sidings

The Authority is pursuing opportunities in obtaining the east side canal sidings from New York State within the Oswego Port District.

### Facilities (Oswego Marina)

The increased traffic arising from visits to the RV park and anticipated additional dockage will necessitate an increase in the size and capacity of these facilities. The Authority is considering increasing these facili-



**Figure 14. Oswego Welcome Center**

ties to service the added customers. At present, bathroom and shower facilities are stressed at peak times. Adding to this, boating customers on the canal east side dockage lack any nearby public access to facilities.

**Oswego Welcome Center**

As the Oswego Marina is a key stopping point in the Canal and Lake Ontario system, the Authority is actively in the planning stages of a “Welcome Center” at the Oswego Marina. (See Figure 14.) The Authority anticipates utilizing state and federal funding in the creation of a center that will provide tourist information and recreational support for boaters on Lake Ontario and New York State Canal System. Property may need to be acquired to accomplish this.

In addition, the facility could be an operations point for lake and canal tours. The construction of this center is expected to greatly increase tourism in the Oswego port district and the City.

**Rack System and New Boat Storage Facility**

The Authority expects increased demand in recreational boating within the Oswego Port District. Currently, there is no easily accessible, water-based boat storage in the area. A rack system for boat storage within the Oswego port district will address this need. (See Figure 15.)

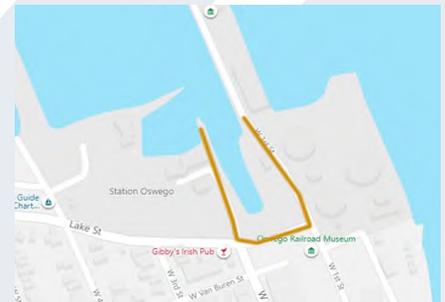


**Figure 15. Boat Storage Rack System**

**Oswego Port - West Property**

The Port’s west side property has traditionally been commercial dating back to New York State’s construction of a grain facility on the west dock. (See Figure 16.) Beginning in 2018, the Authority has undertaken an analysis of the costs and benefits

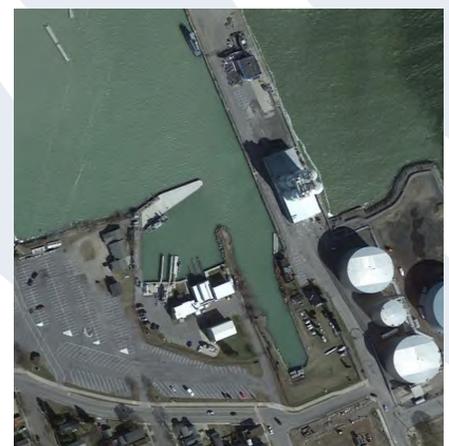
of adding recreational opportunities on the west side. Current commercial customers’ operations shall remain a cornerstone of the west pier, however, new expansions will focus on recreational uses and open water access. The port also is committed to playing a role in recreational boating.



**Figure 16. West Dock Location**

**Lake Cruises**

As Great Lake cruising is expanding and other Great Lake ports have created stops, the Authority is in the early planning stages for cruise line operations. The west dock is an ideal dockage for the larger cruise line ships currently being built for the Great Lakes. (See Figure 17.) The Authority is reviewing the type and size of building that cruise lines would require for their customers.



**Figure 17. West Dock Aerial View**

With easy access to downtown, Fort Ontario, Safe Haven and the Museum, the Oswego port district would be a popular stop for visitors.

**Tall Ships**

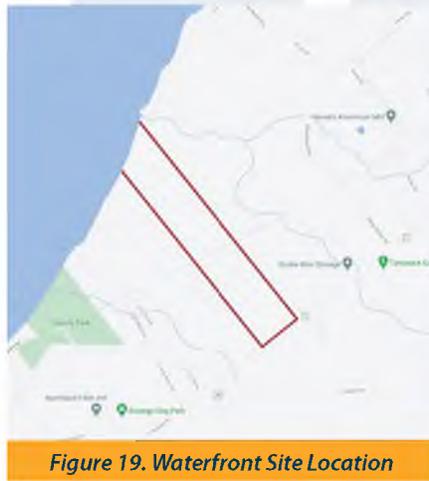
The Authority is studying the improvement of the west dock, west side, to accommodate Great Lakes Tall Ships. Over the years, the Oswego port district has been visited by these ships which bring in hundreds of visitors. Improvements may include upgrades to the pier, dredging, day docks and improved facilities located on the pier itself. The Authority will work with the Museum in the coordination of this project.

**Performing Arts Center / Multi Use Community Center**

In 2019, the Authority applied, through the New York State Consolidated Funding Application, for a grant to obtain a Feasibility Study



*Figure 20. Scriba Waterfront*



*Figure 19. Waterfront Site Location*

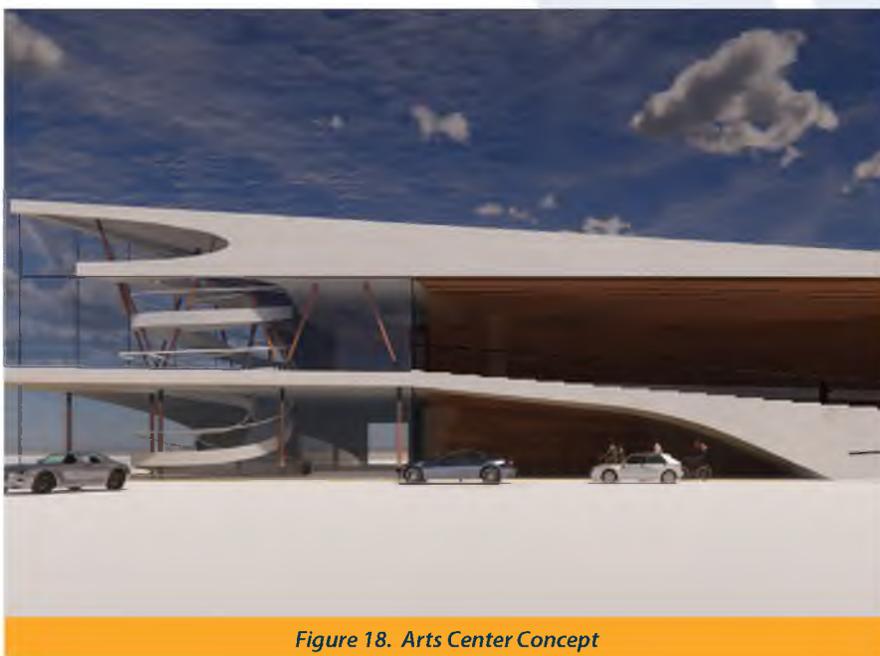
regarding locating and operating a Performing Arts/Community Center in the Oswego port district. The Authority is considering the costs of construction and ongoing operation. (See Figure 18.)

**Route 1 Property, Town of Scriba**

The Authority owns 55.83 acres in the Town of Scriba which is within the Oswego Port District. (See Figure 19.) This property has highly accessible water frontage which could be developed as an RV campground or lakefront cabins to accommodate recreational activities for the public. (See Figure 20.) Opportunities to enhance recreational activities include the construction of a beach, dockage or pier, in a sustainable manner while enhancing the natural beauty of the waterfront.

**Road Connections**

The port will advance to New York State Department of Transportation, Oswego County, and the City of Oswego the need for planning of enhanced connectivity between the



*Figure 18. Arts Center Concept*

roadways of the Port and the International corridors that support Central and Upstate New York economies.

As windmill and project cargo projects are increasingly important to Central New York, planned expansions of road systems should be made in consultation with the port to insure continued access to the commercial operation of the ports and the road systems that support it. It maybe necessary that roadway improvements into and out of the Port for new sized windmill components and other potential oversize/overweight cargo be considered by New York State Department of Transportation to continue the ports role in these important markets.

## Public Participation

The Authority engaged the public and elected officials in developing this Plan. Drafts of the Plan were provided to Oswego County, the City, the Town of Scriba and Operation Oswego County and posted on the Authority's website for comments. The Authority conducted a public hearing on November 5, 2020, notice of which was posted on the Authority's website and published in the Palladium Times, a newspaper of general circulation in the Oswego port district 14 days before the hearing.

Pursuant to the State Environmental Quality Review Act of the State of New York and the regulations promulgated thereunder, the Authority prepared Part 1 of an Environmental Assessment Form and a Coastal Assessment Form and made a determination with respect to the environmental impact of this Plan.

## Plan Updates

Specific components of this Plan, such as current conditions and trends, and the vision itself should be updated on an as needed basis. A process by which members of the public, elected officials, and the Authority can suggest revisions to the Plan will be established. Authority staff will periodically analyze the Plan itself and identify any necessary updates based on development trends or the need for new policies or regulations as new technologies emerge. This process will ensure ongoing maintenance, relevance, and usefulness of the Plan, and ensure that several projects are undertaken to make Port operations and policies more efficient and more consistent with the vision contained in this Plan each year. Past years' progress will be reported annually along with the upcoming year's work plan.