

TOWN OF RODMAN COMPREHENSIVE PLAN

ADOPTED DECEMBER 10, 2025

INTRODUCTION

Purpose of the Plan

The purpose of the plan is to provide guidance for the physical development of the town of Rodman for the future. It prepares for potential residential and commercial development that the town may face in the coming years. The plan is intended to provide a framework for land development and land subdivision controls. It will also help assure that the growth of the area will be in concert with plans for infrastructure and road development, and will not negatively impact natural resources and rural character. 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 create a vision for the community's future that is a shared vision of the citizens of town of Rodman.

Community Input

Input from town residents was gathered for this plan by a community survey, a visioning exercise, and two public hearings. The survey was conducted in the winter of 2023/24. A summary of the results is attached to this plan as Appendix C. The visioning exercise, called a SWOT (Strengths, Weaknesses, Opportunities, and Threats) was held in September 2023 and attended by 16 town officials and residents. A summary is attached as Appendix B. Finally, public hearings were held January 13, 2025 and December 10, 2025.

Periodic Review and Update of the Plan

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

Vision Statement for the Town of Rodman

Rodman's vision is to nurture a peaceful, family-friendly community that embraces the land, values our farming traditions, and provides abundant opportunities for outdoor recreation and connection with nature. Rooted in tradition and growing together, Rodman is a community where families, nature, and neighbors thrive.

The Organization of This Document

This document is organized into the following three parts:

Part I. Community Profile

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

Part II. Plan Elements and Strategies

This section presents a discussion of community issues and strategies that reflect the needs and desires of the community. It was developed based upon public meetings, a Strengths, Weaknesses, Opportunities, and Threats (SWOT) exercise, and a community survey.

Part III. Land Use and Development

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

Appendix A. Maps

Appendix B. Strengths Weaknesses, Opportunities, Threats (SWOT) Exercise Summary

Appendix C. Survey Results Summary

History

Rodman was formed from the town of Adams, March 24, 1804, under the name of Harrison, in honor of one of its proprietors. Its present name, Rodman, which was instituted April 6, 1808, was derived from Daniel Rodman, popular clerk of the Assembly, 1808-1809. Rodman is nearly square, measures little more than six miles in length and contains 22,597 acres. It is bounded on the north by the town of Watertown, on the east by Lewis County, on the south by the towns of Lorraine and Worth, and on the west by the town of Adams.

In 1810 there were 214 families and 1,281 people. There were four grain mills, six sawmills, one fulling mill, a carding machine, and three distilleries. There were no houses of worship, but meetings were held in four schoolhouses.



Community Profile

Population

Over the period from 2010 to 2020, the town of Rodman saw its population slightly increase by 1.8% which equates to an increase of 21 people. During the same period, Jefferson County saw a slight increase in population of 0.4% which equates to 492 people. New York State overall saw a 4.2% increase in population from 2010 to 2020 which equates to 823,147 people.

Figure 1
Population Change 2000-2020

	2010	2020	Percent Change (2010-2020)
Town of Rodman	1,176	1,197	+1.8%
Jefferson County	116,229	116,721	+0.4%
New York State	19,378,102	20,201,249	+4.2%

Source: U.S. Census Bureau Decennial Census

Household Data

From 2010 to 2021, the amount of households increased from 351 to 468, and the average household size increased slightly from 2.98 to 3.01. Jefferson County also saw an increase in households with 44,109 in 2010 to 45,517 in 2021, and the average household size decreased from 2.53 to 2.45. In New York State, the number of households increased from 7,205,740 to 7,417,224 and the average household size slightly decreased from 2.59 to 2.55.

Figure 2
Household Change 2010-2021

	# of Households 2010	Average Household Size	# of Households 2021	Average Household Size
Town of Rodman	351	2.98	468	3.01
Jefferson County	44,109	2.53	45,517	2.45
New York State	7,205,740	2.59	7,417,224	2.55

Source: US Census Bureau American Community Survey

Income

The median household income for the town of Rodman was \$74,500 in 2000. In Jefferson County, the median household income was \$60,398. In New York State, the median household income was \$74,314 that year.

Figure 3

Median Household Income 2020

	Dollars (\$)
Town of Rodman	74,500
Jefferson County	60,398
New York State	74,314

Source: US Census Bureau American Community Survey

Poverty

The percentage of people below the poverty line in 2020 in the town of Rodman was slightly higher than in Jefferson County and New York State. In Rodman, 14.7% of people were below the poverty line which equates to 199 people. Jefferson County had 12,012 people living below the poverty line which is 10.9% of the population within the county. In New York State, 13.6% of people were below the poverty line which equates to 2,581,048.

Figure 4

Poverty Level 2020

	Pop. for whom poverty status is determined	# of people below poverty line	% of people below poverty line
Town of Rodman	1,357	199	14.7%
Jefferson County	109,731	12,012	10.9%
New York State	19,009,098	2,581,048	13.6%

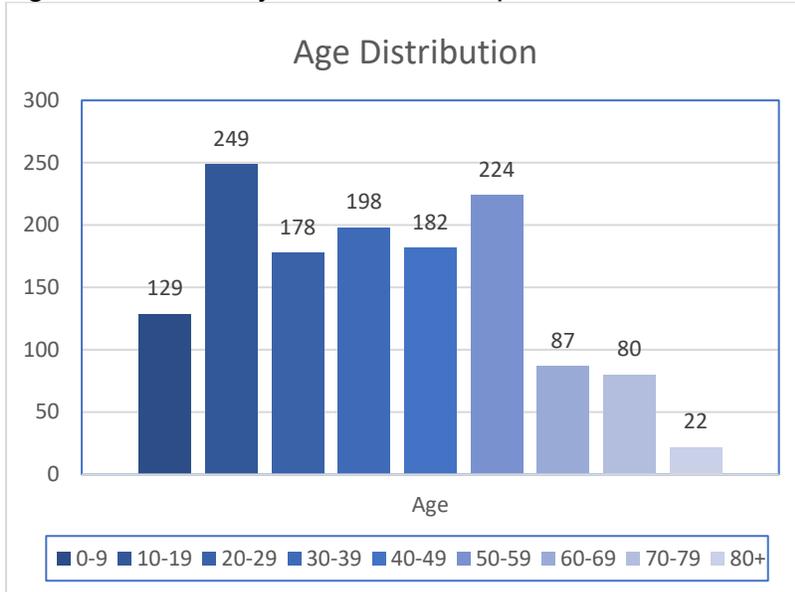
Source: U.S. Census Bureau American Community Survey

Age Distribution

In the town of Rodman, the largest age group in 2020 was 10-19 years old with a total of 249 people, which was 18.5% of the town population. The smallest age group in the

town of Rodman was those in the 80+ years old category which had 22 people or 1.6% of the population.

Figure 5
Age Distribution by Number of People 2020



Source: U.S. Census Bureau American Community Survey

Employment by Industry

Town residents are employed in a variety of professions. The largest professional category was education, health, and social services which had 193 people or 29.1% of the population. The next largest employment sector was retail trade which had 79 people working within it, this is 11.9% of the population. Public administration is the third highest employment sector with 73 people, or 11% of the population.

Figure 6
Employment by Industry 2020

Industry	#	%
Educational, health, social services	193	29.1
Retail trade	79	11.9
Public administration	73	11.0
Transportation, warehousing, utilities	54	8.1
Professional, scientific, management, admin., waste management	43	6.5
Finance, insurance, real estate, rental and leasing	37	5.6
Arts, entertainment, recreation, accommodation, food services	36	5.4
Manufacturing	36	5.4
Construction	34	5.1
Other services (except public administration)	30	4.5
Agriculture, forestry, fishing, hunting, mining	31	4.7
Information	18	2.7
Wholesale trade	0	0.0
Total	664	100

Source: U.S. Census Bureau

Education

The town of Rodman has a lower percentage of students attaining a high school diploma than Jefferson County, but slightly higher than the statewide average. The town of Rodman has a lower percentage of students that attain a Bachelor's degree than Jefferson County and New York State. Rodman also has a lower percentage of students that attain a Master's degree than Jefferson County and New York State percentages.

Table 7
Educational Attainment 2020 (25 Years and older)

	% High School Diploma	% Bachelors Degree	% Masters Degree
Town of Rodman	89.2	22.6	11.9
Jefferson County	93.5	29.6	12.1
New York State	87.2	37.5	16.5

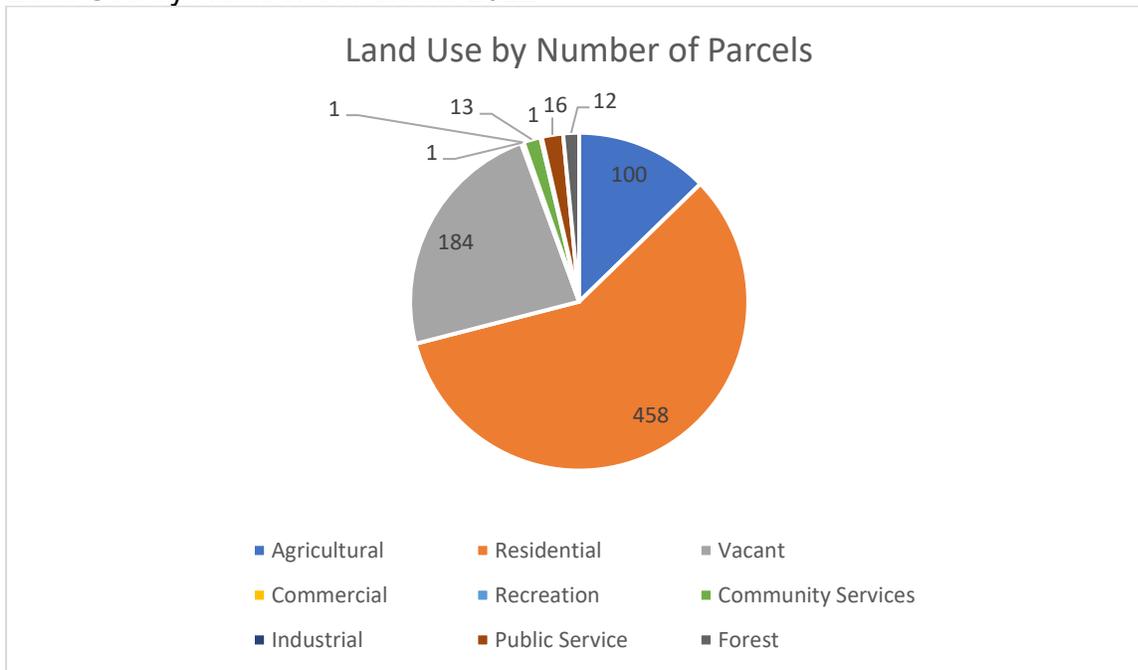
Source: U.S. Census Bureau American Community Survey

Land Use by Tax Parcels

The largest land use by number of tax parcels is residential, with 458 parcels. The next largest land use is vacant land with 184 parcels. Agricultural use accounts for 100 parcels. Public service use totals 16 parcels, Community Services totals 13 parcels, and forest accounts for 12 parcels. Commercial use, recreational use, and industrial use categories each have one parcel respectively.

Figure 8

Land Use by Number of Parcels 2022

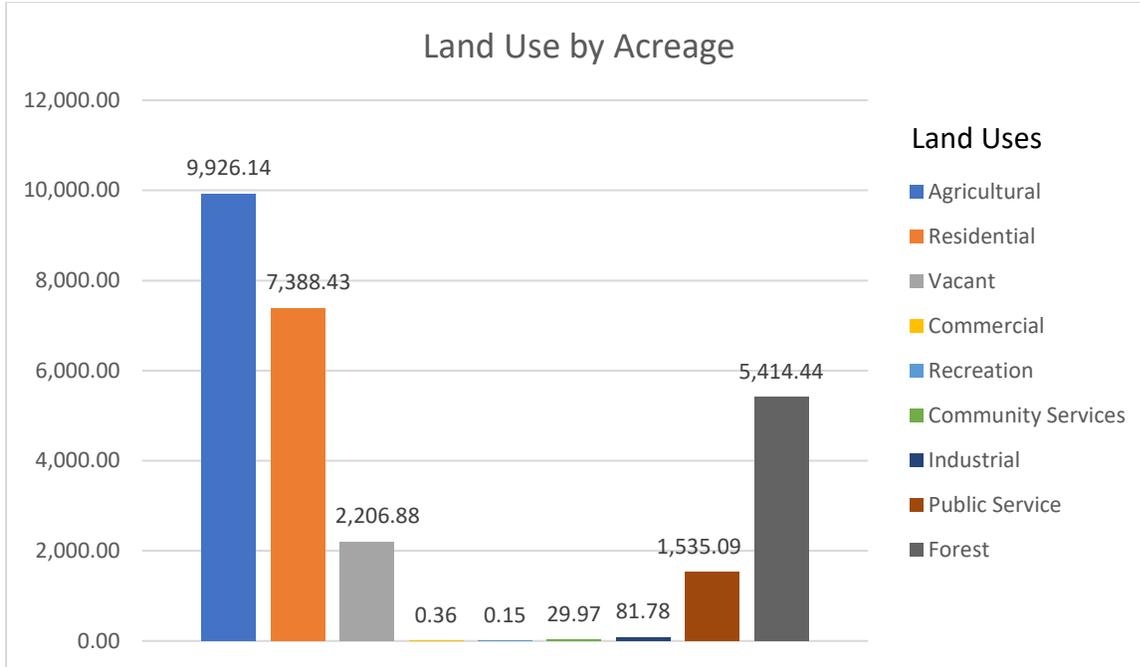


Source: NYS Office of Real Property Tax Services

Land Use by Acreage

According to GIS calculations, the total amount of acres within the town of Rodman is 26,583.15. The primary land use by acreage is Agriculture with about 9,926 acres being used for agricultural purposes. The next highest is Residential use which accounts for about 7,388 acres of land. Forest parcels consist of about 5,414 acres of land within the town. Vacant parcels make up about 2,206 acres of land while Public Service parcels combine for about 1,535 acres. Industrial uses account for about 81 acres of land. Community Services contain about 29 acres, and Commercial uses make up 0.36 acres. Lastly, Recreation parcels consist of 0.15 acres.

Figure 9
Land Use by Acreage 2022



Source: NYS Office of Real Property Tax Services

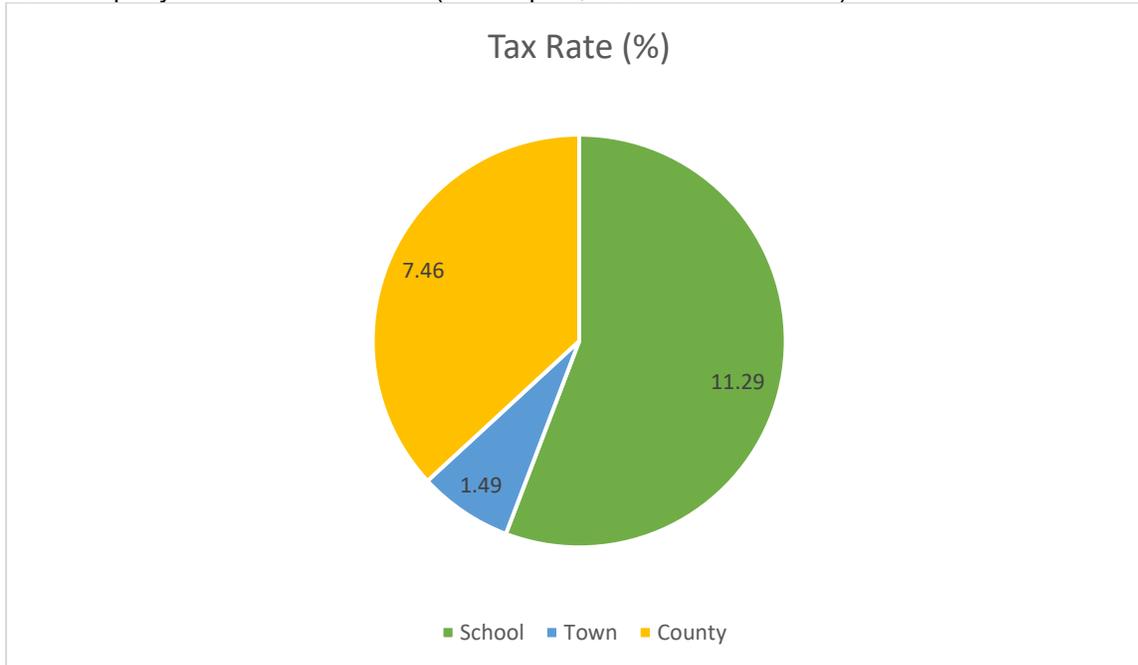
Property Taxes

According to 2021 data from the NYS Comptroller, the county tax rate per \$1000 assessed value was 7.46%, while the town tax rate per \$1000 assessed value was 1.49%. The school tax rate within the town of Rodman was 11.29%.

Figure 10

Tax Maps

2021 Property Tax Rate Breakdown (dollars per \$1000 assessed value)



Note: does not include special district taxes

Source: NYS Comptroller's Office

Total Housing Stock

The housing stock in the town of Rodman is estimated to have increased by 3.4% from 2010 to 2020 while Jefferson County increased its housing stock by an estimated 6.3%. New York State as a whole increased its housing stock by 4.7%.

Figure 11

Total Housing Stock

	2010	2020	Percent Change
Town of Rodman	476	492	+3.4%
Jefferson County	57,966	61,604	+6.3%
New York State	8,108,103	8,488,066	+4.7%

Source: U.S. Census Bureau American Community Survey

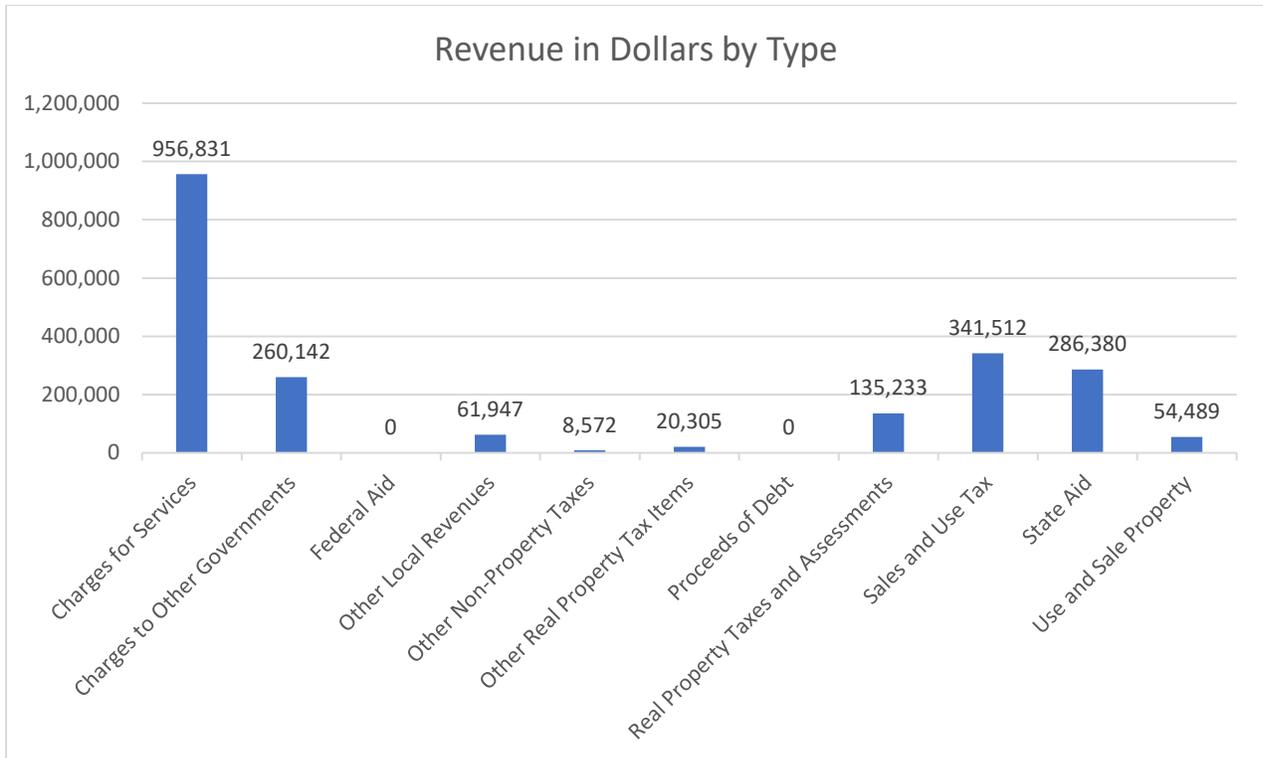
Revenues by Type

Revenues for the town came to a total of \$2,125,411. The largest source of revenue came from charges for services which totaled \$956,831. Sales and use tax was the next

largest revenue source with \$341,512. State Aid was next with \$286,380. Charges to Other Governments totaled \$260,142. Real Property Taxes and Assessments brought in \$135,233. Other Local Revenues were \$61,947 and Use and Sale Property amounted to \$54,489. Other Real Property Tax Items totaled \$20,305, lastly Other Non-Property Taxes came to \$8,572. There was no Federal Aid, or Proceeds of Debt.

Figure 12

Revenues by Type 2022
Total Revenue = \$2,125,411



Source: NYS Comptroller's Office

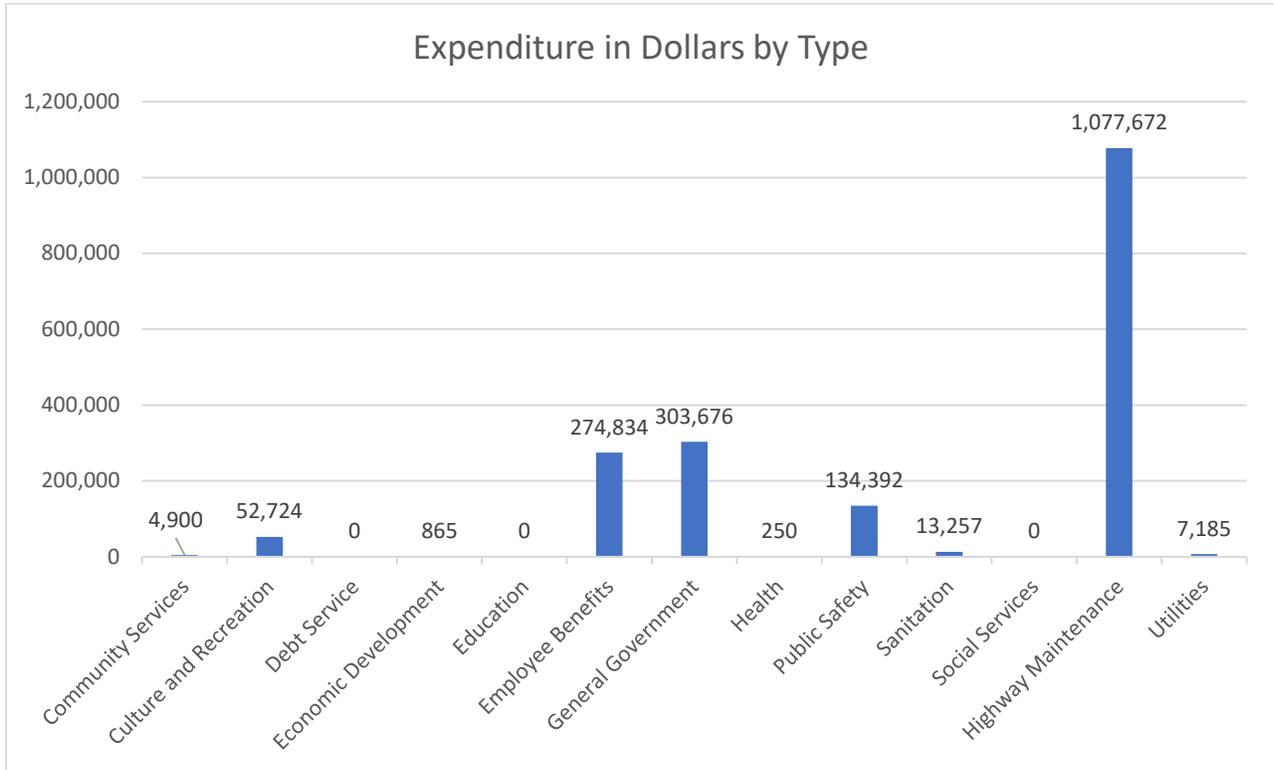
Expenditures by Type

In 2021, the largest expense for the town was Highway Maintenance which amounted to \$1,077,672. General Government expenses totaled \$303,676 while Employee Benefits totaled \$274,834. Public Safety expenses cost \$134,392. Culture and Recreation amounted to \$52,724. Sanitation expenses were \$13,257 and Utilities were \$7,185. Next, Community Services totaled \$4,900. Economic Development accounted for \$865. Lastly, Health costs were \$250. There were no Debt Service, Education, or Social Services costs.

Figure 13

Expenditures by Type 2021

Total Expenditure = \$1,869,755



Source: NYS Comptroller's Office

Goals And Strategies

This section of the comprehensive plan presents issues and strategies that address four topical areas – agriculture and open space, historic preservation, parks and recreation, roads and transportation, and community facilities and infrastructure. These strategies are the result of the planning process and are based on a community survey, public visioning meetings, and meetings with experts in each topic. It is intended that responsibility for pursuing these strategies will be that of various town groups, including the town board, the planning board, ad hoc committees and community volunteers.

Agriculture and Open Space

Rodman has a long history as an agricultural community. Most of the town consists of working farmland and forestland making open space a key aspect of Rodman’s rural character. There are currently three dairy farms and several beef and pork farms operating in the town. According to the survey results and SWOT exercise, there is significant support for retaining agriculture and open space as well as preserving rural character. Respondents to the survey identified rural atmosphere and proximity to nature and outdoor recreational opportunities as reasons why they lived in Rodman. Streams, farms, and forests were all stated as areas that should be protected over the next ten years by a majority of respondents. Recreation, agriculture, and forestry were also stated by a majority of respondents as types of development that should be encouraged.

While development pressures are relatively low across the town, there may be an increase in the future. The town should be prepared for this possibility. Jefferson County has an Agricultural and Farmland Protection Plan. This plan should be reviewed and considered to ensure that town policies are aligned with county policies.

New York State, through the Department of Agriculture and Markets, has established “agricultural districts” for the protection of farmlands. Many properties in Rodman are included in Jefferson County Southeast #1 Agricultural District (these are shown on the Development Constraints map in Appendix A. These districts are designed to protect agriculture from the following threats 1) over restrictive zoning, 2) excessive real property taxation assessments, 3) ad valorem assessments for special improvements, 4) the exercise of eminent domain, and 5) certain policies of State agencies. It is not believed that any of these threats exist at present in the town, but such protection has been afforded to most agricultural operations in the town.

There are other techniques which afford some protection to farmers from excessive land taxation. One such technique is to voluntarily convey conservation easements to another entity such as a local government or a nonprofit organization such as Tug Hill Tomorrow Land Trust pursuant to the New York Environmental Conservation Law. Similar to this are purchase of development rights (PDR), lease of development rights (LDR), and transfer of development rights (TDR) schemes. With such schemes, a farmer will relinquish some or all of his development rights, usually on a voluntary basis. In return, the farmer is financially reimbursed for his loss of development rights in some manner, and his land assessment is reduced to reflect the reduced value of his property. These schemes are all designed to remove development rights from selected farmlands and thus afford their preservation as viable agricultural operations.

The town contains three Jefferson County Forests and portions of Gould Corners State Forest and Tug Hill State Forest.



GOAL #1: PRESERVE THE RURAL CHARACTER OF THE TOWN

STRATEGIES:

- **Continue enforcement of existing zoning regulations and consider updating them with a focus on preserving open space.**
- **Protect large tracts of land, and natural resources such as forests and streams within the town through zoning, site plan review, and subdivision laws.**
- **Evaluate opportunities for open space preservation and explore methods such as conservation easements. Work with partners to ensure that land is well stewarded if preserved.**

GOAL #2: PROTECT AGRICULTURE WITHIN THE TOWN

STRATEGIES:

- Use land use and subdivision laws to protect prime soils from undesirable uses being located upon them.
- Work with Jefferson County to make sure policies fit within the Agricultural and Farmland Protection Plan.
- Evaluate ways in which the town can help promote agricultural tourism, as well as new and different types of agriculture.
- Promote niche agriculture development, such as general produce, fruit population, maple and honey production.
- Promote ‘experiential agriculture’ and agritourism where individuals and groups can have a hands on, learning experience at farming operations.



Historic Preservation

There are numerous historical sites and buildings important to the town's story and identity. These links to the past help to inform the community of where it came from and how early residents of the town may have lived. The preservation of historic resources can help to contribute to the economy through tourism opportunities, and also helps to employ local contractors or provide volunteer opportunities for historic events or showcases. The following table has been prepared to identify these important historical places or structures and can act as an inventory to ensure these places are remembered and protected.

When asked about areas the town should protect over the next ten years, 81 respondents or 76.8% of respondents to the survey said that historic sites should be protected.

Historical Inventory:

Name	Description	Location
Chapel at Fairview	Small chapel at Fairview Cemetery	On Cemetery Road, off Route 177
Isham Cemetery	Small cemetery, possibly the oldest cemetery in Rodman	On Route 69 near the Hamlet of Rodman, located next to Gulf stream
Isham House	White house across from Isham's Cemetery.	On Route 69, Located next to Gulf Stream
Isham's Bridge	Bridge that runs over Gulf Stream	On Route 69
Masonic Hall	White building across fire hall	On Church Street also known as Route 69
Rodman Community Church	Church built in the 1800's. Only church is still operational.	On Church Street also known as Route 69
Rodman Community Hall	Town Hall with offices, library, previously was a one room schoolhouse.	On School Street
"Rusty" Bridge	Old non-operational bridge	Located on Main Street
Stone House	Two story stone house on a corner in town.	Corner of School Street & Route 69
Worden Bridge	Old non used Bridge crossing Sandy Creek.	On Worden Road & County Route 69

While the burden of protecting these properties lies primarily with individual building owners and landowners, several tools are available to help the town accomplish its preservation goal.

Rodman has several properties that may be eligible for listing of the National Register of Historic Places. In addition to honorary recognition, listed properties gain the following benefits:

- Consideration in planning for federal, federally licensed, and federally assisted projects. Section 106 of the National Historic Preservation Act of 1966 requires that federal agencies allow the Advisory Council on Historic Preservation an opportunity to comment on all projects affecting historic properties either listed in or determined eligible for listing in the National Register. Section 4(f) of the US Department of Transportation Act has similar (and slightly stronger) provisions.
- Consideration in planning for state, state licensed, and state assisted projects. Section 14.09 of the New York State Historic Preservation Act of 1980 requires that state agencies avoid or mitigate adverse impacts to historic properties either listed or determined eligible for listing in the National Register.
- Special consideration under the NYS Environmental Quality Review Act (SEQRA). Development projects that trigger review under SEQRA are more likely to review a greater level of review if they are proposed near properties on the National Register.
- Eligibility for certain federal tax provisions. Owners of properties listed in the National Register may be eligible for a 20% investment tax credit for the certified rehabilitation of income producing structures such as commercial, industrial, or rental residential buildings.
- Eligibility for certain state tax provisions. Owners of properties listed in the National Register may be eligible for a 30% investment tax credit for the certified rehabilitation of income producing structures and a 20% investment tax credit for residential structures.
- Qualification for grants for historic preservation, when funds are available. Examples of these are the NYS Environmental Protection Fund and the New York Landmarks Conservancy Sacred Sites Program (see page 8).
- Exemption from certain requirements of building codes. There are special provisions for historic structures in the Existing Building Code of NYS.

GOAL #1: PRESERVE THE HISTORY AND IDENTITY OF THE TOWN

STRATEGIES:

- **Work with local citizens and historical societies to maintain a historical inventory of important places in the town.**
- **Inform property owners of the historical structures about the opportunities they have to acquire funding through NYS Office of Parks, Recreation and Historical Preservation grant programs, National Historical Register as well as other relevant organizations.**
- **Seek National Register listing for Rodman Community Church.**

Parks and Recreation

Parks and recreation areas are essential to resident’s quality of life, as they provide health, environmental, social, and economic value. They are an essential part of every well-developed community.

During the SWOT exercise there were multiple strengths identified including ample public lands, the ballfield and track, and walkways throughout the town. Some weaknesses identified were limited parking for the ballpark, and a general lack of events in the town. Lastly, an opportunity identified was to add walking/bike trails, and work to build trail networks to support Healthy NY. On the survey, respondents overwhelmingly indicated rural atmosphere and quality of life were the two main reasons for living in Rodman. Respondents were mostly satisfied with recreational facilities for youth, recreational facilities for adults, and parks and open space.

The town contains many park and non-motorized trail assets. Rodman is also known as ‘the gateway to Tug Hill’ and all of the recreational features there. The following is an inventory of identified recreational opportunities within the town:

Name	Description	Location
Isham’s Creek	Rough walking trail	
Murray Trail	Development Authority of the North Country owned and maintained trail	State Route 177
Tyo Farm	DANC developing trails on property	County Route 95
Ski Trails	Cross country ski trails located throughout different locations in town.	State Route 177
“The Rim” or Rainbow Falls	Trails and waterfall at Inman Gulf, can be steep in certain areas.	Williams Road
Gordon Cole Memorial Park	Main town park which features multiple recreational activities such as a playground, a baseball field, lots of green space, and a walking track.	School Street

Rodman also features several snowmobile trails maintained by the Barnes Corners Sno-Pals. The overall trail system contains 85 miles of trail in the area, connecting to the Adirondacks to the east and Oswego County trails to the south.

There are other social and recreational opportunities in the town. The events committee within the town facilitates activities such as barbecues, backpack programs, spaghetti dinners, community day, movie nights, town picnics, a Halloween celebration, and a Christmas festival.

More info on recreation resources can be found at:

- Town of Rodman website: <https://www.townofrodman.org/>

- South Jefferson Little League Baseball: <https://m.facebook.com/people/South-Jefferson-Little-League-Baseball/100064767366681/>
- Development Authority of the North Country: <https://www.danc.org/public-trails>

GOAL #1: PROVIDE A WEALTH OF RECREATION OPPORTUNITIES FOR RESIDENTS OF THE TOWN

STRATEGIES:

- **Expand walking trail accessibility in different places around the town. DANC could be a partner for this.**
- **Market the recreational opportunities within the town to bring more visitors to trails.**
- **Work on securing funding for trail expansion through HealthyNY.**
- **Complete a defined trail for pedestrian access over Isham's Bridge.**

Roads and Transportation

The provision of a safe, efficient, and well-maintained transportation network is of utmost importance to a typical town's economy and is the primary mission of most town governments. This network must provide not only for automobiles, but also for bicyclists and pedestrians. Like any public infrastructure, it is important that the town create a detailed inventory of roads and highways. An official map is the best way to do this. The town does have an officially adopted road map.

According to NYSDOT, there are 5.76 miles of state roads, 24.18 miles of county roads, and 36.43 miles of town roads within the town of Rodman. Work has been done to ensure that most roads have some type of hard surface pavement, are maintained in winter, and are serviceable to development.

The town of Rodman contains multiple regional highways - State Route 177, County Route 69, County Route 97, County Route 155, and County Route 189.

State Route 177 is a two-lane highway that runs from I-81 in Adams Center eastward across Tug Hill to West Lowville where it intersects with State Route 12 and County Route 29.

County Route 69 is a two-lane highway that runs from the village of Adams to the hamlet of East Rodman that passes through the hamlet of Rodman.

County Route 97 is a two-lane highway that runs from the hamlet of Rodman to the hamlet of Allendale where it intersects with State Route 11 south of the village of Adams.

County Route 155, also called Dry Hill Road, is a two-lane highway that runs from its intersection with County Route 69 to Watertown Center Loop Road in the town of Watertown.

County Route 189 is a two-lane highway that runs from its intersection with State Route 177 southward through the hamlet of Worth where it turns westward and heads back towards the village of Adams, ending with its intersection with Route 11 south of the village of Adams.

The rest of the roads within the town are owned and maintained by the town of Rodman highway department. These roads vary in design and levels of usage depending upon their location. There are several 'minimum maintenance' roads in the town.

One NYSDOT project in collaboration with the Jefferson County Highway Department that will take place within the town of Rodman over the next five years. The project will replace the bridge that carries CR 97 over Fish Creek and the bridge that carries Brown Road over Fish Creek. This project is a local BridgeNY project with Jefferson County as the sponsor.

According to the DOT, the roads in Rodman receive light to moderate annual average daily travels (AADT). The road that receives the most daily travel is State Route 177 which receives about 2900 daily trips with 645 of those being trucks. County Route 69 receives around 820 annual average daily trips, while County Route 97 receives around 280 annual average daily trips. County Route 155 receives around 800 annual average daily trips, and County Route 189 receives around 300 daily trips.

In the SWOT exercise and survey, the conditions of the roads were cited to be good by most everyone. Plowing and road treatment for winter weather was cited to be very good as well.

There are sidewalks along County Route 69 in the hamlet of Rodman. These sidewalks are incomplete as a network, however, they provide a start towards fostering walkability within the community. One opportunity to expand that network is an old bridge, Worden bridge, that has been closed due to safety concerns for vehicles, but could be transferred from the County to the Town to be used as a pedestrian bridge. This bridge would allow for an expanded pedestrian network and a safer route for pedestrians as it would take them off the main roads.

Issues mentioned with the existing road network include some problem intersections including Rt. 69 and Bibbins Road which features a close to 90-degree corner near an intersection, Shangraw Road and Rt. 69 where it is hard to see oncoming traffic due to a hill and an awkward angle, Kenfield Road and Rt. 69 which was said to have sight issues, and Rt. 156 and Rt. 69 which may be reconfigured by Jefferson County. Speeding was said to be an occasional issue on Route 177 and Route 69, and occasionally on School Street.

GOAL #1: PROVIDE AND ENHANCE MULTIPLE MODES OF TRANSPORTATION.

STRATEGIES:

- **Keep the official road map up to date and clearly state the expected maintenance regime.**
- **Complete and expand the sidewalks in the hamlet of Rodman.**
- **Seek opportunities to rehab Worden Bridge for pedestrian access.**

Community Facilities and Infrastructure

Community buildings in the town of Rodman include the municipal building/library/post office facility on School Street in the hamlet of Rodman, the highway garage on County Route 69, southwest of the hamlet of Rodman. There is also a town recycling center on Old Bridge Road.

The hamlet of Rodman is served by a public water system. Approximately 75 users connect to a well that draws water from the Tug Hill Aquifer. The well is located at the intersection of State Route 177 and County Route 97 (Washington Park Road). The aging water infrastructure is badly in need of upgrading at this time. Funding for this upgrade is a major issue in the town. The hamlet also contains streetlights and storm drainage infrastructure.

Emergency services are provided by the and the South Jefferson Rescue Squad, Inc., based in Adams and the Town of Rodman Fire Department EMS, based in the hamlet of Rodman. Fire response is provided by the Rodman Fire Department, based in the hamlet of Rodman.

GOAL #1: PROVIDE AND ENHANCE FACILITIES AND INFRASTRUCTURE

- **Improve the hamlet of Rodman public water system/district.**



Land Use Issues And Policies

PRESERVING RODMAN'S SENSITIVE LANDS

There are many areas in the Town of Rodman which have a limited suitability or are inherently unsuitable for development. There are other areas in which development should be avoided due to the valuable natural character of the area, character which would be lost or damaged if disturbed. Areas which are either unsuitable or fragile include floodplains, wetlands, steep slopes, and stream corridors.

Floodplains

Character: Floodplains are areas which are completely inundated at certain times with water. They are usually divided between a floodway and a fringe area. The floodway is the area where floodwaters must be free to flow completely unrestricted. The adjacent fringe areas are flooded but are not as critical to floodwater flow.

Where located: Certain floodplains have been mapped by the Federal Emergency Management Agency (FEMA) (see the Development Constraints map in Appendix A). These include flood hazard areas which have a probability of flooding at least once in 100 years. These areas include but are not limited the vicinity of the Sandy Creeks and Gulf Stream.

Consequences of Development: These areas are considered severe hazards to development. Floodway areas must remain completely undeveloped, as any structures in these areas may act as obstructions which impede floodwaters, thus increasing damage and loss further upstream of the obstruction. The fringe areas may be subject to limited development where base flood elevations will not be increased. Any development which increases base flood elevations will increase flooding upstream.

Wetlands

Character: Wetlands are areas where groundwater is exposed on the surface of the ground. These areas often act as recharge areas, areas for filtering and cleaning water, and as significant wildlife habitat.

Where located: Certain major wetlands are regulated by the Department of Environmental Conservation (DEC). While these include only wetlands of greater than 12.4 acres, that size threshold will be lowered to 7.4 acres in January of 2028. Due to its location on the edge of the Tug Hill plateau, Rodman is relatively well-drained, with few large wetlands. Several DEC wetlands do exist however in the north-central and southeast parts of the town (see the Development Constraints map in Appendix A).

Consequences of Development: Wetlands are generally considered a severe hazard to development. Development can lead to loss of valuable and irreplaceable wildlife habitat. Wetlands are particularly important as they may directly recharge groundwater supplies and are vulnerable to pollution. Thus, in areas where potable water is obtained from ground water, as in Rodman, some wetlands need a high level of protection. Development can also lead to a loss of valuable open space. Development of these areas is expensive, as landfill is usually needed and flood protection is often necessary.

Steep Slopes

Character: These are areas which have slopes greater than 10 percent, which means that there is a vertical rise of ten feet for each 100 feet of horizontal distance.

Where located: Steep slopes are scattered throughout Rodman, with the highest concentration in the northern half of the town (see the Development Constraints map in Appendix A).

Consequences of Development: Slopes of less than 10 percent are generally considered slight constraints on development. Slopes of between 10 and 15 percent are generally considered moderate constraints on development. Slopes of greater than 15 percent are considered severe constraints on development. The development of slopes is not recommended for several reasons. There are some environmental concerns, such as erosion and stream sedimentation. It is also more expensive for communities to service development on steep slopes with roads, water lines, and sewerage facilities.

Stream Corridors

Character: Stream corridors act as important fish and wildlife habitats. They may be important for their significance as drainage conduits. Some have relatively steep slopes.

Where located: Named streams include North and South Sandy Creeks, Fish Creek, and Gulf Stream,

Consequences of Development: Stream corridors must be developed very carefully so as not to destroy their amenity. Improper development can lead to erosion of the stream banks, resulting in siltation of the stream and the loss of stabilizing soil. Water quality can be impaired, and the recreational use of the stream degraded. The aesthetic qualities of the stream may likewise be destroyed by improper development, thus degrading the quality of life in the town

Tug Hill Reserve Act “Special Areas”

The town has several environmental features that are protected under the Tug Hill Reserve Act. These are areas designated by the town board which meet criteria established in the Act. These are known as “special areas” and include: ***gulfs, important habitat areas, large contiguous and core forest areas, major river and stream corridors, important headwater and groundwater areas, and historic and scenic areas***. The Act requires governmental organizations to notify and consult with the town board when they carry out or issue permits for development projects in special areas. A map of special areas in the town of Rodman is included in Appendix x.

POLICIES

1. Development taking place in floodplain areas, wetlands, groundwater recharge areas should be limited to those uses that will not adversely affect water quality.
2. Sewage disposal systems should be properly separated from drinking water sources.
3. Lots should be large enough to ensure that sewage which is disposed of by conventional on-site septic systems can safely percolate, and that wells will not overdraw groundwater supplies (typically 1.5 – 3.0 acres).
4. Uses and structures should be properly set back from streams, lakes, ponds, and wetlands.
5. Land disturbing activities should be conducted in accordance with proper erosion control measures and/or NYS mining regulations.

MAINTAINING RODMAN'S RURAL CHARACTER

An important attribute of the town of Rodman is its rural character. Low-density development, scenic views, ample open spaces, and a diverse landscape are all identified as important characteristics of Rodman's physical environment. An abundance of forests, brushlands, wetlands and open farmlands contribute to a varied and diverse landscape, which gives the town its rural flavor.

Rural character can be quickly destroyed by poorly planned or unplanned development. Rural sprawl; a lack of effective buffering, screening, and landscaping techniques; the proliferation of unattractive commercial signs and billboards; and the strip development of road frontages all contribute to a loss of rural character.

It is recognized that the maintenance of rural character is increasingly important to the economy of the North Country, both as a means of accommodating tourism, and as a means of providing an attractive quality of life to potential employees and employers looking to locate in the area. This can be accomplished, in part, by keeping development density low, and retaining appropriate open spaces, trees and other vegetation on the site of new development. New development should be of a nature that does not impact the town's tranquil setting.

Critical Road Network

State and County Highways (Routes 177, 69, 97, 155, and 189) connect Rodman to the region. It is critically important that the function of these routes be maintained. A major threat to this is strip development. This type of development encourages usage of principal highways for local traffic and degrades the ability of the highway to convey regional traffic. Strip development leads to numerous "curb cuts" or access points on the highway. An increasing number of access points increases the number of points where conflicts between automobiles can occur, thus increasing accidents. This reduces the ability of the highway to accommodate high speed travel. The primary function of the road, which is to provide inter-municipal mobility, is gradually undermined by the competing function of serving as a local road to provide access to individual properties. This is a serious consideration for a community like Rodman which is not serviced by an interstate highway.

Agriculture and Working Lands

Productive farm and forest lands are important and valuable economic and cultural assets, which must be managed wisely.

Potential Threats To Agriculture in the Town of Rodman:

The loss of farmlands to development in this region has been characterized mainly by small, incremental development decisions being made by farmers to subdivide small parcels over long periods of time. Much of the farmland that has been abandoned has not been developed, but has reverted to succession growth. Therefore, development pressures are not a major factor in agricultural loss in this region. The general health of the dairy farming industry appears to be the primary factor in farmland loss. This is evidenced by the fact that only three dairy farms are currently in operation in the town.

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

Commercial Development

The town should be prepared to locate mixed residential/commercial development in suitable areas where market forces dictate. The hamlet of Rodman is an obvious place due its location along Route 177 and its function as the seat of town government. The lack of capacity of the public water system there presents an impediment to growth currently, however.

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

Alternative Energy Facilities

A growing trend in the region is the development of large scale solar energy facilities. While solar generation projects can help to reduce greenhouse gas emissions like carbon dioxide and provide income to farm owners, they have some negative impacts as well. These include loss of prime agricultural lands and negative aesthetic effects. Care needs to be taken to ensure the

conservation of productive agricultural lands by locating these projects on less desirable soils. Agrivoltaic operations, such as grazing or shade-tolerant agriculture should be promoted where feasible. The town should take a proactive approach in identifying sites that would be most appropriate for large-scale solar development. Screening and setback requirements are also critical considerations as visual impacts are one of the largest concerns. Environmental and wildlife impacts are also an important consideration. Ensuring wildlife habitats, movement, migratory patterns, breeding grounds, and other important factors are not adversely impacted by solar siting and development is key to having as little impact on the environment as possible from these facilities. Requirements for decommissioning of these facilities are also very important.

Large commercial wind projects are also proliferating in the region. These facilities have the same benefits as solar, but can have different impacts, mainly loss of scenic resources and potential safety issues. The town should ensure that standards are in place to help regulate these developments, such as minimum setbacks for towers, noise limits, and decommissioning requirements.

Home-based Businesses

Many business start-ups in rural areas are undercapitalized. There is continual pressure for these low-capital start-ups to locate in dwellings in residential areas, to reduce cost. It is important to the health of the local economy to accommodate such business start-ups where the use can be demonstrated to be in harmony with the neighborhood, and will not detract from or compete with businesses in hamlet commercial areas. Nonresidential uses located in close proximity to residences need special care to mitigate any negative impacts, particularly in higher density residential areas. Controls on the intensity of the use---site lighting, signs, parking, aesthetics, traffic generation, noise, and other such characteristics are important. The allowed use of the site must be clearly defined so that subsequent owners and changes in use do not alter the site so as to detract from the neighborhood.

Residential Development

Historical Patterns of Residential Development

The majority of the existing and new residential construction in the town is single-family detached dwellings. The single family dwelling pattern has historically predominated, usually at very low densities, on isolated tracts of land, scattered throughout the town. Houses are usually on lots, which have been subdivided, one or two at a time, out of former farmlands.

Reasons For the Existing Pattern

Residential development has been forced to locate largely based upon the availability of well water, and soil suitability for on-site sewage disposal. Existing constraints created by these factors have necessitated very low-density construction, as on-site sewage disposal systems often require at least 20,000 square feet (and often up to 2 acres) for proper functioning.

Density

The density of dwellings (the number of dwelling units per square mile) should remain low outside of the hamlet of Rodman for several reasons. Not only does increasing residential density have a deleterious effect on working lands, open space, and rural character, it also increases traffic problems, especially at intersections. Also, the more development that takes place on town roads, the more use these roads receive, and the more maintenance costs rise.

Variety in Residential Development Patterns

There are a number of forms that residential developments can take, depending on the economics of the development and the goals to be achieved. Larger scale single-family subdivisions in rural areas are usually of three patterns. They can be linear along existing roads, they can cover entire tracts of land, or they can be in a clustered configuration.

Linear roadside subdivisions have a negative effect on the function of major highways, by allowing an excessive number of entrances, which endanger traffic flows. While the preservation of open space may be a desirable goal, a pattern of open space locked up behind a row of houses along the road is often an undesirable pattern. The open space may be inaccessible to the public for recreation and enjoyment. It may be unseen. It places new housing construction on display, not the unique landforms, vistas, vegetation, and agricultural activities which form the character of the town. The linear pattern may contribute little to, and may ultimately detract from, the preservation of the rural character and quality of life which makes Rodman a unique place.

Conventional subdivisions (typically seen in suburban areas) completely consume all land in the subdivision area. The open space is dispersed in small pieces to individual homeowners. While giving each landowner a small piece of private property, conventional subdivision does not reserve enough open space to meet many important community objectives. The open space in a conventional subdivision, while constituting a major part of the subdivision is configured in such a way that its visual impact is significantly diminished or negated. A conventional subdivision, even with massive amounts of open space, has no rural character.

The cluster development pattern has the advantage of configuring open space in a manner where it more suitably meets community needs. It can be consolidated to protect large areas of sensitive

lands or agricultural areas, or it can be used for parklands or recreation areas. More importantly, strategically placed open space can be used to help retain community character. Cluster subdivision also reduces the amount of public facilities needed, where they are necessary, as distances between dwelling units are reduced.

The disadvantages of cluster subdivisions are that the clustered units sometimes require public facilities, which would not be necessary in a more dispersed development configuration. Cluster developments are often required to feature community water and/or sewage disposal systems in order to comply with health code requirements. Thus, unit cost may be significantly increased in some cases. A second disadvantage is that the cluster open space must be managed. This means that the municipality, the developer, a homeowners association, or some other party such as a land trust, must be created or induce to accept responsibility for maintenance of, and liability for the open space.

Variety in Residential Dwelling Types

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

Accessory Dwelling Units

One type of living arrangement is the accessory dwelling unit, also known as the “granny flat” or mother-in-law apartments. This is commonly a small apartment allowed in a single-family dwelling or on the same lot with a single-family dwelling, usually no more than 500 square feet in area. It is designed to be clearly subordinate to the single-family use on the premises, so as not to have the impacts of a multi-family dwelling. This provides an apartment large enough for one or two people, but small enough to maintain the character of the area as a predominantly single-family neighborhood. This idea has been very popular in the North Country as a means of providing additional housing opportunities as well as for providing extra income to homeowners without seriously impacting the character of the neighborhood. This type of living arrangement usually has very low impact on neighborhoods, and may be quite popular with the public, as well as providing badly needed housing opportunities.

Short Term Rentals

A short-term rental (or ‘STR’) sometimes called a vacation rental, is typically considered the rental of a residential dwelling unit for a period of less than 30 days. STRs usually fall into three subcategories: those where the owner or host is present on the property when part of it is rented, those where the owner/host vacates the property for the renter, and those where the owner/host

is never present on the property while it is rented. Short-term rentals provide a different and often cheaper experience for guests than a hotel or motel stay. It is more likened to a bed and breakfast accommodation but has the privacy characteristics of a home or vacation home. There are pros and cons to this type of use and the town may want to consider adding some basic zoning requirements to help ensure negative impacts are limited.

Property Maintenance

There are a number of residential properties scattered throughout the town in very poor condition. This creates aesthetic problems as well as fiscal and safety concerns. The town has adopted an Unsafe Structures law and a Clutter, Litter, & Debris law. These laws should be fully enforced to help alleviate this problem.

Hamlet of Rodman

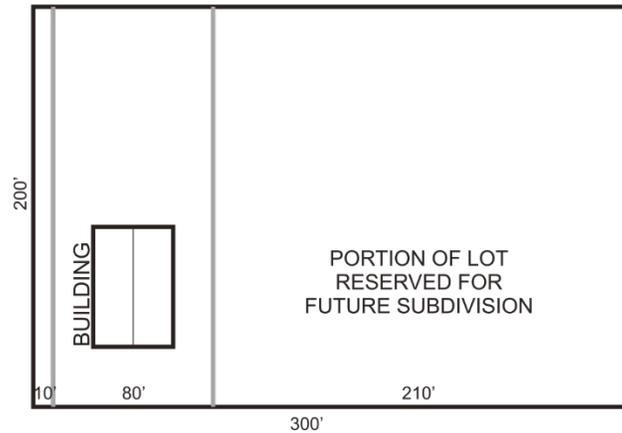
The hamlet of Rodman is made up of mixed land uses on small lots. The core of this area is home to community uses, such as the municipal building/library/post office, the fire department and churches. Residences are present in the form of single-family dwellings and multi-family dwellings. Most buildings are two stories and are sited relatively close to the street right-of-way creating a strong building edge. The core is the best location in the town for small retail and service commercial uses.

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

Developing in the hamlet is difficult, however, due to the traditional size of lots there. Small lots pose problems for individual on-site septic systems. It is difficult get the proper separation of a well and leach field with lots under 2 acres. Also, the density probably contributes to a higher than recommended level of nitrate and other pollutants in the groundwater.

An alternative for the near term may be to develop these areas with larger lots with larger frontages, but with structures sited so that the lots could be subdivided into two or three smaller lots in the future when some type of shared system becomes available. Another alternative would be to allow smaller lots with alternative septic systems.

60,000 SQUARE FOOT LOT WITH BUILDING SITED
TO ALLOW FOR FUTURE SUBDIVISION



POLICIES

Rural Character

1. Development density outside the hamlet of Rodman (the number of lots per square mile) should be compatible with a rural environment and lower than in the hamlets.
2. Scenic vistas, such as Inman Gulf, other stream corridors, and views from Dry Hill Road, should be protected from intrusions such as cell towers.
3. Land should be developed in a manner that preserves important habitats and Natural Heritage program sites.
4. Trees, vegetation and other landscape features should be retained as much as possible on development sites. Uses should be appropriately landscaped with native species so as to fit into the rural setting.
5. The proliferation of commercial signs and billboards should be prohibited and permitted signs should be compatible with the rural character of the town.
6. Historic sites, buildings and other structures which are fundamental to the character of the town should be preserved and protected.
7. The scenic and tranquil landscape should be protected from clutter, litter, and debris and excessive noise.

Critical Road Network

8. Land parcels fronting on major highways should have adequate frontage (~200 feet) to prevent an excessive number of highway access points.
9. Highway access points should be placed at safe locations.
10. Adequate setbacks should be required for structures built on major roads where the speed limit is 55 mph.

Agriculture and Working Lands

11. Nonfarm intrusions into agricultural areas should be minimized, thus decreasing conflicts with existing agricultural operations.
12. Agricultural support uses should be allowed in close proximity to primary agricultural areas.

Commercial Uses

13. Commercial uses should preferably be sited at or near road intersections and the hamlet of Rodman.
14. Scattered commercial/industrial site development can be allowed in certain parts of the town. Standards for buffer zones, screening, building size and bulk, impervious surfaces, lighting, noise, odor, signs, on-site circulation, parking and loading, access, drainage and erosion control should be used to ensure that the impacts of scattered-site development are controlled.
15. Large scale solar and wind energy facilities should be carefully located and designed to have limited impacts on prime farmland and viewsheds, and no negative impacts on public health and safety.
16. Home based businesses should be allowed but must not negatively impact neighboring properties in terms of aesthetics, increased traffic, noise and pollution.

17. Commercial parking areas should generally be to the side or rear of uses, and appropriately screened from public view.

Residential Uses

18. Cluster residential developments preserving agricultural and wooded open space should be encouraged whenever possible.
19. Accessory apartments should be permitted, but with appropriate standards for the areas where they are located.
20. Manufactured homes should be permitted in most areas, but in some areas should be subject to design controls.
21. Seek to reduce the number of blighted and dilapidated structures and properties.

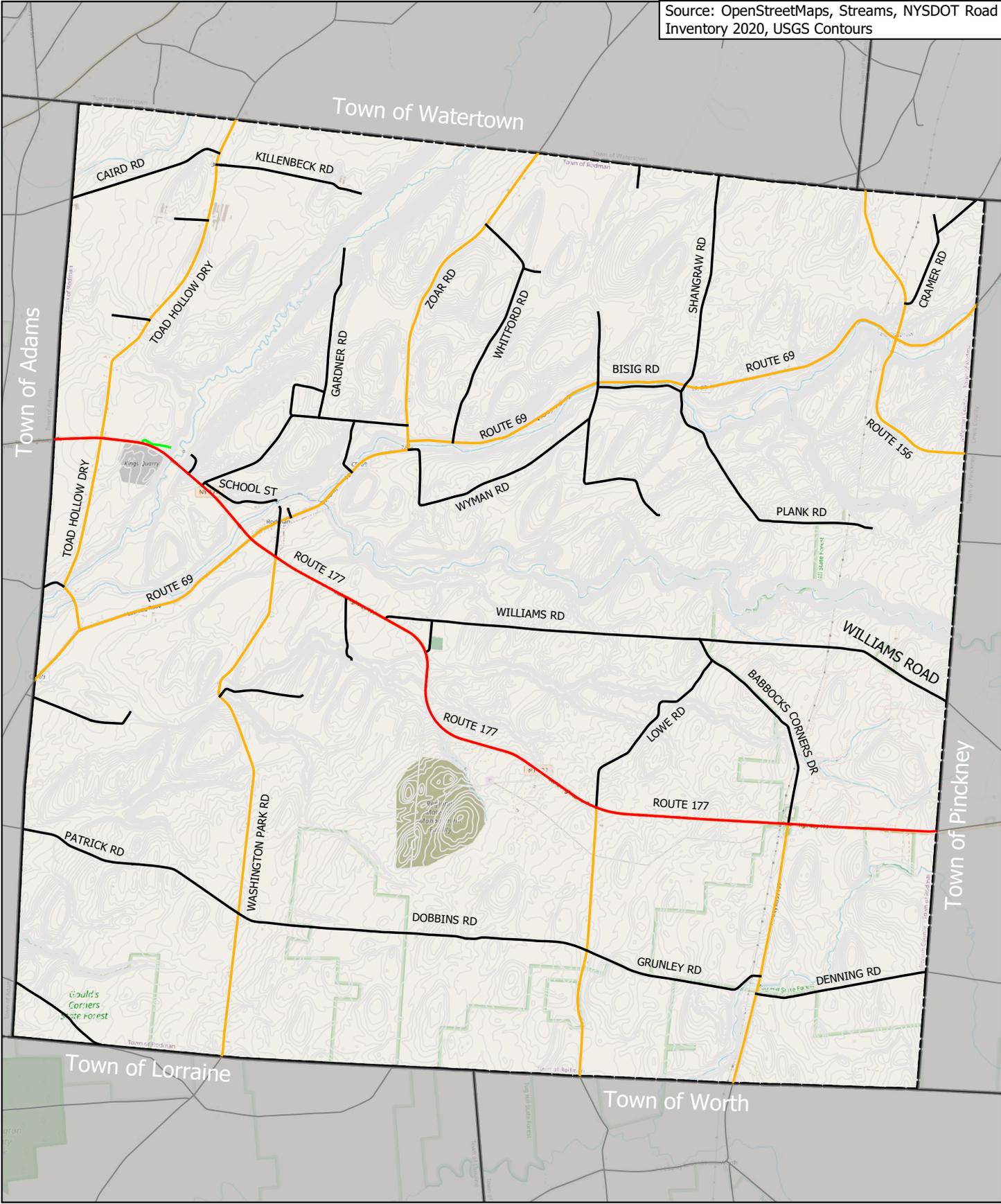
Hamlets and Crossroads

22. A mixture of residential and compatible nonresidential uses should be encouraged
23. A higher intensity of development should be encouraged.
24. Public and semi-public institutional uses (such as town buildings, libraries and churches) should be highly encouraged.
25. Retail sales of small products and small scale retail service uses should be highly encouraged in the hamlet of Rodman.
26. Commercial signs, site lighting and parking areas should be compatible with a close mix of residential uses, and a pedestrian/human scale.
27. Messy conditions should be prohibited and junkyards operated as businesses should be not be permitted.
28. Home based businesses should be allowed but must not negatively impact neighboring properties in terms of aesthetics, increased traffic, noise and pollution.
29. A variety of types of housing, including multi-family homes and accessory apartments, should be allowed, but these uses must be designed to fit in architecturally with and minimize negative impacts on adjacent properties.

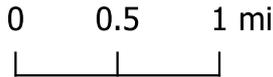
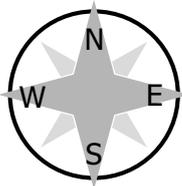
30. New construction should respect the existing building setback line, minimizing front yards.

31. Buildings in the hamlet of Rodman should have a maximum footprint size of 20,000 square feet and range from 20 to 35 feet in height.

32. New construction should respect the architectural character of neighboring buildings.

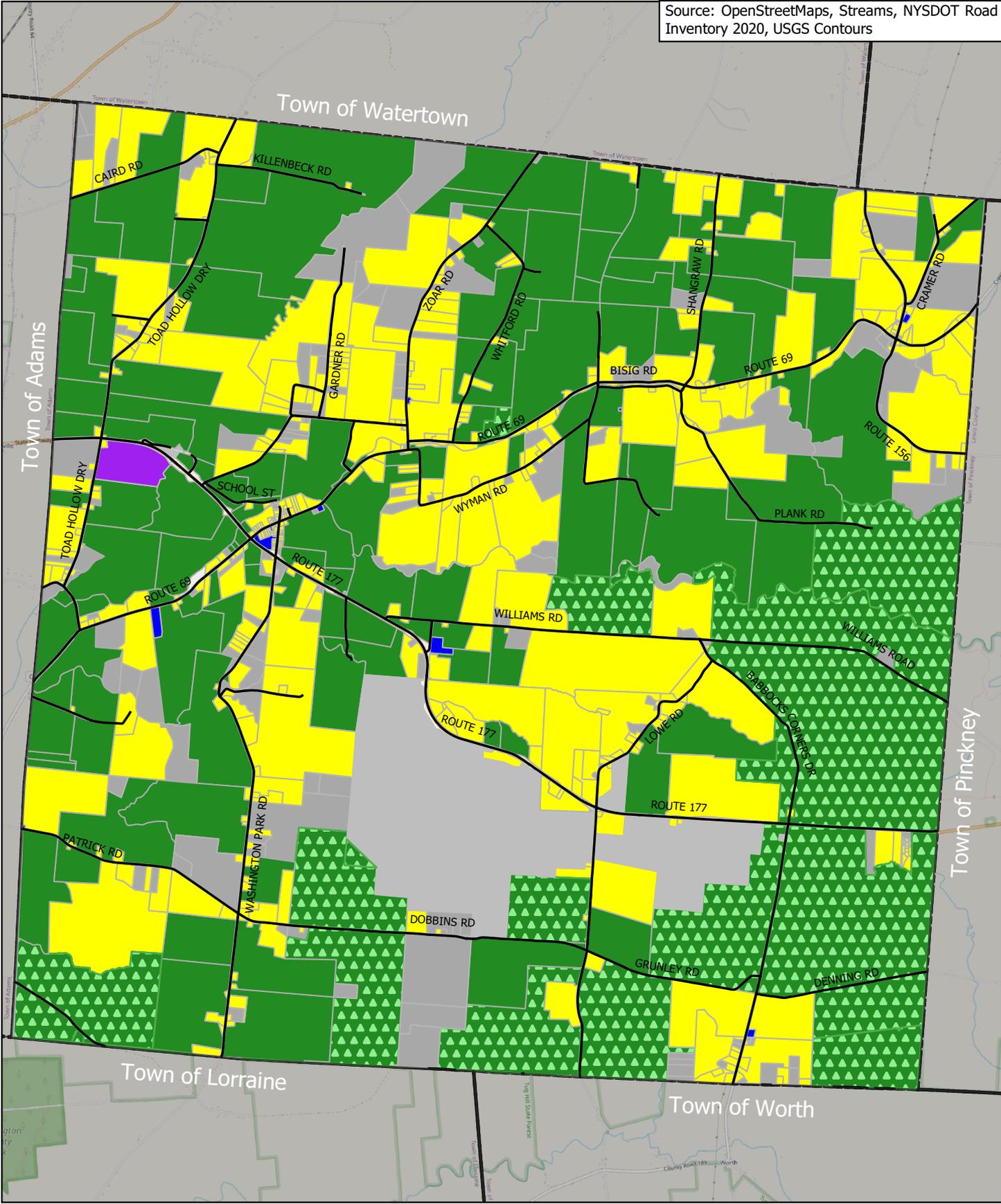


- State road
- County road
- Town road
- Private road
- Elevation contours
- Municipal boundary

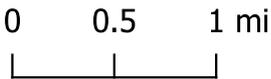


TOWN OF RODMAN Base Map

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-  Municipal boundary
-  Roads
-  Agricultural
-  Residential
-  Vacant Land
-  Commercial
-  Recreation and Entertainment
-  Community Services
-  Industrial
-  Public Services
-  Wild, forested, conservation lands & public parks

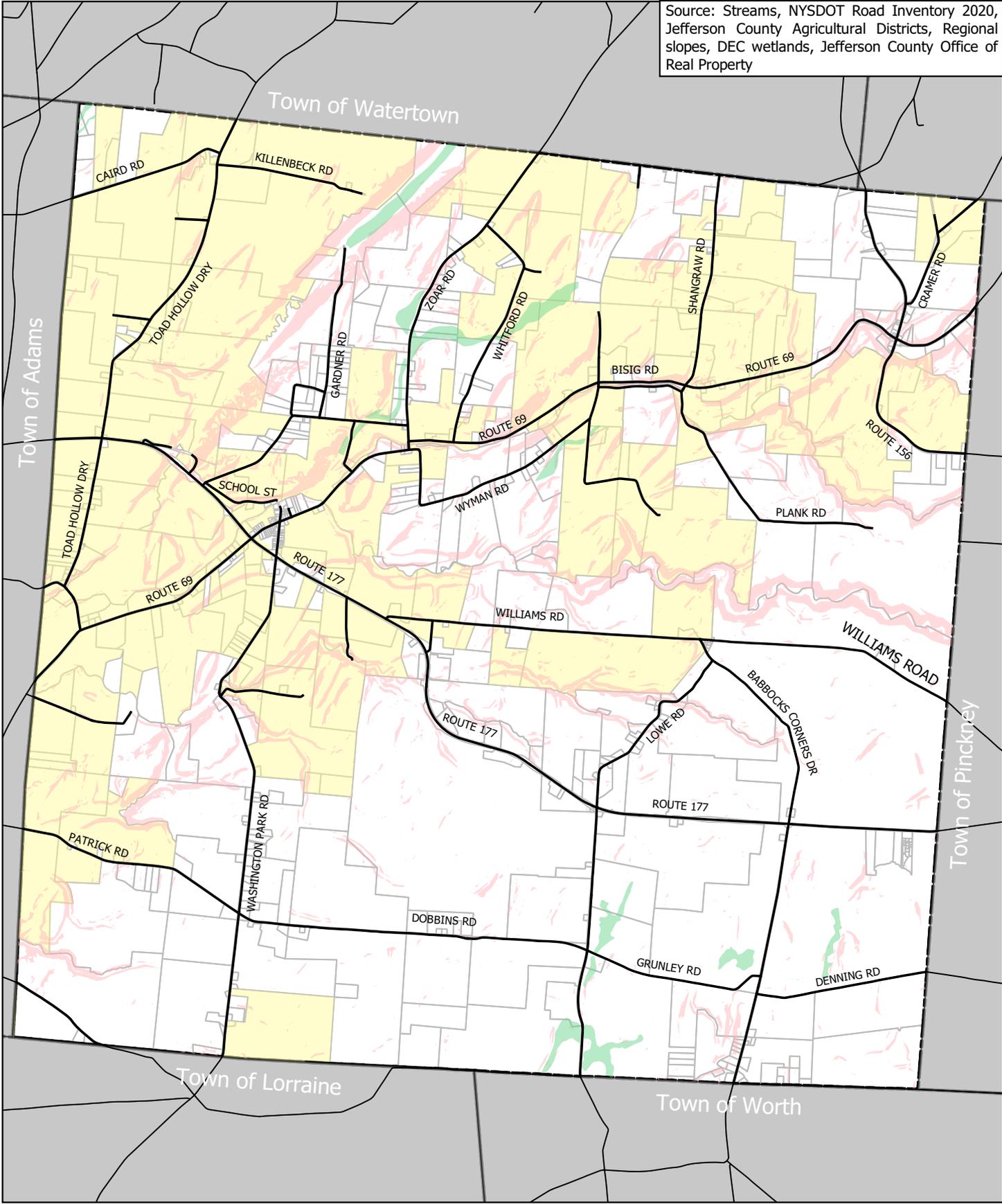


TOWN OF RODMAN

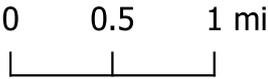
Current Assessment 2022

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Source: Streams, NYSDOT Road Inventory 2020, Jefferson County Agricultural Districts, Regional slopes, DEC wetlands, Jefferson County Office of Real Property

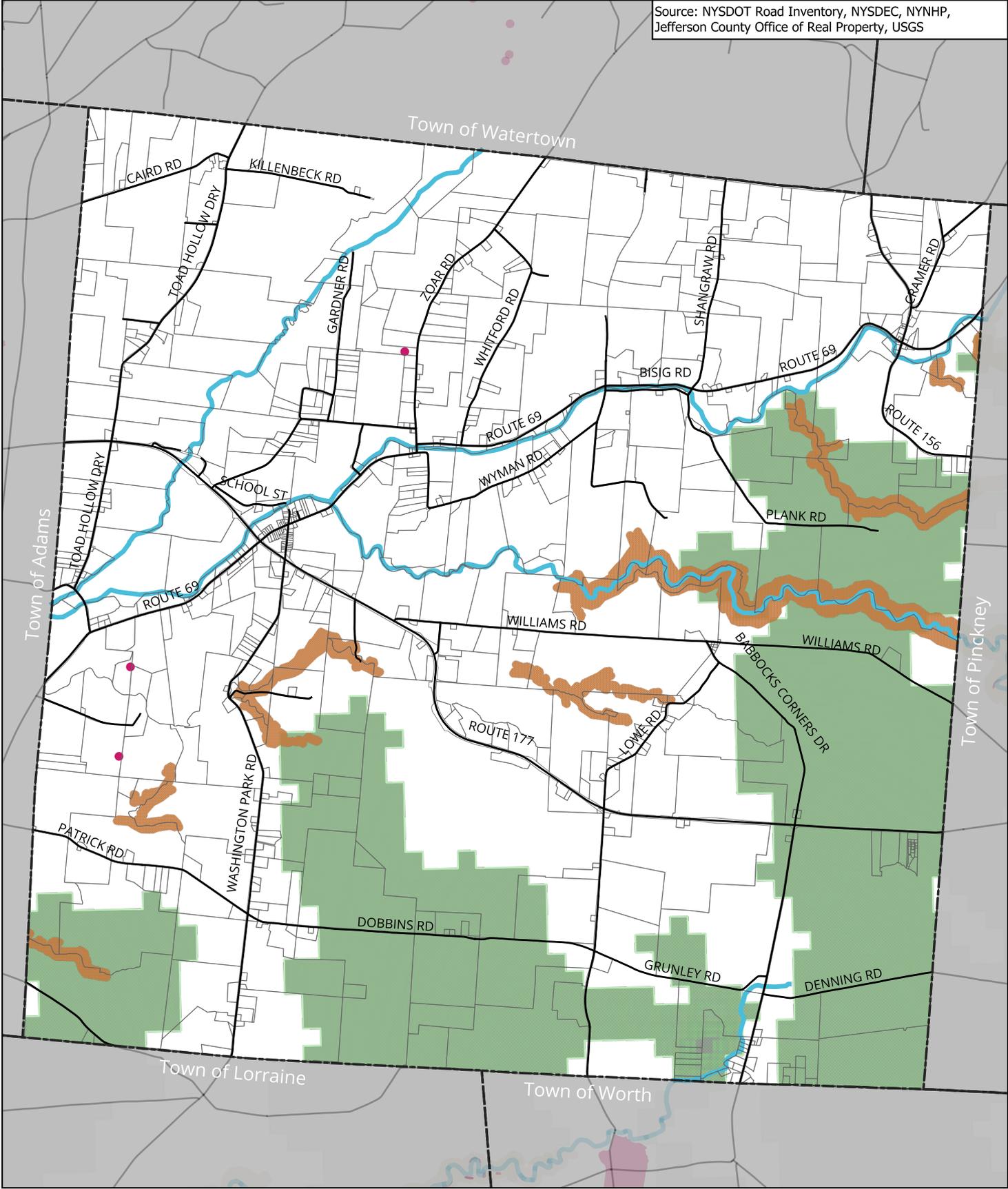


- Roads
- Streams
- NYSDEC Wetlands
- Steep Slopes
- Jefferson County Ag Districts
- Surrounding municipalities
- Tax Parcels

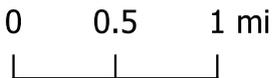
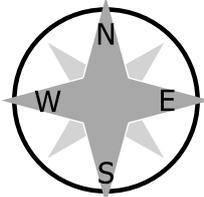


TOWN OF RODMAN Development Constraints

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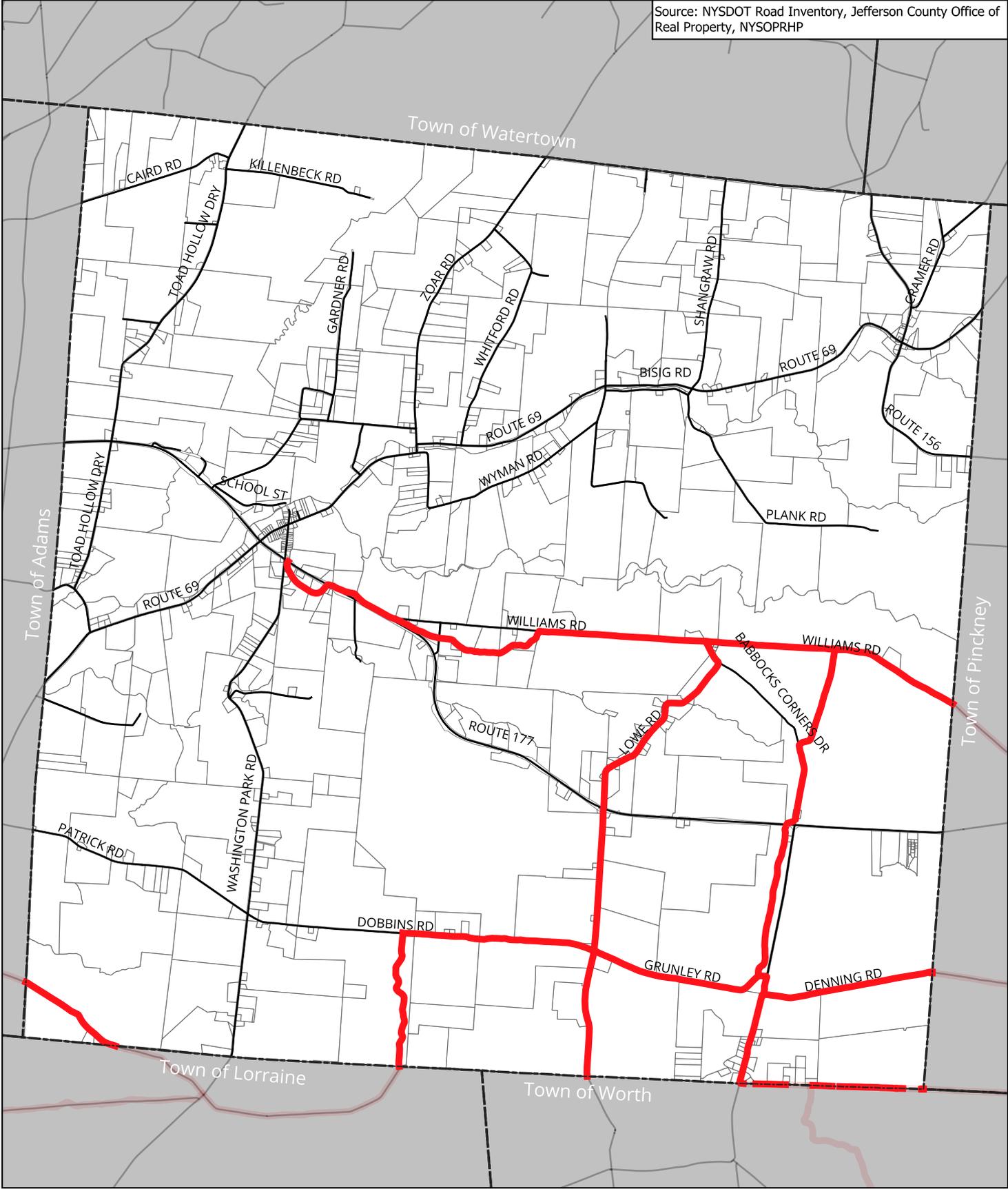


- Major River and Stream Corridor
- Important Habitat Area
- Gulf
- Large Contiguous Forest Area
- Roads
- - - Municipal Boundary
- Tax Parcels

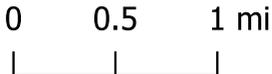
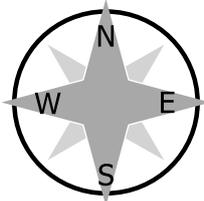


TOWN OF RODMAN Special Areas

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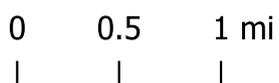
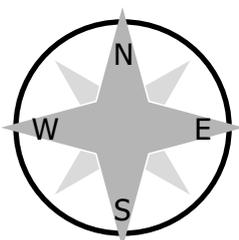


-  Snowmobile Trails
-  Roads
-  Tax Parcels
-  Municipal Boundary



TOWN OF RODMAN Snowmobile Trails

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TOWN OF RODMAN Aerial Image

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Town of Rodman SWOT Exercise – Notes

Session Facilitated by: Matt Johnson, Christopher Barboza, Gabriel Yerdon, and Kaitlyn Valdez from NYS Tug Hill Commission

Tuesday, September 26, 2023 –Rodman Fire Department – 6:00 p.m.

In attendance:

Allana Weeks-Jakubowski
Angela Porter
Dale Tamblin
Emily Rudd
Frank Folino
Jamie Ackley
Kathy Sleeman
Kathy Tamblin
Kerie Hosley
Kurt Russell
Linda McConnell
Linda Valentine
Lisa Worden
Margaret McKay
Mike Gallo
Pat Valentine
Patricia Folino
Pete Chereshnoski
Rob Feldman
Stephen Russell
Stuart Tamblin
Winfield Colman

STRENGTHS (Current)

- The people within the town
- Low crime rate
- Community unity and support
- Ample amount of public lands
- Public areas are well maintained by the town
- Centralized public resources
- The ballfield and track are well maintained and used
- Privacy and seclusion provided by large town area and roads
- Public parks and walkways (Washington Park and others/public access on Williams Road)
- Small town atmosphere
- Great place to raise a family
- Beautiful scenery
- Many working farms still around
- Well-resourced fire department
- Good highway department, town roads are steadily improving

- Town water supply
- Low taxes due to the landfill
- Town board works well together, and board members can “agree to disagree” and resolve issues
- Great public library

WEAKNESSES (Current)

- Trash on NYS Route 177 from landfill trucks
- Fast-moving landfill trucks on NYS Route 177
- Aging infrastructure regarding electrical (cars and furnaces) and water
- No sewer
- Dump trucks on county road
- Methane smell
- Visibility of landfill to public
- Lack of growth/development
- No charging stations for vehicles
- Lack of new volunteers (aging volunteers)
- Lack of businesses and jobs
- Lack of events
- Limited of available parking for the ballpark

OPPORTUNITIES (Future)

- Walking/bike trails, incorporate two bridges with a trail to support “Healthy NY”
- Incorporate DEC focused on incorporating trees and creek usage (property deeds include ownership into the creek reducing/restricting public usage)
- Diversify farming, bring in various types of farming
- Identify land as part of CRP (Conservation Resource Program) to preserve lands and wildlife
- Update zoning ordinances to preserve the town’s identification and agricultural background
- Development of local restaurants, gas stations, and convenient stores

THREATS (Future)

- Lack of restrictions with zoning and imminent domain (referenced Dollar General)
- Land use development for something other than its traditional use
- Out-of-town development and outside money.
- Farming practices that potentially drive people away/consolidation of industrial and natural resources
- Shifting away from agricultural (economic impact)
- Less productive land not being used for farming and going unused
- Use of illegal substances/drug usage with introducing new opportunities and promoting small-town tourism

NEWSPAPER HEADLINE IN FIVE YEARS

“Rodman Welcomes Flat-Land Tourists”

“New Restaurant, Gas Station, and Grocery Store Opens”

“Small Town Feel and Cohesion Remains Strong”

“Plowed Roads All Black-Topped”

“County Road 69 Between Kenfield and Plank Roads Repaired”

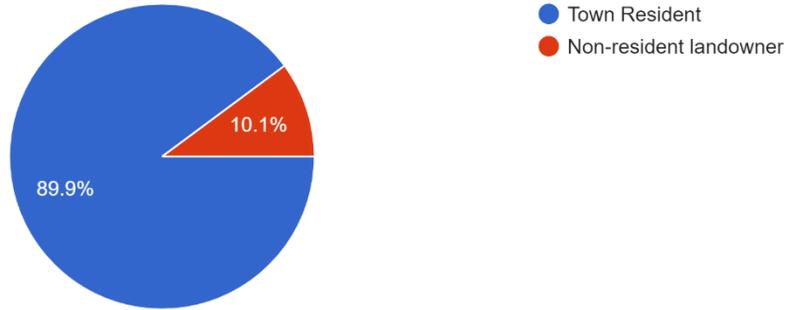
“Lack of Bad Headlines”

“No Headlines!”

APPENDIX C RODMAN SURVEY RESULTS

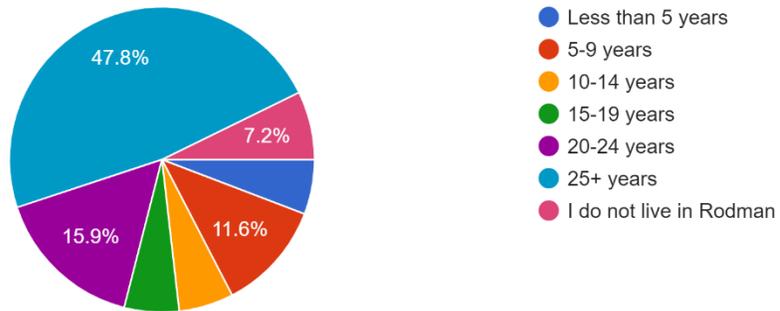
What is your residency status?

69 responses



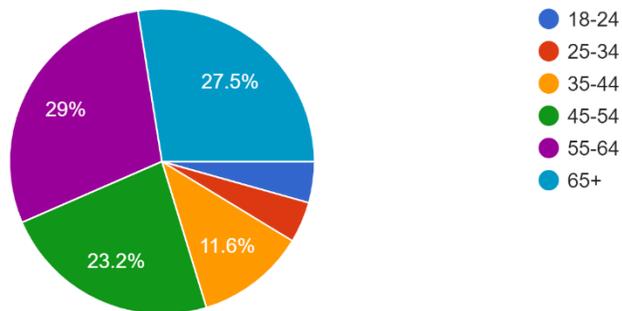
How many years have you lived in Rodman?

69 responses

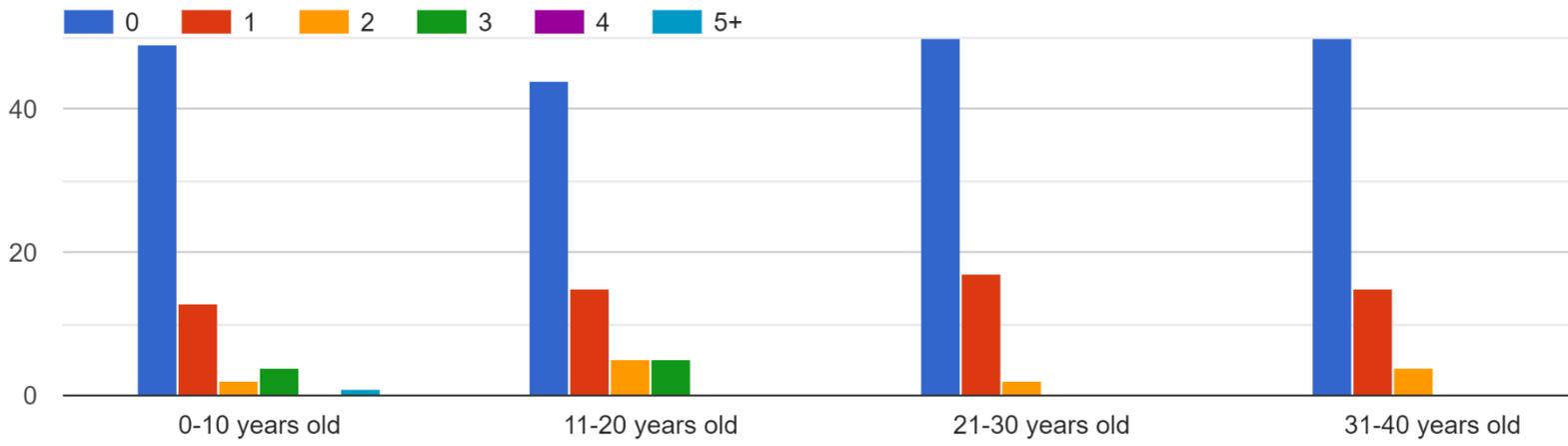


What is your age group?

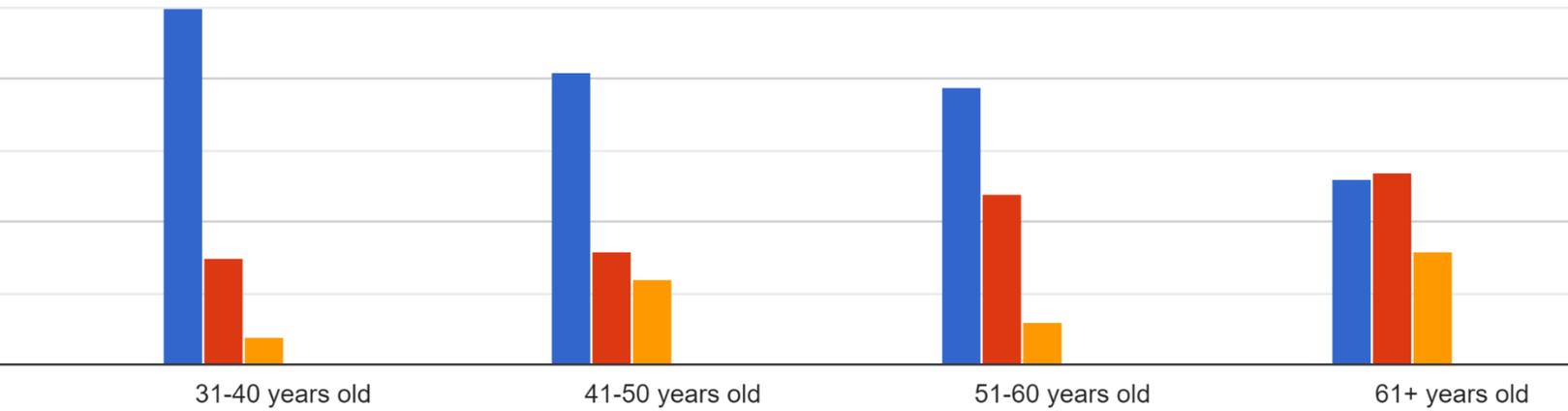
69 responses



In your household, how many people of each age group are there in your residence?

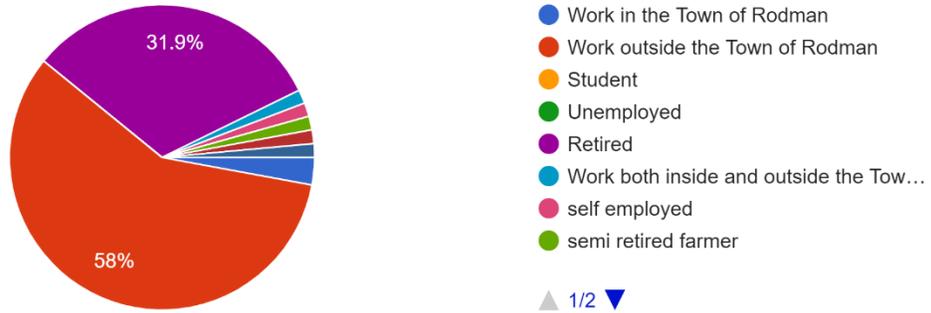


idence?



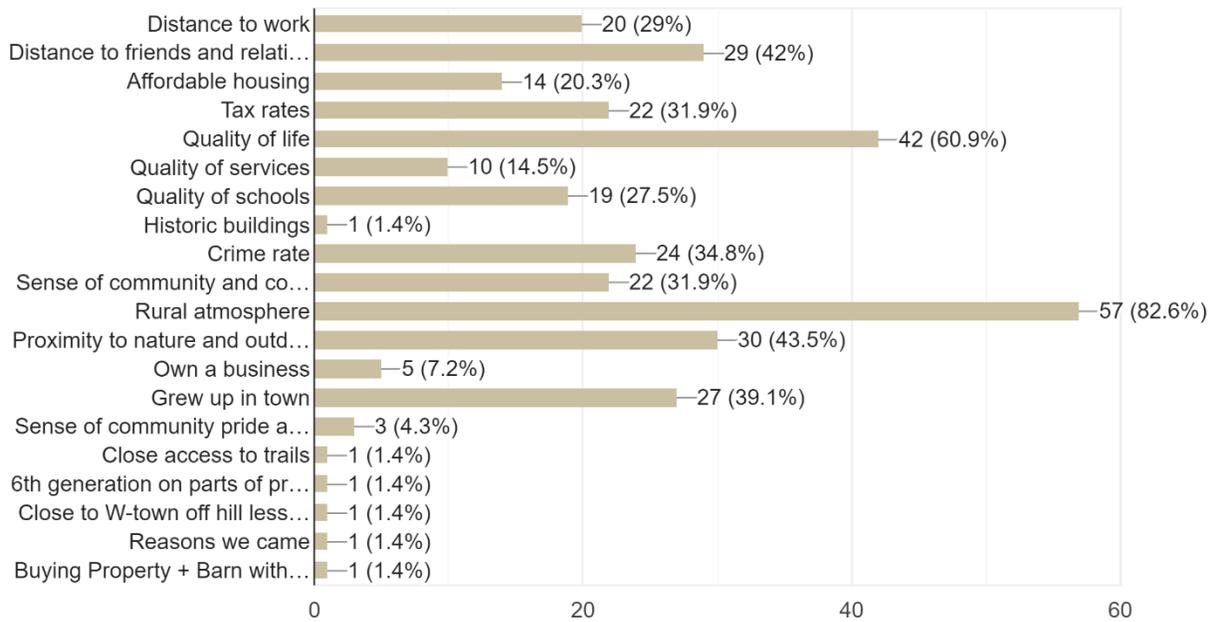
Which best describes your employment status?

69 responses



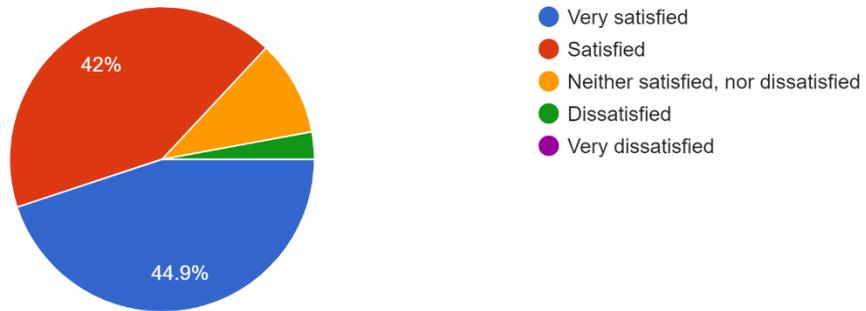
What are your reasons for choosing to live/work in Rodman? (Choose all that apply)

69 responses



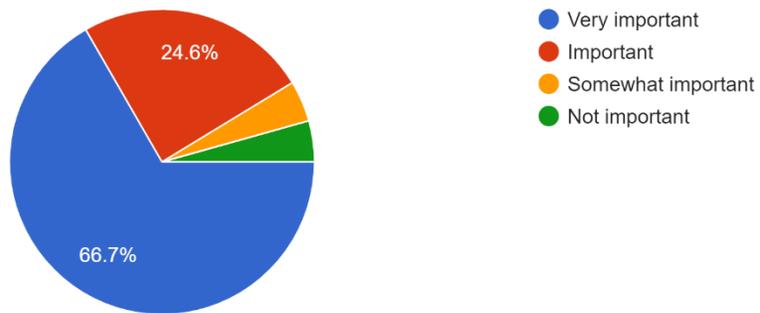
How satisfied are you with the quality of life in Rodman?

69 responses



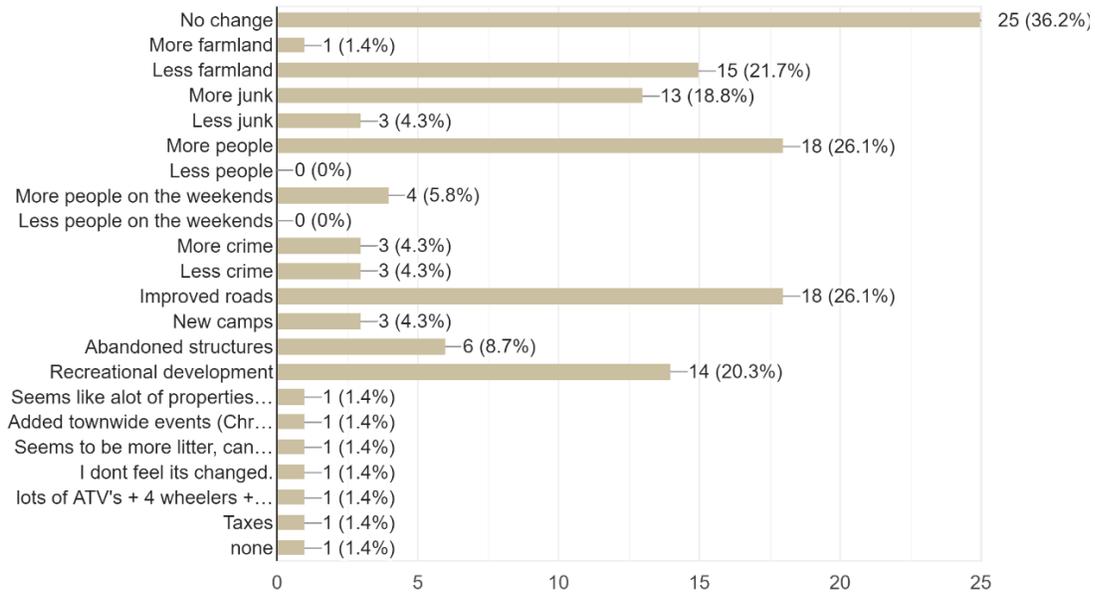
How important is it to preserve the character of the town?

69 responses



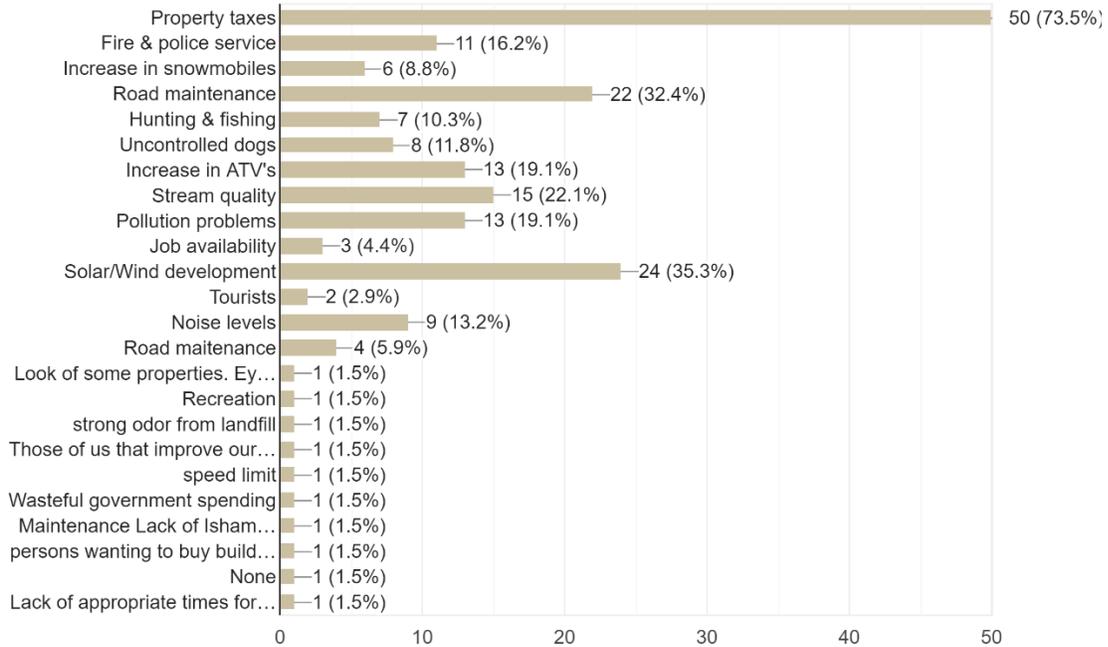
How do you feel the community has changed over the last two years? (Choose all that apply)

69 responses

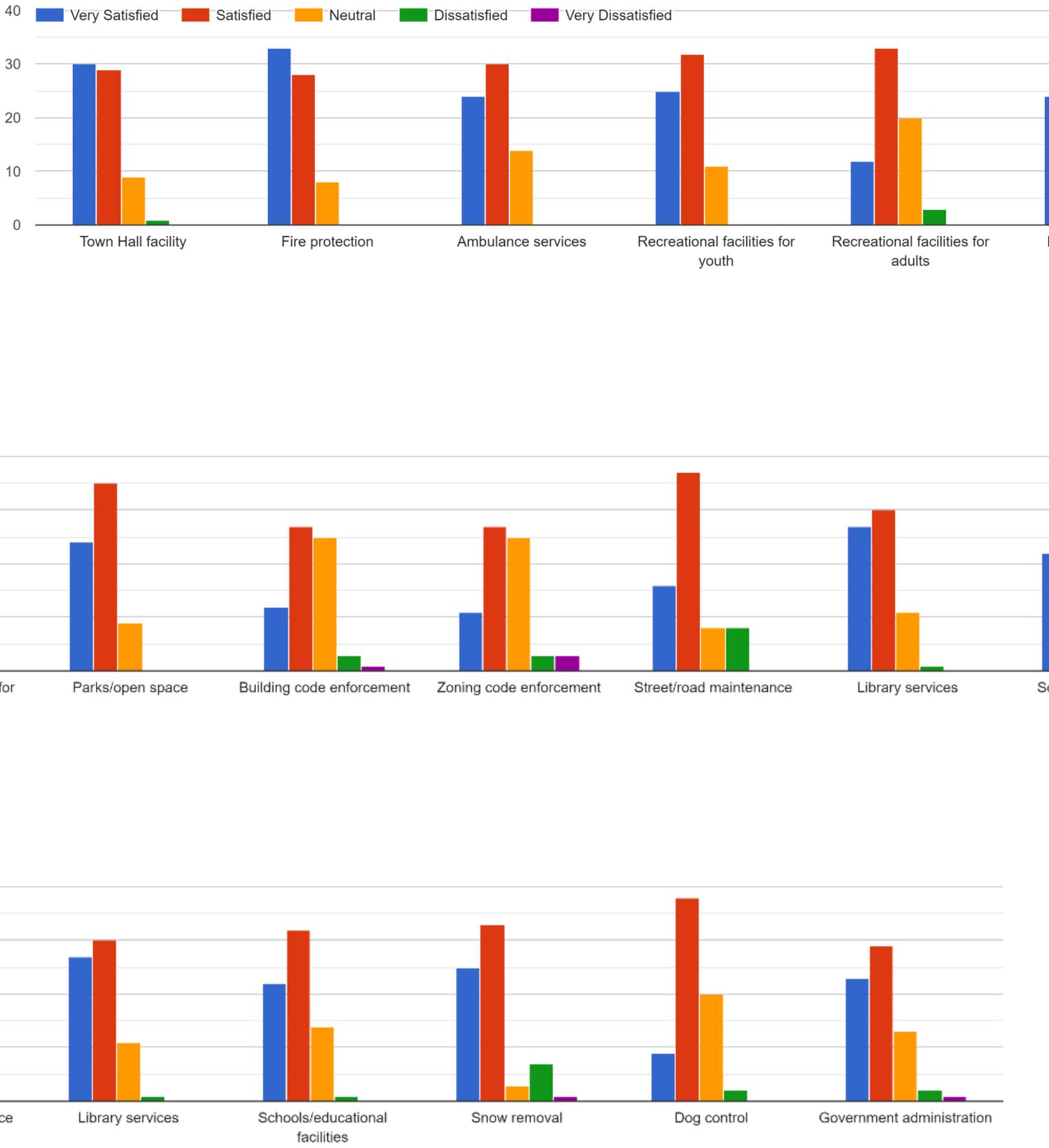


Which of the following issues are you concerned about? (Choose all that apply)

68 responses

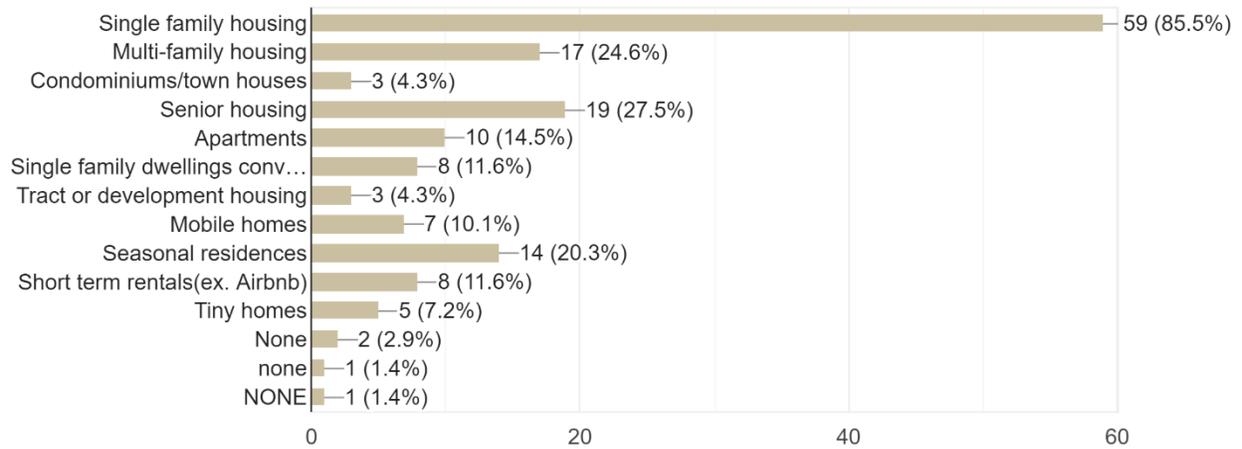


How satisfied are you with the following services?



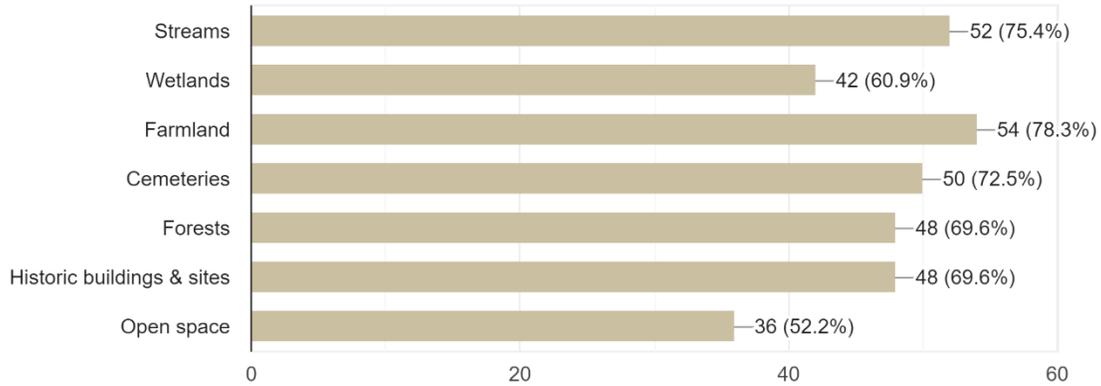
Which type of housing development should be encouraged in the town? (Choose all that apply)

69 responses



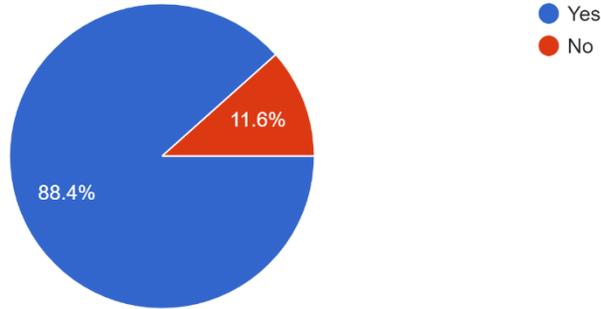
Which areas of the town do you think should be protected over the next 10 years? (Choose all that apply)

69 responses



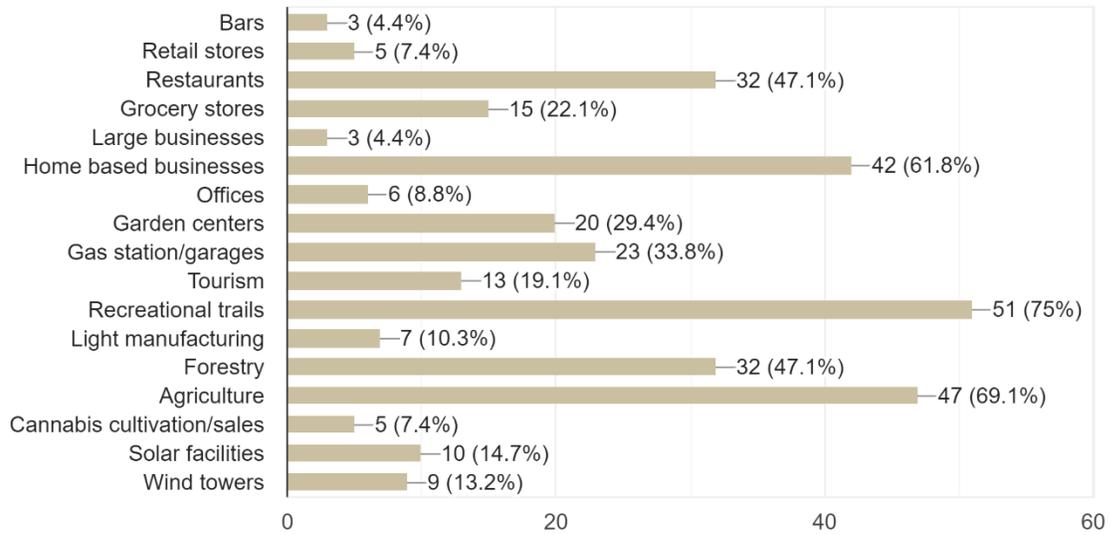
Noting that the town government is limited in its power to expand internet access, do you have reliable access to the internet?

69 responses



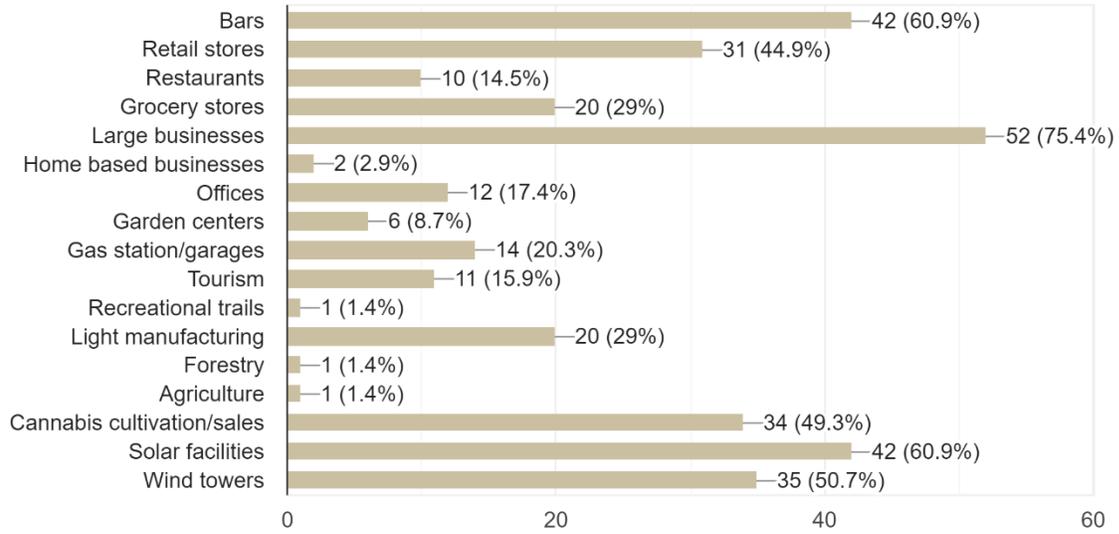
Which type of commercial development should be ENCOURAGED in the town? (Choose all that apply)

68 responses



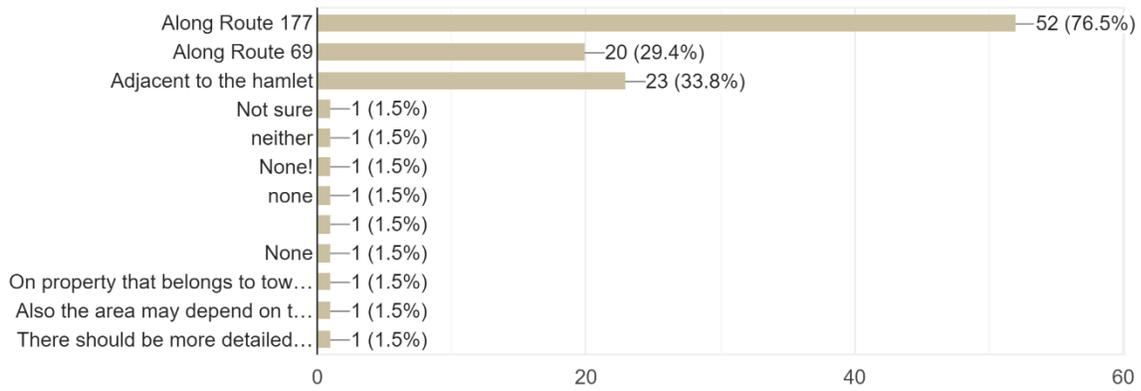
Which type of commercial development should be DISCOURAGED in the town? (Choose all that apply)

69 responses



Where should new development be concentrated in the town? (Choose all that apply)

68 responses



Should the town have a town-wide text information system for emergencies?

69 responses

