

EXISTING LAND USE

Functional Interrelationships of Land Use

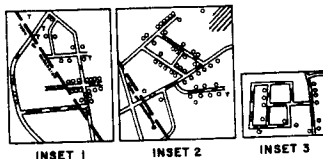
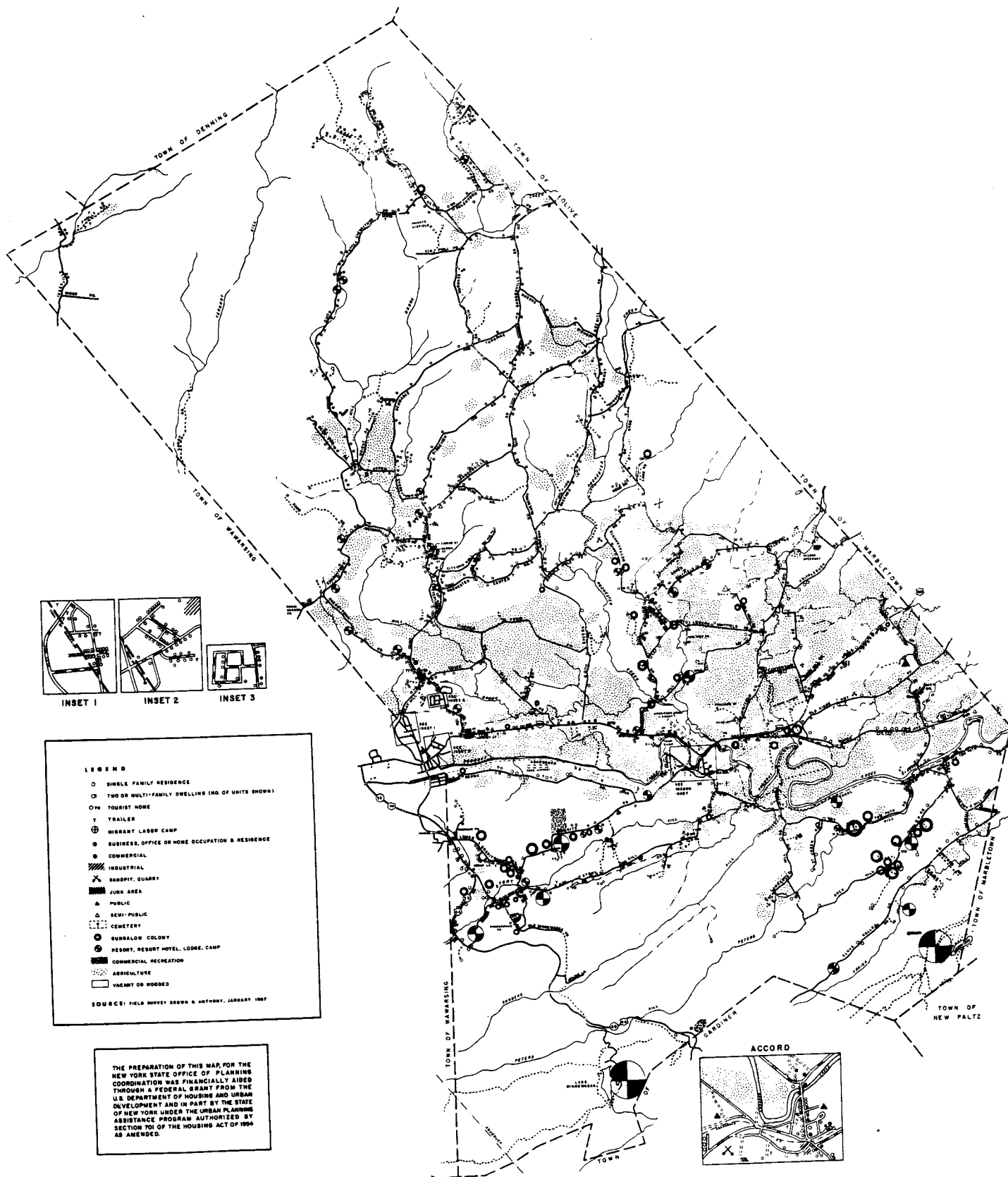
The Town of Rochester is located midway between the New York Metropolitan area and the Albany-Troy-Schenectady Metropolitan area. Its relationship to these metropolitan areas is presently to serve as a recreation area for residents of these metropolitan areas. The resort activities and seasonal dwelling units in Rochester draw people into the Town and cause a doubling of the population during the summer months. Conversely, residents of the Town utilize shopping and employment centers outside of the Town.

The pattern of development within Ulster County is tourist oriented in the southwest (particularly the Towns of Wawarsing and Rochester) and agriculturally oriented in the eastern portion of the County particularly along the Esopus Creek, Rondout Creek, Wallkill River and Hudson River. The Town of Rochester is part of this Rondout Creek Valley agricultural belt.

The City of Kingston has functioned as the employment, commercial and cultural center for the County and along with Poughkeepsie for the Mid-Hudson Area. In 1950, 30% of the population of Ulster County resided within the City of Kingston. However, after 1950 the City increased very little in population while adjacent Towns increased significantly (particularly the Towns of Ulster and Hurley). Industrial plants have chosen to locate in municipalities in proximity to the City but not within the City proper. The Ulster County Community College has established a new campus in the Town of Marbletown directly north of Rochester. This type of development whereby new employment, business and cultural activities have chosen sites near to the older central cities but not within the city itself is not unusual in this post war period.

The pattern described plus those mentioned in the economic study of declining agricultural activity, limited growth in the older central city or even decline in the central city, but significant population increase in the municipalities in proximity to the central city can be expected to continue.

The Town of Rochester is not in proximity to the central city but modest population increases can be expected. The main economic activities in the Town of resorts and agriculture serve a wide region with recreation and agricultural products and provide a source of rates and employment to the Town residents.

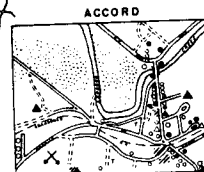


LEGEND

- SINGLE FAMILY RESIDENCE
- TWO OR MULTI-FAMILY DWELLINGS (NO. OF UNITS SHOWN)
- TOURIST HOME
- TRAILER
- MIGRANT LABOR CAMP
- BUSINESS, OFFICE OR HOME OCCUPATION & RESIDENCE
- COMMERCIAL
- INDUSTRIAL
- SANDPIT, QUARRY
- JUNK AREA
- ▲ PUBLIC
- ▲ SEMI-PUBLIC
- CEMETERY
- SUBURBAN COLONY
- RESORT, RESORT HOTEL, LODGE, CAMP
- COMMERCIAL RECREATION
- AGRICULTURE
- VACANT OR WOODED

SOURCE: FIELD SURVEY BROWN & ANTHONY, JANUARY 1967

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TOWN OF ROCHESTER
TOWN PLANNING BOARD

EXISTING LAND USE MAP

BROWN & ANTHONY CITY PLANNERS, INC.

OCTOBER 1967

Residential

The residential pattern of development in the Town of Rochester can best be described as decentralized along the existing street system. This is particularly true of the section of the Town west of Route 209. Within this area the only significant concentrations of residential development are in the area of Route 209, Samsonville Road and Clay Hill Road. Seasonal residential areas have been constructed in this area west of Route 209, two in the Catskill Mountains in the northwest portion of the Town and another near the intersection of Cemetery Road and Waterfalls Road. This decentralized pattern of residences reflects the abundance of land in the Town and the agricultural economy of the Town.

East of Route 209 concentrations of residential development exist at Accord, Alligerville, Kerhonkson and along Route 44 & 55. Three relatively new subdivisions also exist near the intersection of Stony Kill Road and Route 44 & 55.

Single family dwellings are the predominant type of residential land use.

Two hundred and ninety seasonal dwelling units not including those which exist as part of bungalow colonies and other resort activities exist in the Town. One hundred eight-four are located west of Route 209 and 106 east of Route 209. The predominant location of these seasonal units is in the Shawangunk and Catskill Mountains. Clusters of seasonal units as part of a development exist on unpaved streets near the intersection of Waterfalls Road and Samsonville Road, at the westerly end of Trails End Road, at the end of Rock Mountain Road, and east of Clove Valley Road.

These seasonal homes have located in the Town because of its attractive physical characteristics and geographic location between the New York Metropolitan area and the Albany-Troy-Schenectady metropolitan area. These seasonal units provide a source of tax income to the Town without Town expenses for education. However, these seasonal homes can be converted to year round use. Therefore, it is necessary that a seasonal home development be required to install improvements which will also be adequate to service the development should it be converted to year round use.

A portion of the housing stock is supplied by trailers. One hundred and twelve trailers exist within the Town, 66 west of Route 209 and 46 east of Route 209. These trailers are scattered throughout the Town and most front upon the existing street system. The only concentration of trailers which can be called a trailer park are the 9 trailers which exist adjacent to the Granit Hotel.

Trailers present a special problem to the Town. Indiscriminant location of trailers in the Town can deface the countryside and adversely affect adjacent conventional residential uses. The existing decentralized location of trailers results in both conventional single family homes and trailers being located adjacent to each other. However, trailers do provide a source of housing for families such as young marrieds and elderly couples. Zoning is the tool which can be used to restrict and regulate the location of trailers so that this type of housing is available, but the conventional home owner is given the property value protection which he desires. Any trailer in existence at the time of adoption of the zoning ordinance which becomes a non-conforming use may remain and may be sold to another person.

The pattern of residential development reflects a rural and resort community.

Commercial

The major commercial area of the Town is Route 209. For purposes of discussion of business uses the Town can be divided into two categories. First, those which serve the resident population with goods and services and, secondly, those which serve the traveling public. The latter group is composed of gasoline stations, eating and drinking places and motels. Eighteen of the 29 business uses along Route 209 are of this latter group commonly referred to as highway oriented uses. A clear distinction between the clientele of each category of business uses, of course, does not exist. Local residents also patronize these highway oriented uses, namely gas stations and restaurants.

A neighborhood business center composed of a drug store, small groceries and markets, a beauty parlor, laundromat, post office, insurance and real estate office, a liquor store and a bar exists at Accord. Another neighborhood business center exists immediately south of the Town of Kerhonkson.

The function of a neighborhood business center is to service the day-to-day needs of the resident population. Food markets, pharmacies, candy and newspaper stores, laundries, barber shops, beauty shops, etc. are the typical types of neighborhood business center stores. Items purchased more infrequently such as furniture, sporting goods, jewelry, clothing are generally part of a downtown business center such as exist in the Village of Ellenville, City of Kingston and City and Town of Poughkeepsie.

The neighborhood business center at Accord is small in size. With continued growth in population this type of business activity which services

the day-to-day needs of nearby residents will increase in number. The Accord business area can serve as the basis for one such neighborhood center particularly because of the location of Town facilities including firehouse, school, Town offices and highway department nearby.

Other businesses existing within the Town are several gas stations, several grocery stores, a gun shop, septic tank dealer, contractor's company office and lumber yard, beauty shop, hot dog stand (seasonal), antique shop, and a riding stable west of the Rondout Creek excluding those previously mentioned along Route 209. East of the Rondout Creek is located the neighborhood business center at Accord previously described, a grocery store at Alligerville, a grocery, bar and motel at Granit and a bar and restaurant, grocery, sporting goods store and a restaurant on Route 44 and 55.

From the above discussion of types of business uses it becomes clear that residents of the Town do a major portion of their shopping outside of the Town. The existing business uses are supplying a portion of the day-to-day needs of the residents and are also geared to the needs of the travelling public.

In general, the existing commercial uses do not present a major problem in terms of traffic congestion or incompatibility with adjacent uses. This is not to say, however, that this situation will remain static. There will be increased demand for goods and services to serve the day-to-day shopping needs of the resident population as it increases as well as the travelling public. It is important that these commercial facilities be located within some rational framework to insure that they will best serve the needs of the public--by being easily accessible, being compatible with adjacent land uses and planned with respect to the traffic they will generate.

To make this determination it will be necessary to examine the structure of future commercial growth on several levels. First, there are commercial uses which are highway business establishments, such as motel, gasoline stations and restaurants. While these uses may be frequented by local residents their main function is to serve a much wider range of customers--tourists and others travelling through the Town. These uses have definite locational demands in that they must be along main traffic arteries. These business areas on Route 209 as previously noted are predominantly highway oriented.

Secondly, there are those establishments which serve the day-to-day needs of the residents of the neighborhood, such as grocery stores, hardware

stores, drug stores, newspaper store, candy store, etc. These types of activities need not be concentrated in the typical downtown business center of the community but can function conveniently and efficiently within a neighborhood and in fact are needed within neighborhood development. The need for such neighborhood centers will grow as the population increases.

The third type of commercial activity is the community shopping center. This type of commercial activity is presently being supplied by the City of Kingston, Village of Ellenville and City and Town of Poughkeepsie. This type of center is larger than a neighborhood center and contains a greater variety of stores and services.

Future commercial development must be considered within these three categories. In addition, commercial development should take place in clusters or concentrations rather than in strip developments along major routes. Unplanned strip commercial developments invariably leads to problems of traffic congestion and hazards and incompatible land use development.

Industrial

Very few industrial uses exist within the Town of Rochester. The 1966 Ulster County State Book lists only the Accord Machine and Tool Company as an industrial use in the Town as a result of a 1965 survey of industrial establishments. In addition to the above the land use survey classified an auto repair and auto body repair shop, a woodworking shop, phonetics, Broilerama, a truck terminal and the lumber companies as industrial uses. The several quarries and sand and gravel pits located within the Town can also be classified as industrial.

Broilerama and Phonetics have direct access onto Route 209 but at the present time both buildings are vacant. The truck terminal has access to Route 209 via Harriet Street. The lumber companies front on Kyserike Road and Samonsville Road both of which are collector streets. Access to the Accord Machine and Tool company is via Lawrence Hill which is also a collector street. The auto body repair shop is located on Samsonville Road.

The lumber yard on Samsonville Road, the auto repair on Samsonville Road and the truck terminal on Anna Street abut residential areas. This incompatible land use situation should be avoided through zoning in the future. Also considerations for areas proposed for industrial use must

consider access both in terms of street capacities and in terms of the means of access by which vehicles from the major highways will reach the industrial uses. Such vehicles should not have to traverse a residential neighborhood.

The economic implications of industrial uses are discussed in the chapter on economic studies. The presence or absence of manufacturing and other industrial activities, however, is of importance to the future of the Town and this will be discussed in other sections.

Resort Activities

One of the major activities in the Town is the resort activities composed of camps, hotels, motels and bungalows. Lake Minnewaska, Granit Hotel, the Brookside, Pine Grove Motel, Chaits Hotel, Pine Hill Hotel, Colonial Hotel and Lake Mohonk are the larger resorts in the Town. Also located within the Town are the Kerhonkson Lodge, White House Lodge, Wickie Wackie Country Club, High Mountain Lodge, Clark Valley Dude Ranch, Peg Leg Bates and camps including Camp Rov Tov, Camp Shangri-La, and Camp Weelock and Camp Ted-Ro.

In the Catskills, west of Route 209, exist camps, resorts and bungalow colonies. The Pine Hill Hotel, Motel and Day Camp are located on Route 209 at the intersection of Mettakahonts Road. Several of the bungalow colonies are older and are showing signs of deterioration. These smaller bungalow colonies do not offer the same diversity of activity to the vacationer that the larger facilities offer.

East of Rondout Creek in the Shawangunk Mountains are located the Granit Hotel, the Brookside, a portion of Lake Mohonk and Lake Minnewaska and many bungalow and cottage developments and camps. Some of the bungalow and cottage developments have swimming pools, small businesses to serve the needs of the vacationers and eating places. The Granit Hotel and Brookside are luxurious resorts offering a complete range of facilities and services. Lake Mohonk and Lake Minnewaska in addition to hotel facilities offer spacious and well maintained sites.

The main attraction of this resort area to the vacationer are the mountains, streams and lakes which offer swimming, boating and fishing and natural beauty. In addition the larger resorts offer skiing, skating, fine eating facilities and night entertainment. Horseback riding, hiking, sight seeing and golfing are also available.

The resort activities in the Town range from the luxurious accommodations of the Granit Hotel, Pine Grove Motel, Chaits Hotel, the Brookside, Lake Minnewaska and Lake Mohonk to the small bungalows which are available in many locations in the Town. As pointed out previously some of these bungalow and cottage developments are showing signs of deterioration.

This resort economy of the Town is very important in terms of employment and finances. As indicated by the economic studies section of this report 14.8% of the employed persons in the Town in 1960 were employed in the Industry Group called personal services which includes persons employed in hotels and lodging places, etc.

Access to the resort activities is by means of major highways (Route 44 and 55 and Route 209) and collector streets (Granite Road, Stony Kill Road, Rock Hill Road, Tow Path Road, Mettakahonts Road, Samsonville Road, Cherrytown Road and Upper Cherrytown Road, Mill Hill Road and Upper Whitfield Road). This arrangement whereby traffic generated by resort activities utilizes major highways and collector streets and therefore not local access streets (streets servicing as access to abutting residential properties such as Elizabeth Street or Sunset Drive) should be continued for new resort activities. Further, zoning is needed to prevent incompatible land use arrangements between resorts and groupings of residences.

Resort activities in addition to providing employment also provide a source of substantial tax income to the Town. Further resort activity should be encouraged into the Town but safeguards should be provided through zoning to insure that access and conflicting land use problems will not result.

Agriculture

Another major segment of the economy of the Town of Rochester is agriculture. Approximately 15% of the employed persons in the Town were engaged in agricultural activity in 1960. The Rondout Creek valley and the gently sloping areas of the Shawangunks and Catskills are used for agricultural purposes. The Rondout Creek Valley is used for the raising of corn. The other areas are used for livestock grazing and raising of hay. In addition nurseries and greenhouses also exist within the Town which are basically agricultural uses. Several chicken farms also exist within the Town.

Particularly in the area of the Town directly west of the Rondout Creek resort activities and agriculture activities are interspersed. The summer months are the prime activity seasons for both. It is probably true that

some of the agricultural activities particularly livestock raising may be objectionable to adjacent resorts and residences. Conversely complaints by adjacent resorts and residential property owners are a source of irritation to the farmer. Both the agricultural and resort uses should be subject to reasonable controls of a zoning ordinance to minimize the adverse affects on each other and of both on adjacent residential uses and residentially zoned property.

Other Uses

Other uses within the Town include the Town facilities--the Town clerk's office and Town Highway Department in Accord, a fire house in Accord and Fire Company Number 2 on Samsonville Road in the northwestern portion of the Town. A firehouse in Alligerville has recently been established. An elementary school is located in Accord and the Rondout Valley Regional High School is located just east of Route 209 near the Marbletown-Rochester Town boundary. Several churches and cemeteries also exist within the Town. St. Mary's Convent is located between Upper Whitfield Road and Lower Whitfield Road. The first aid squad building is located on Route 209. The Grange Hall is also located on Route 209 just north of Accord. The community facilities report will discuss the existing public facilities including Highway Department, Schools and Town offices.

Three small private airports are located within the Town, each in close proximity to Route 209. The Accord Speedway, an automobile racetrack is located within the Town near Whitfield Road and does not abut any groups of residences.

The abandoned New York, Ontario and Western Railroad runs through the Town in a general north-south direction. The right-of-way of this railroad generally parallels Route 209 through the Town.

Several areas of abandoned cars and waste material exist in the Town. These will be discussed further under the Environmental and Building - Conditions Section.

Statistical Analysis of Land Uses

As a result of the land use survey taken in January, 1967, the following numbers of buildings and uses of land are shown on the Existing Land Use Map.

| | <u>No. of Buildings</u> | <u>No. of Dwel- ling Units</u> |
|--------------------------|-----------------------------|------------------------------------|
| Residential (Total) | 1,313 | 1,328 |
| Single Family Residence* | 1,194 | 1,194 |
| Two Family Residence | 3 | 6 |
| Multi-Family Residence | 3 | 15 |
| Trailers | 112 | 112 |
| Tourist Home | 1 | 1 |

Mixed Commercial & Business Uses
(Includes home occupation)**

| | |
|-------------|----|
| Commercial | 51 |
| Public | 7 |
| Semi Public | 10 |

| | <u>No. of Uses</u> |
|--|--------------------|
| Resorts (resort hotels, lodges, camps) | 33 |
| Bungalow colonies | 44 |
| Commercial recreation | 2 |
| Industry | 18 |
| Junk Area | 9 |
| Quarry/Sandpit | 6 |
| Cemetery | 6 |

* Includes 290 single family seasonal units and 33 vacant single family units.

** note: Residential use of building is counted as a residence.

Source: Brown & Anthony City Planners, Inc. Field Survey

Spatial Distribution of Land Uses

The existing land use map indicates the distribution of land uses. In addition the following census tract information from the 1960 U. S. Census shows the distribution of resident population.

| | <u>Total Population</u> |
|--|-----------------------------|
| West side of Rondout Creek from Town of Wawarsing and Rochester boundary north to Rochester Creek, south side of Rochester Creek to Mettacahonts Road, south side of Mettacahonts Road, Baketown Road and Doug Road. | 1, 387 |
| Remainder of Town | <u>1, 625</u> |
| Total | 3, 012 |

Source: 1960 U. S. Census of Population.

As previously indicated business uses are located along Route 209 and at Accord. Industrial uses in the Town do not form any grouping. Agricultural uses in terms of corn crops are located in the Route 209 and Rondout Creek corridor and hay and livestock activities occupy the more gently sloping areas of the Catskill and Shawangunk Mountains. Resort activities are located in the Route 209 corridor and the Catskill and Shawangunk Mountains.