

ENVIRONMENTAL AND BUILDING CONDITIONS

The purpose of this chapter is to analyze the conditions that affect the living environment of the Town's residents. It is primarily concerned with the condition of buildings and environmental factors that have a negative or blighting influence.

At the time of the last housing census in April of 1960 there was a total of 1,659 housing units in the Town of which 891 were occupied. The land use survey conducted in February and March 1967 found 1,323 housing units exclusive of those in bungalow colonies of which 290 were seasonal and 33 were vacant for a total of 1,000 occupied housing units.

Housing quality data from the 1960 census indicates that the overall housing quality was lower in the Town of Rochester than in Ulster County and New York State as a whole. The following table shows the relationship further.

TABLE 1: CHARACTERISTICS OF HOUSING UNITS, 1960

	Town of Rochester		Ulster County	New York State
	<u>Number</u>	<u>%</u>	<u>%</u>	<u>%</u>
Sound	1,215	73	81	86
Deteriorating	360	22	14	11
Dilapidated	<u>84</u>	<u>5</u>	<u>5</u>	<u>3</u>
Total	1,659	100%	100%	100%

Source: 1960 U. S. Census of Housing

At the time of the April 1960 housing census, 53.8% or 891 housing units were occupied. Thus, 768 housing units were unoccupied which include the seasonal units in the Town as well as those which were vacant non-seasonal. As pointed out previously some of the existing bungalows are in poor condition. This situation explains why there is a much higher percentage of deteriorating and dilapidated units in the Town than in Ulster County or New York State.

However, an exterior survey of buildings in the Town also indicates that some non-seasonal structures are in poor condition. Most of these

structures do not exist in concentrations of significant numbers to be called blighted. Many of the structures in Accord are old and 10 were classified as being in poor condition. Five buildings were also classified as being in poor condition in Alligerville. However, on the whole the number of non-seasonal buildings classified as poor (33) is only a small portion of the 444 units classified by the U. S. Census of deteriorating and dilapidated in 1960. The major portion of the housing units classified as deteriorating and dilapidated are part of the bungalow colonies.

Both Accord and Alligerville because of the fact that groups of older buildings do exist in these areas as well as buildings in poor structural conditions as previously noted, are areas of potential further deterioration. The development plan will discuss suggested ordinances the purpose of which are to prevent further deterioration in these areas.

No serious problem of mixed land uses presently exists between residential and commercial or residential and industrial uses.

The 1960 U. S. Census of Housing indicated that 1.6% of the housing units or 17 trailers existed in the Town. The land use survey indicated that 112 trailers being used as living quarters. As indicated in the existing land use section of this report these trailers are basically not grouped but rather are decentralized or scattered along the existing street system. This pattern of development results in the location of trailers and conventional single family homes abutting each other with no present control of density or minimum yard regulations. The use of trailers as living quarters is becoming more popular. In fact, it has been estimated that every tenth new home in the U. S. is a trailer. The problem of mobile homes is complicated by the question of the reasonableness of ordinances totally excluding trailers or trailer parks from communities particularly communities in which large undeveloped areas exist. Rather than relying on trailer bans as the answer to the problem, adequate standards in the ordinances to regulate and control the location of mobile homes is a more reasonable answer. Mobile homes are a unique type of housing and as such should be subject to special recognition in zoning ordinances and buildings and health codes.

Nine areas of abandoned and wrecked automobiles and other junk material were found to exist in the Town and have negative influences on the development of adjacent lands. This problem is not serious now but could become so in the future. The best control of such problem is a zoning ordinance strictly enforced. Zoning can prohibit the establishment of junk yards, can prevent expansion of those in existence at the time of adoption of the zoning ordinance or can regulate junk yards to particular districts with require-

ments for each district. It is also possible that those junk yards in existence can be amortized and eventually eliminated over a reasonable period of years.

The basic concern is that of future development of the Town. As will be discussed in the next chapter one of the important environmental advantages of the Town is its esthetics formed by rolling topography, waterways and woodlands. It is these features which make the Town desirable as a place of residence and as a resort area. It is imperative that future development be channeled into a rational pattern to preserve as much as possible the natural attributes and it is to this end that the proposed Development Plan and its effecting ordinances and regulations will be geared.

ESTHETIC CHARACTERISTICS

The natural assets of the Town of Rochester are worthy of special consideration. These assets include steep slopes of the Shawangunk Mountains and the Catskills and the flat lands of the Rondout Creek. Much of the hilly areas of the Town are wooded which adds to its esthetics.

The Shawangunk Mountains in the eastern portion of the Town which rise to elevations of over 2,000 feet in the southeastern portion of the Town have many areas of steep slopes which are unbuildable in terms of residential subdivisions. These mountains and slopes form areas of natural beauty which should be preserved.

The Catskills also present area of esthetics in terms of rolling topography and agricultural and livestock areas. The "blue line" parallels the western boundary of the Town and is removed from the western boundary by a distance of approximately 15,000 feet (slightly less than 3 miles). Within this area of the Town it is the intention of the State to establish a State Forest Preserve. Much of the land within this "blue line" in the Town is already owned by the State of New York. The areas owned by New York State as part of its forest preserve are shown on the Esthetic Characteristics Map. In addition to the land within the "blue line" several other parcels are owned by the State. One is 35.42 acres fronting on Samsonville Road and another is 48.8 acres in the swamp area east of Sundale Road and north of Doug Road. Four other parcels of land are owned by the State, two along Sanders Kill at St. Josen, another along Tow Path Road near Alligerville and another adjacent to the Rondout Creek just north of Alligerville. These four sites have not been surveyed by the State and their precise location therefore cannot be determined.

The past heritage of the Town is reflected in the historical structures located within various portions of the Town. Sixty-seven buildings have been classified as being of historic significance by the Junior League of Kingston and are shown on the Esthetic Characteristics map. Many of these buildings are in proximity to Route 209. However, in no area are there significant groupings of historic structures in an area so that a historical zoning district can be established.

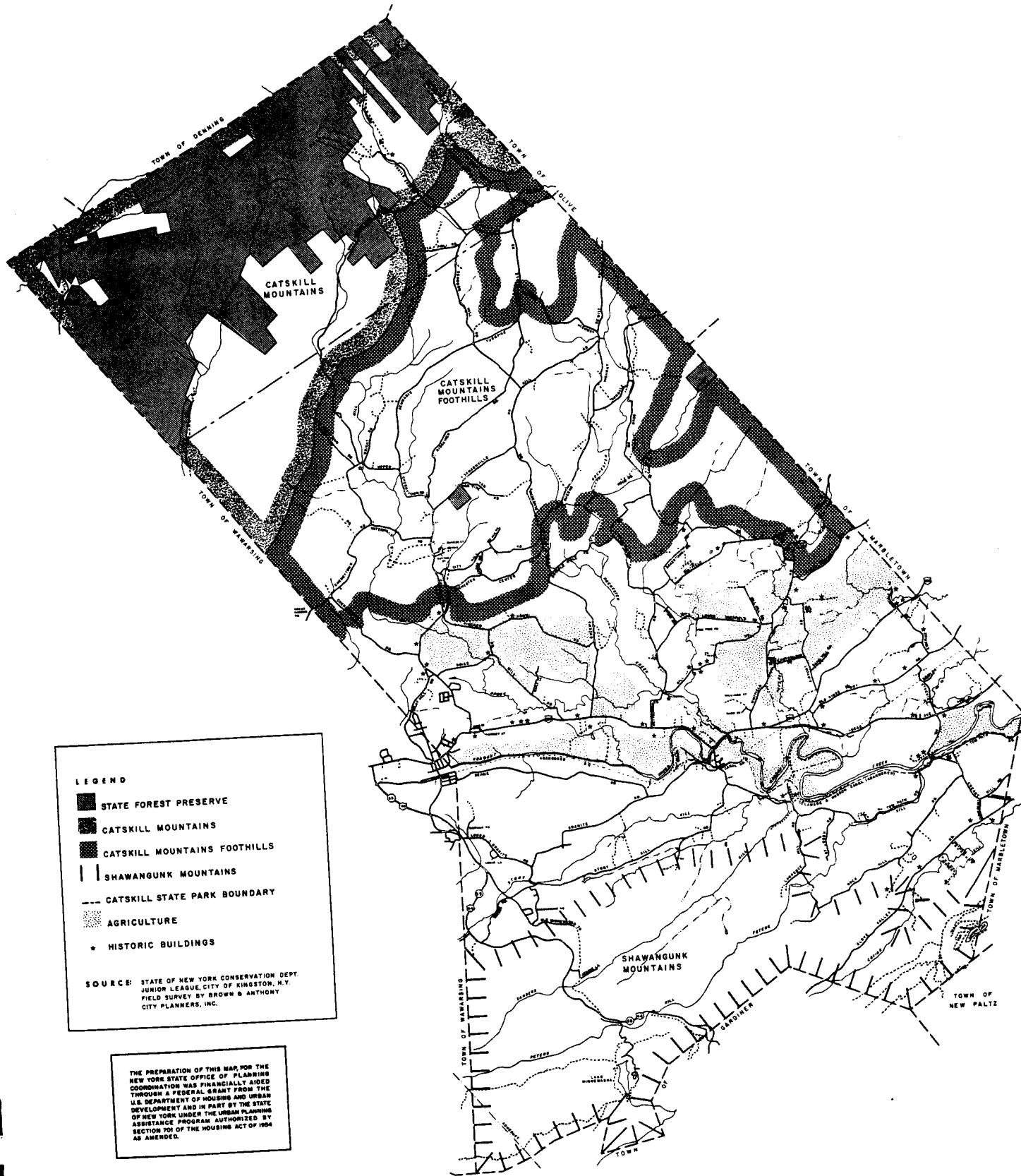
The past heritage of the Town is also reflected in the Delaware and Hudson Canal, completed in 1828, which parallels the Rondout Creek and can be seen in portions of the Town particularly north of Accord and is shown on the Esthetic Characteristics Map. This facility can be developed through restoration as a point of scenic and historical interest.

The physical characteristics of the Town are important assets in making Rochester desirable as a place to live and as a resort area. One of the objectives of the Development Plan will be to preserve this esthetic appeal as much as possible. This can be accomplished through large lot zoning (1 1/2 acres or more per family) in the Catskill and Shawangunk Mountains and regulation through zoning of trailers and prohibition or regulation of junk yards. It is important to maintain these physical assets in an attractive state in order to keep and attract more resort uses which provide employment and tax income.

Both in the large lot areas (1 1/2 acres or more per family) and smaller lot areas the cluster zoning technique can be used to preserve natural features and provide open space.

The Rondout Creek and its tributaries particularly the Peterskill are assets to the Town in terms of esthetics and also in terms of storm drainage. These waterways have the potential to be developed as sites of scenic interest for both residences and vacationers. Portions of the Rondout Creek and the tributaries should be preserved in public ownership for park and recreation use and public ownership, rights-of-way or easements should be obtained along streams particularly in the higher density areas to preserve their drainage function.

The preservation of open space in its natural state is one of the most critical needs facing the quickly urbanizing eastern seaboard of the United States. The mountainous areas of the Shawangunk and the rolling hills of the Catskills in the Town will take on more significance as more and more land is developed. The preservation of open spaces will benefit both present and future generations. In this respect it is particularly benefitting to the Town that The Mohonk Trust has been established. The objective of this trust is to maintain approximately 6,000 acres of the Shawangunk Mountains in their natural state. These 6,000 acres are located partly in Rochester and also in the Towns of Gardiner, New Paltz and Marbletown.



7

TOWN OF ROCHESTER
TOWN PLANNING BOARD

ESTHETIC CHARACTERISTICS MAP

BROWN & ANTHONY CITY PLANNERS, INC.

OCTOBER 1967

TRAFFIC AND TRANSPORTATION ANALYSIS

As was mentioned previously the physical development of the Town of Rochester has been historically interwoven with natural land form. Developments have followed major roads and highways and the Rondout Creek. The location of highways and roads have been influenced by the natural land form. This influence of land form on roads and highways and development is as valid today as ever, and will remain an important consideration in future planning, even with modern technology.

The roads in the Town come under four jurisdictions: New York State, Ulster County, Town of Rochester and private.

The total mileage of public roads is as follows:*

State Route	12.50 miles
County Roads	20.31 miles
Town Roads	115.41 miles

*Source: Local Highway System Inventory 1966 Town & County Road Mileage, New York State Department of Transportation

State Routes 209 and 44 and 55 are the most important routes in the Town. Route 209 in the Town is the major north-south route. From the Town of Rochester Route 209 leads south to the Village of Ellenville and important shopping and employment center and to Pennsylvania and the Pocono Mountain resorts. To the north of Rochester Route 209 leads toward the City of Kingston, another major shopping and employment center.

Route 44 and 55 to the east of the Town leads toward Poughkeepsie via the Mid-Hudson bridge. Route 55 west of Route 209 in the Town of Wawarsing leads toward Liberty and the State of Pennsylvania.

The County Roads within the Town are Pataukunk Road (CR-29), Samsonville Road (CR-76), Granite Road (CR-111), Lucas Avenue (CR-58), Kyserike Road (CR-29a), and Main Street (CR-143) extending from Route 209 through Accord to St. Josen Road. These county roads function as part of the collector street system in the Town. The remaining roads are under the jurisdiction of the Town of Rochester or are private.

Route 209, between the Route 55 and 44 intersection in Kerhonkson and the Lucas Turnpike intersection, in the Town of Rochester had an AADT

(average annual daily traffic) of 4,635 vehicles in 1964 and 4,820 in 1965. North of the Lucas Turnpike intersection Route 209 had an AADT of 2,731 vehicles in 1964 and 3,265 in 1965. Average annual daily traffic is the value representing the average 24 hour traffic volume during the year. No actual day may have had this volume; seasonal highways, for example, may have winter volumes much lower and summer volumes much higher than AADT. *

The 1964 AADT for Route 44 and 55 east of Route 209 was 1,371 vehicles and 1,385 in 1965.

Route 44 and 55 has been realigned at and near its intersection with Route 209 in the Town of Wawarsing to by-pass the Hamlet of Kerhonkson. Route 209 has two sharp curves in its alignment, one just north of Kerhonkson and another at Accord.

Both Pataukunk Road, Samsonville Road and Granite Road which are county roads have horizontal alignment problems in some areas. Lucas Turnpike in the Town of Rochester does not present the same problem. Vertical and horizontal alignment on Lucas Turnpike are good. Samsonville Road and Lucas' Turnpike are the main county roads in Rochester which connect the Town with adjacent Towns.

West of Route 209 the road system reflects the open character of the Town. Very few subdivision streets similar to those along Samsonville Road between Boice Mill Road and Route 209 exist. However, the road system in this area west of Route 209 is basically a rural road system and many of the roads present horizontal and vertical alignment problems. Samonville Road, Queens Highway and Mettakahonts Road have vertical and horizontal alignment problems and being the more important streets in the area of the Town west of Route 209 are those which should first be improved. Other Town roads such as City Hall Road, Rochester Center Road and Ridgeview Road also have horizontal and vertical alignment problems but because traffic is very light on these streets at the present time these problems are not serious. Thus one of the considerations in proposing land use densities for the Town is to consider the impact of various land use densities and resulting traffic volumes on the existing road system. Where low densities can be maintained the existing road system except for the more important roads such as Samsonville Road, Queens Highway and Mettakahonts Road will suffice without major improvements.

* 1964 and 1965 traffic volume on State Routes, New York State Department of Transportation.

East of Route 209 there are fewer Town roads. All of the county roads except Samsonville Road are located in this area east of Route 209. Route 44 and 55 and Granite Road are subject to seasonal fluctuations of traffic volumes. Granite Road serves as access to Granit Hotel, The Brookside and several bungalow colonies. Tow Path Road and particularly Rock Hill Road provide access to many bungalow colonies.

The new subdivision streets in the Town of Rochester have generally been designed following good practice of discouraging through traffic on these local streets. The loop street is the most popular. Loop street have been constructed on Lower Granite Road, Old Minnewaska Trail and Pataukunk-Samsonville Road. This type of street is an excellent design to discourage through traffic while providing good access for residents, emergency vehicles and service vehicles.

Two crossings of the Rondout Creek are available in the Town one by Kyserike Road and another at Accord. Immediately south of the Town are Kerhonkson another crossing is available.

The New York State Department of Transportation is presently studying a realignment of Route 209 beginning in the south at the Ulster County line, by-passing Ellenville and generally following the former right-of-way of the New York, Ontario and Western Railroad through the Towns of Wawarsing, Rochester, Marbletown and connecting with the present relocation of Route 209 in the Town of Hurley.

This relocation of Route 209 will be two lanes in each direction and will be limited access except where existing portions of Route 209 are utilized. The theoretical design capacity of uninterrupted flow of a highway with 4 lanes and with operating speeds of 45-50 mph is 1,000 vehicles per lane per hour.* This highway will handle expected traffic volumes. The New York State Department of Transportation estimates the 1992 daily traffic at 6,200 vehicles.

* Matson, Smith, Hurd, Traffic Engineering, McGraw Hill, New York
1955, p. 382

No railroads exist in the Town other than the abandoned right-of-way of the New York, Ontario and Western Railroad. In terms of bus service only the Eagle Bus Line traverses the Town on Route 209. Long distance bus service is available from the City of Kingston, Village of New Paltz and Village of Ellenville.

There are no commercial airports in Ulster County. Commercial air transport is available at Dutchess County Airport and Orange County airport. Ulster County has two airports serving the County, one south of New Paltz and the other north of Kingston for privately owned aircraft.* The Kingston-Ulster Airport is located on Route 32, five miles north of the City of Kingston. Kobeltz Airport, Wallkill is located on Plains Road off Route 208, two and one-half miles northwest of Wallkill.* Three small privately owned airstrips are located in the Town of Rochester along Route 209.

An Analysis of the Need for Local Air Transportation Facilities and Type of Facility Desirable

The only firm criteria readily available to establish the need for air transportation facilities is the National Airport Plan which lists forecasted airports in Ulster County in the vicinity of Kingston and New Paltz.**. The airports in the National Airport Plan represent locations at which the Federal Government considers the possible expenditures of Federal monies under the Federal-Aid Airport Program as sound capital investments. In order to qualify for Federal financial assistance and airport must be included in the Plan. Inclusion of an airport or work item in the Plan does not represent a commitment on the part of the Federal Government to participate financially in its developments.

The National Airport Plan proposes an airport in the Kingston area having a runway length of approximately 3,000 feet and is classified as a Basic Utility (Stage II) airport. This type of airport accommodates about 95% of

* Ulster County Data Book, 1966

** 1) National Airport Plan, 1968-1973 Airport Service, Federal Aviation Agency, Superintendent of Documents, U. S. Government Printing Office, Washington, D. C.
2) Correspondence from Department of Transportation, State of New York
3) Interview with FAA officials at John F. Kennedy International Airport.

the general aviation fleet under 12,500 pounds* and meets all general aviation needs except for turbine powered types, transport types, and a few twin-engine airplanes over 8,000 pounds gross weight.

The need for an airport was based upon studies conducted by the Federal Aviation Agency which included:

- 1) consideration that there exist owners of at least 10 aircraft which are located more than 30 minutes surface travel time from the nearest NAP airport; and
- 2) a socio-economic study developed by the Federal Aviation Agency which includes written justification verifying the need for development of a new airport.

No specific site has been selected for an airport by the Federal Aviation Agency. The selection of the specific site is up to the locality with review by the Federal Aviation Agency.

The National Airport Plan also includes an airport in the New Paltz area having a runway of 2,600 feet and classified as a Basic Utility (Stage I) airport. This type of airport accommodates about 75% of the reciprocating engine powered airplanes under 12,500 pounds.** This stage (Basic Utility Stage I) meets the needs of that portion of recreational, instructional and personal business flying which utilizes these airplanes.

The airport in the New Paltz area included in the National Airport Plan is called Stanton and is indicated on the plan as private with the site to be selected. This means that the Stanton airport can be continued in New Paltz but if and when a public airport is needed the Stanton airport or a totally different site can be considered.

* Includes Airo 500A, 500B, 560E, 680F, Beech 35-A33, B95A, Cessna 140A, Excoupe 415D, 415E, 415G, Piper PA-12, PA-18, PA-23 "140", PA-24 "250", Universal 108-1, 108-2 and also models listed under Basic Utility Stage I (see next foot note)

** Includes Aero 560A, 680E, Aeronca 15AC, Beech A-35, A-35B, A-35R, N-35, A-55, 65, Cessna 150, 170, 170A, 170B, 172, 175, 180, 182, 185, 190, 195A, 210, 310C, 310D, Downer 14-19, Mooney M-19C, Mark 20, Navion "A", Piper PA-20, PA-22 "108", PA-22 "135", PA-23 "250".

The reason for including the Stanton airport in the New Paltz area is because air taxi service now exists at Stanton. All of the airports for which the CAB (Civil Aeronautics Board) authorizes service based upon a determination of public convenience and necessity are included in the National Airport Plan. Air taxi services provide air transportation between communities generating little air traffic and communities of high population density.

Written communication from the New York State Department of Transportation indicates that the State of New York requires that any site selected have the capability for expanding to at least 5,000 feet in length and to ultimately achieve business jet standards.

Conversations with the Federal Aviation Agency indicates that if it were decided that one airport would meet the desired needs rather than two airports as shown on the National Airport Plan for Ulster County such decision would be regarded favorably by the FAA.

Both airports included in the National Airport Plan are proposed for general aviation facilities. General aviation ranges from crop dusting, surveying and other application uses to air taxis and charter services. General aviation also includes aircraft used in the day-to-day operation of industrial plants and for personal, recreational and instructional purposes. Other types of airports are trunk, international and territorial carries (such as John F. Kennedy International), local service (such as Westchester County Airport), cargo service and helicopter service.

Economic Considerations

It would not be desirable nor economically feasible for the Town of Rochester to consider establishing its own airport. The consideration, possible establishment and operation should be at the County level. An Ulster County Airport Commission has been established and this Commission has engaged an engineering firm to consider and recommend sites for an airport. This engineering study is concerned with physical aspects of sites including topography, soil conditions, wind conditions and FAA airport site selection standards.

Even consideration of present economic conditions within the area for which Brown & Anthony City Planners, Inc. are preparing development plans (Towns of Hurley, Marbletown, Rochester, Wawarsing and the Town and Village of Rosendale) present a picture of limited industrial

and commercial activity. The major industrial operation within this area is Channel Master, Inc.; however, a private airport to serve this industrial facility has been constructed in the Town of Wawarsing adjacent to the Sandburg Creek. Economic considerations for an airport must involve present and future resort activities, air taxi service, personal, recreational and instruction flying and the stimulation of industrial activities as a result of an airport on a County wide basis. Such a detailed study is beyond the scope of this report but some observations can be made.

- 1) The relocation of industry has been a significant factor in accounting for the continuing growth of business flying. To the extent that a community is otherwise attractive to an industry, air transportation may well be the critical factor which affects the choice of location.* However, this is not to say that the establishment of an airport by itself will attract more industry but only that an airport is one of the factors which certain industries consider before choosing a site for plant location.
- 2) A new Sullivan County airport is now under construction on a 300 acre site approximately midway between Monticello and Liberty. The airport will have a runway of 6,300 feet with expansion to 10,000 feet. One of the primary purposes of this airport is to attract new resort business.** This airport will be serviced by the Mohawk airlines jet fleet. Because this airport will be located approximately 15 miles west of Ellenville it should also benefit some of the resort activities in Ulster County many of which are located in the south west portion of the County. The location of an airport in Ulster County should also benefit resorts in Ulster County even if limited to air taxi service and chartered flights rather than scheduled airline flights. Considerations for the location of such airport should include the importance for an airport to the resort activities in the County. An airport will allow use of resort facilities for more conventions and conferences which otherwise might be lost to other areas.

In addition to Sullivan County airports are also located in Dutchess County and Orange County.

* National Airport Plan, 1965-1969, Airport Service Federal Aviation Agency, Superintendent of Documents, U. S. Government Printing Office, Washington, D. C.

** Local newspaper article - The Republican Watchman of Monticello, December 17, 1966

- 3) In considering the type of airport desirable it is recommended by the Utility Airplane Council that it is important to plan for the future but the facility should not be overbuilt for today's needs.* The National Airport Plan recommends a general aviation facility for Ulster County. The National Airport Plan recommends a runway of 3,000 feet for the Kingston area airport and a runway length of 2,600 for the New Paltz area. If one airport is considered the runway should then probably exceed 3,000 feet. In any event the State of New York requires that any selected site have the capability for expanding at least to 5,000 feet in length and to ultimately achieve business jet standards.**

Site and Feasibility

The proper approach to an airport in Ulster County is one which is now being used--that is consideration of such facility at the County level. It would not be desirable nor feasible for the Town of Rochester to build its own airport. For example, the cost of the Sullivan County airport is approximately 3 million dollars with the Federal Government paying 50% of the cost. Although an airport for Rochester would not be as expensive, it would still involve a considerable sum of money. Therefore, airport sites have not been shown on the Rochester Development Plan. However, should the final report of the engineering firm and the Ulster County Airport Commission recommend a site for a County airport in the Town of Rochester and the Ulster County Board of Supervisors concur, the Development Plan will have to be reviewed to consider the effect of such airport on the Town. Depending upon sites selected new roads or widening of existing roads may have to be considered. Again depending upon its location the Town may want to re-assess the proposed land use pattern in the areas adjacent to an airport to consider using the airport to advantage for economic development.

In addition the Town should revise its zoning ordinance to incorporate height limitations of structures within the approach and take off pattern of the airport (Airport Hazard District).

* 8 Steps to Airport Development, Airports Mean Business, Utility Airplane Council, Washington, D. C.

** Correspondence from State of New York, Department of Transportation

Summary and Conclusions of Analysis of the Need for Local Air Transportation Facilities

The National Airport Plan has established the need for an airport in Ulster County. Two airports in Ulster County are shown on the National Airport Plan: one in the area of Kingston and another in the area of New Paltz. The Federal Government considers the airports shown on the National Airport Plan as sound capital investments for possible expenditures of Federal monies under the Federal-Aid Airport Program. This program will pay up to 50% of the project cost for public airport development. Privately owned airports, however, are not eligible for Federal assistance under the Federal-Aid Airport Program.

The approach to airports in Ulster County should be on the County level rather than on the municipal level.

The type of airport recommended by the National Airport Plan is the general aviation facility designed to handle the needs of airplanes of 12,500 pounds or less of maximum gross weight, but with room for expansion of facilities.

Such airport should serve the needs of personal, recreational and instructional flying.

An airport can be beneficial to the resort industry of Ulster County and the availability of an airport is one of the factors which certain types of industries (primarily those in need for fast delivery of goods or shipment of goods of low volume and high value or those whose personnel utilize substantial air transportation) consider before choosing a site for plant location.

Considering the Town of Rochester by itself, an airport for the Town would not be desirable nor feasible and sites for an airport have not been shown on the Development Plan.

COMMUNITY FACILITIES STUDY

School Facilities

The Town of Rochester is served by two school districts, but most of the Town is within the Rondout Valley School District. The Ellenville School District serves the western portion of the Town which is primarily composed of State owned land.

Three children from Rochester were enrolled in the Ellenville Consolidated School District in 1966. Total enrollments in the Rondout Valley Central School District for the years 1960, 1966 and 1967 are as follows:

TABLE 2: RONDOUT VALLEY CENTRAL SCHOOL DISTRICT
1960, 1966 and 1967 ENROLLMENTS

	<u>1960</u>	<u>1966</u>	<u>1967</u>	<u>% Increase</u> <u>1960-1967</u>	<u>Natural</u> <u>Increase</u> <u>1960-1967</u>
K-6	1,020	1,401	1,598	57%	578
7-9	478	615	666	39%	188
10-12	<u>204</u>	<u>415</u>	<u>480</u>	135%	<u>276</u>
K-12	1,702	2,431	2,744	61%	1,042
Special	<u>12</u>	<u>25</u>	<u>26</u>		<u>14</u>
Total	1,714	2,456	2,770	62%	1,056

Source: Rondout Valley Central School District

Table 2 indicates a total K-12 enrollment increase of approximately 7% per year between 1960 and 1967. A projection of this trend to 1980 would produce enrollments of over 5,100 or over double the 1966 enrollments.

Grades 10-12 show the most significant percentage increase in enrollments in Table 2 having doubled between 1960 and 1966. This reflects the children of the post war "baby boom" who are now of high school age. Of the total increase in enrollments between 1960 and 1967, 55% were in the K-6 grades and 45% in the 7-12 grades.

The Accord Elementary School which is part of the Rondout Valley Central School District is located in Rochester. This school serves grades K-6 and was constructed in 1938. It is on a 4 acre site and is centrally located to serve the Accord area of the Town. The Kerhonkson School located in the Town of Wawarsing very near the Town of Rochester also serves grades K-6 and was constructed in 1926. It is on a 7 acre site and is centrally located to serve the Pataukunk area of Rochester and the Kerhonkson area of Wawarsing. The Rondout Valley Junior and Senior High School (grades 7-12) is located in Rochester and was constructed in 1960 and is located on a site of 125 acres. This school is centrally located in the Rondout Valley District and has good accessibility. The following table shows the September 1967 enrollments for the Accord School, Kerhonkson School, and the total Rondout Valley Central School District:

TABLE 3: 1967 ENROLLMENTS AT ACCORD SCHOOL, KERHONKSON SCHOOL AND TOTAL RONDOUT VALLEY CENTRAL SCHOOL DISTRICT

	<u>Accord School</u>	<u>Kerhonkson School</u>	<u>Rondout Valley Central School District</u>
K	40	78	248
1	44	82	249
2	39	93	251
3	16	74	211
4	23	71	214
5	30	81	228
6	26	69	197
7	-	-	218
8	-	-	211
9	-	-	237
10	-	-	168
11	-	-	171
12	-	-	141
Special	-	-	26
Total	218	548	2,770

Source: Rondout Valley Central School District

The Accord School has a capacity of 225 and the Kerhonkson School has a capacity of 540 students. The Rondout Valley Junior and Senior High School is located in Rochester and presently serves grades 7-12.

Beginning in September 1968, the Rondout Valley School District system will be converted to a K-4, 5-8 (middle school) and 9-12 (high school) system. A middle school with a capacity of 1,200 students has been constructed on the junior, senior high school site. The former junior, senior high school functions as a high school serving grades 9-12 and has a capacity of 1,100 students. A new K-4 school will be constructed in the Town of Rosendale at the southeast intersection of Cottekill Road and Lucas Avenue. This school will have a capacity of 300 students and provision will be made for expansion to a capacity of 420 students. The present school serving grades K-2 in the Village of Rosendale will be closed.

It is estimated by Dr. Grenda, District Principal of the Rondout Valley Central School District, that an additional K-4 school will be needed in the Kerhonkson - Accord area in the early 1970's, a middle school will be added to the K-4 school in the Town of Rosendale by 1975 and by 1980 a middle school will be needed in the Kerhonkson - Accord area.

Thus, in summary, the Accord and Kerhonkson schools as well as the Marbletown and the new school to be built in the Town of Rosendale will serve grades K-4. A middle school (grades 5-8) and high school all located on the former junior and senior high school site. A middle school will be added to the Rosendale K-4 school and a K-4 and a middle school will be needed in the Kerhonkson - Accord area.

Ulster County Community College

The Ulster County Community College is presently located in the Town of Marbletown near the southeast intersection of Route 209 and Cottekill Road. The Community College was housed in temporary quarters in Kingston but as of September 1967, the permanent campus composed of 90 acres was opened. The present full time enrollment is 800 students and part time enrollment is 650 students. It is expected that enrollment will increase to 2,000 full time students and 1,500 part time students by 1974. The College presently employs a staff of 100 of which approximately 1/2 are faculty. It is expected that the staff will double by 1974.

A library, all purpose building, science building and business study building have been erected as part of the first phase of development. A student center, cafeteria, auditorium and gymnasium will be completed in 1970.

The College offers a two-year program from which a student can transfer to a four-year institution or can prepare for employment in a chosen field.

Areas of study include liberal arts, engineering science, business administration, executive secretarial, accounting, mechanical technology, general studies, legal, medical and commercial typing and business office skills.

The Ulster County Community College is a commuting college with no facilities for students to live on campus. Thus, most of the students will drive daily to the college as will most of the employees. It is estimated from a 50% sample of admissions report on the geographical location of accepted students that 60% of the students will come from the north of the college, being the Saugerties and Kingston area, the Hurley-Woodstock area and Greene County. Approximately 20% of the students will commute to the college from the south (the Ellenville area and New Paltz and vicinity). Another 20% of the students are from other areas of New York State (17%), outside of New York State (2%) and foreign countries (1%).

Public and Administrative Facilities

The Town of Rochester Town Clerk's office is located in rented quarters in Accord. No Town Hall as such exists, although the First Municipal Building located on Samsonville Road in Pataukunk is used by civic organizations and for court and is owned by the Town. The Town of Rochester owns property (1/4 acre) adjacent to the Accord firehouse in Accord which has been acquired for a Town Hall site.

The Town Highway Department is also located in Accord on a site of 7.08 acres and thus space for expansion if necessary is available. The Town dump is located on a site of 4 acres adjacent to the Highway Department.

Three fire stations are located in the Town. The Accord fire station serves a major portion of the Town. The Rochester No. 2 fire company serves the northeast portion of the Town and the fire station for this district is located on Samsonville Road. An additional fire station has recently been established in Alligerville.

The Kerhonkson Fire District most of which is located in the Town of Rochester (the Clay Hill Road, Academy Street, Samsonville Road, Sunset Drive, Lower Granite Road and Kerhonkson Heights). The fire station for this district is located in the Town of Wawarsing on Canal Street in Kerhonkson but will be relocated to Route 44 & 55 in Wawarsing. No reports of the New York Fire Insurance Rating Organization assessing the fire protection are available.

The optimum fire station service radius for buildings having an average separation of less than 100 feet is 2 miles and for buildings having an average separation of 100 feet or more is 4 miles.* These distances should be reduced where severe life hazard exists or where traffic, topography or poor street conditions exist to hinder response. The developed areas of Accord, Alligerville and Pataukunk are within the radius of 2 miles of a fire station. The remaining areas of the total in which most buildings are separated by 100 feet or more are within 4 miles of a fire station except the extreme western portion of the Town which is basically Catskill Forest Preserve and the extreme south east portion of the Town which is part of the Shawangunk Mountains.

Five religious buildings and St. Mary's Convent exist within the Town. The Town is served by one post office located in Accord. No library exists in the Town. There is no hospital located in the Town but hospitals are located in Kingston, Poughkeepsie and Ellenville. In addition, various clinics are located in Poughkeepsie and Kingston.

In terms of administrative facilities, the Town Clerk's office, Town Highway Department, post office, Accord firehouse and Accord elementary school are centralized in Accord. Accord is now serving as the administrative center of Rochester and considering its centralized location in the Town and accessibility it is logical that it should continue in this function.

Park and Recreation Facilities

No Town park or recreation facilities presently exist in the Town. However, the Town does own a six-acre tract of land on the southeast side of Granite Road which has been acquired for park purposes. A playground does exist adjacent to the elementary school and recreation facilities are located on the high school site. The pool adjacent to the Kerhonkson (Town of Wawarsing) Elementary School is used as part of the summer recreation program.

* Goodman and Freund, Principles and Practices of Urban Planning, International City Managers' Association, 1968, p. 224

At the present time, the open areas of Ulster County provide recreation areas in terms of scenic drives, hunting areas and fishing. Worthy of special notice is the Mohonk Lake Tract which extends into Rochester. This privately owned tract of approximately 6,000 acres extends from the Shawangunk Ridges to the Wallkill Valley.

The Mohonk property has grown into a major conservation area. It has spectacular cliffs, woodland, a road system for horses only and forty miles of trails.

The nucleus of the area is Mohonk House, a rambling old fashioned hotel on the edge of Lake Mohonk. Camping, hunting, rock climbing are allowed in certain locations by permit and two nine-hole golf courses are maintained for the use of guests.

For nearly a century now, the Shawangunks have been preserved by private owners who regard their property not only as a source of income, but as a public trust. In the years to come, it will be increasingly important that this tradition is preserved. The Shawangunks are of importance not only to residents of Rochester, Marbletown, and New Paltz, but to all of the people of the eastern seaboard. The preservation of these few remaining large areas of natural beauty are a matter of public as well as private concern. The Mohonk Trust has been established which now contains 1,500 acres and will be expanded to include an additional 4,500 acres, the purpose of which is to preserve and study the land in its natural state.

At the present time, the public recreation facilities available to children and adults are inadequate and the problem will become more critical as the population increases. The demand for "active" and "passive" facilities will increase. Active facilities include ballfields, playgrounds, tennis courts, etc., where recreation activity is physical. Passive facilities are open park areas which should utilize a natural area for picnicking, walking horseback riding where a visual relief from man-made environment can be enjoyed. The planning proposals must include an adequate allotment of land for both active and passive recreation.

A town can purchase needed recreation space and/or it can utilize the provisions of State legislation which permits the Town to require dedication of land and/or monies in lieu of land for needed recreation facilities at the time of subdivision.

Summary and Conclusions

The foregoing sections of this report have pointed out that the Rondout Valley Central School District is presently in the process of constructing new schools and further construction will be needed in the future. The present expansion involves the addition of a middle school at the junior-senior high school site. Also a K-4 school and a middle school will be constructed in Rosendale near the Cottekill Road and Lucas Avenue intersection. Further construction will involve a K-4 and middle school in the Kerhonkson-Accord area.

The Town will also have to consider construction of a Town Hall and consideration should also be given to a Town Library.

Park and recreation facilities are now limited. There is a need for active recreation facilities in terms of ballfields and playgrounds and this need will increase as the population increases. Passive recreation facilities should also be provided.

PUBLIC UTILITIES AND SERVICES

The Linden Hills Estates, Kerhonkson Heights and Timothy Estates subdivisions are served by private water companies. Eighteen homes in the areas known as the Berme Road and Shonger Hill are served by water from the Kerhonkson Water District in the Town of Wawarsing. Nine homes in the Sheldon Development (west side of Route 209) receive water from one well in a cooperative venture.

The Timothy Estates subdivision off Samsonville Road near Route 209, consisting of 6 homes and 15 apartment units was to be served by a central water system which was to have been completed in accordance with New York State Department of Health standards. The work to make this system capable of supplying water to a large number of homes was never completed.*

An engineering and feasibility study of forming a water district in the Pataukunk area of the Town of Rochester was made by the firm of Eustance & Horowitz, Engineers. The study area extended from Route 209 along Pataukunk Road in westerly direction to Clay Hill Road and included all of Clay Hill Road back to the terminus of the Kerhonkson Water District supply line just northerly of Grandview Avenue.

The sources of water were studied including connection to Kerhonkson Water District, utilization of existing wells in the area and development of a water supply by drilling wells. This report encouraged the creation of a water district to cover the desired area. It was recommended that the distribution system should be designed for fire protection, including hydrants, so that at some future date the established distribution system could be connected to a larger district for source and provide complete and adequate fire protections.

A feasibility study of the Berme Road and Shonger Hill areas which are now served by the Kerhonkson Water District and the Sheldon Development was made by the firm of Eustance & Horowitz, Engineers, to determine a feasible means of furnishing adequate domestic service and some measure of fire protection for all areas covered. This study found that the only economical source of water available for the Berme Road area and for Shonger

* Engineering Report, Feasibility Study, Proposed Water District, Pataukunk area, Town of Rochester, Eustance & Horowitz, Engineers, Circleville, New York, March 1968

Hill is their present source of water, which is the Kerhonkson Water District. The report also found that the Sheldon Development might be served from its own source if a district were formed and arrangements made for installation of suitable wells or could become part of the district including the Berme Road and Shonger Hill area depending upon charges for water from the District. *

The Town is served by the Central Hudson Gas and Electric Company and the New York Bell Telephone Company. A light district exists at Kerhonkson and Accord. A electric substation is located in Accord. **

No sanitary sewer system exists in the Town.

A site for refuse disposal is provided by the Town dump located near the Town Highway Department at Accord. The Town does not provide refuse collection, however, private collectors within the Town may dispose of their refuse at the Town dump. Both open dumping and open burning are prohibited by State regulations. Thus, the Town will have to find an alternative to open dumping and burning of refuse. A sanitary land fill operation is now used and is being considered for use by several Towns in Ulster County. An engineering study of refuse disposal is now being prepared for Ulster County by an engineering firm.

In terms of the implications for planning, while electric and telephone service can be extended to practically any section of the Town, economically the same is not true of sewage disposal and water systems. In those areas of the Town where it is not expected that utilities other than individual on-lot facilities will be located, a lot size sufficient to accommodate these individual on-lot facilities must be provided. The more remote and mountainous areas of the Town are the areas where utilities will not be located. These mountainous areas are also the areas in which significant rock exists and which will make the installation of utilities very expensive, particularly sewers where a gravity flow is important.

A large lot is necessary in areas where sewer and water systems are not expected to permit healthful operation of both wells and septic tanks and also to provide space for relocation of the septic tank and field if necessary in the future.

* Report on Feasibility Study, Proposed Water Districts, Town of Rochester, Ulster County, Eustance & Horowitz, Engineers, May 1967.

** Ulster County State Book, 1966

