

DEVELOPMENT PLAN

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The Development Plan is composed of a map and accompanying textual description and written proposals setting forth the developmental policy for the Town of Rochester. It is the end result of the survey and analysis of existing physical, social and economic conditions and diagnosis of trends and future needs. It is designed to effectuate the goals and objectives established by local residents (through public meetings and questionnaires) the Planning Board, elected officials and consultants. The Development Plan proposes various land uses, transportation facilities and community facilities which will serve the anticipated population in the future.

The Development Plan for the Town of Rochester is designed to meet the needs of the Town with a forecasted population of 5,200-6,000 by 1985 (the range of the planning period); however, with the realization that this population will continue to increase to 7,000-8,700 by the turn of the century.

The Development Plan should not be considered as a fixed and rigid document establishing unalterable guidelines for Rochester until 1985. The plan should rather be regarded as a tool which may need adjusting periodically. If and when Town officials and the citizenry decide that the objectives which shape the proposals of this plan have changed or require a different emphasis, then a review should be made.

In the next section of this report the Development Plan is presented in component parts: land use, transportation, community facilities, and public utilities.

LAND USE PLAN

Residential

The residential land use plan for the Town of Rochester is divided into three densities. These densities are:

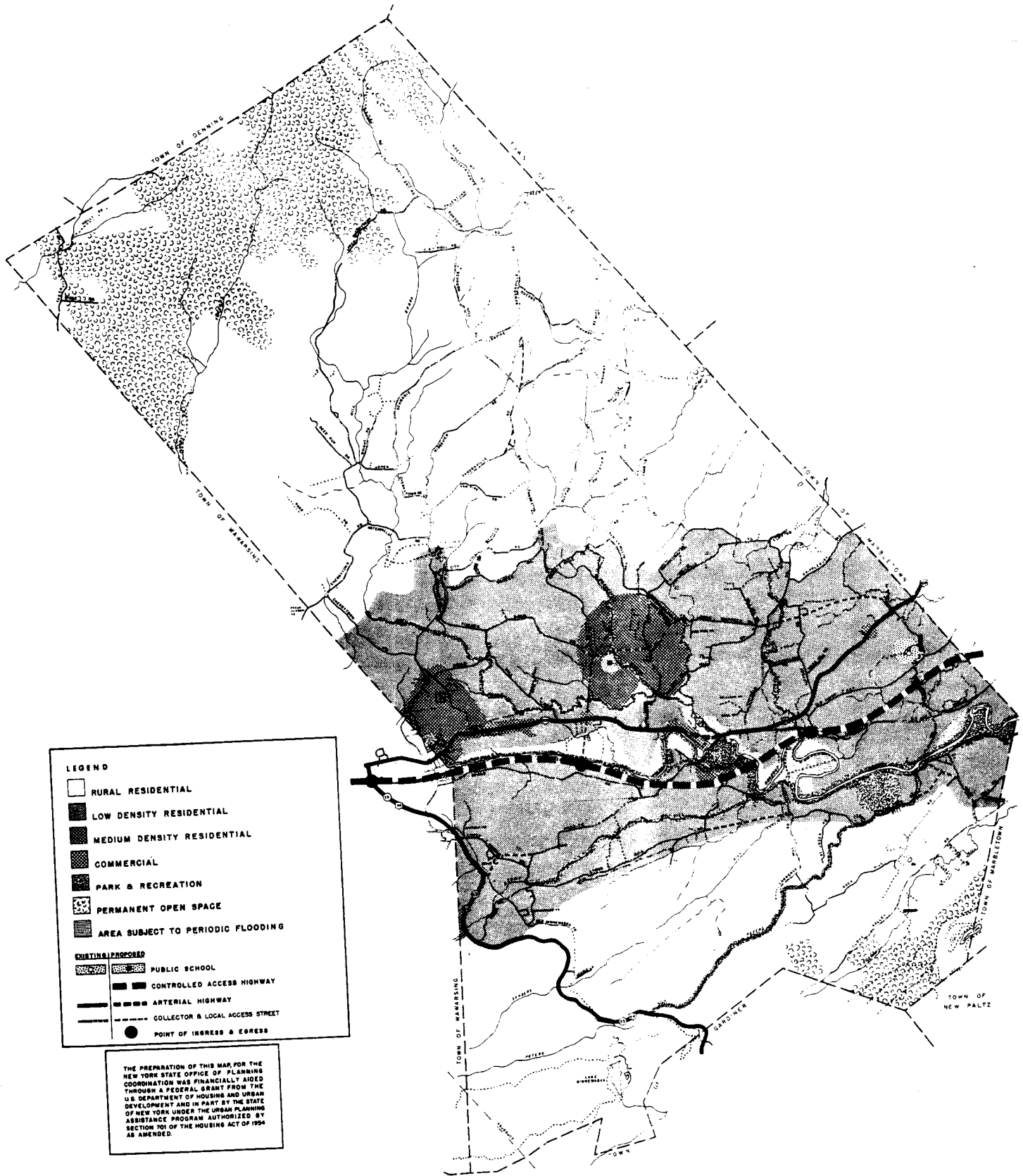
- 1) 2 families per acre called medium density;
- 2) 1 family per acre called low density and
- 3) 1 family per 1 1/2 acres called rural residential.

The guiding principles used in selecting the residential land use plan densities and locations were the physical characteristics of topography, soil conditions, drainage basins and areas subject to flooding; existing development and existing and proposed facilities including schools and convenient access to major roads and shopping areas; costs to the Town and the goals and objectives stated in the previous section of this report.

The Town of Rochester as pointed out in the existing conditions report is basically an agricultural and resort oriented Town. The population of the Town was 3,344 in 1965 and is forecasted to increase to 5,200-6,000 by 1985 which is less than a doubling of the existing population.

The Town contains 88 square miles of land area or approximately 56,320 acres. Thus with the expected relatively small population increases versus the large land area even by the turn of the century, large amounts of land will still be vacant.

Basically, three areas have been selected for medium density residential use. These areas were selected on the basis of physical characteristics, existing development, existing and potential community facilities and shopping and proximity to major routes of travel. These medium density residential areas will aid in providing a diversity of living environments in the Town. They are also economical in terms of having concentrations of families within walking distance of existing and proposed schools. Because they are located near to existing major routes of travel (existing and proposed Route 209), Town expenditures for collector street improvements to provide good access to major routes of travel from these medium density residential areas will be minimized. These medium density residential areas contain approximately 1,500 acres or about 2.3 square miles and can accommodate by themselves the expected population increase to the year 1985.



LEGEND

- RURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- PARK & RECREATION
- PERMANENT OPEN SPACE
- AREA SUBJECT TO PERIODIC FLOODING

EXISTING/PROPOSED

- PUBLIC SCHOOL
- CONTROLLED ACCESS HIGHWAY
- ARTERIAL HIGHWAY
- COLLECTOR & LOCAL ACCESS STREET
- POINT OF INGRESS & EGRESS

THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND IN PART BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1949 AS AMENDED.

One of the areas selected is in the very southern portion of the Town known as Pataukunk which includes land on both sides of Samsonville Road and Route 209. This area is served by the Kerhonkson elementary school, is located close to existing and proposed Route 209 and most of the land is of level topography. This medium density residential area is close to the Kerhonkson neighborhood shopping area. The predominant soil type in this area is Agawam sandy loam.* The following is a description of this soil type.

"To a depth of about 7 inches Agawam sandy loam consists of brown medium to coarse sandy loam containing, in places, considerable quantities of small slate and shale gravels. Below this is lighter brown slightly heavier sandy loam, which grades into coarse loamy sand or gravelly sand below a depth of 30 inches. The lower part of the subsoil and substratum consists of dark-brown fine sand and gravel. The content of gravel is variable. In the Esopus Valley the soil contains little gravel, but in the Wallkill and Rondout Valleys the soil is more gravelly and in places is a fine gravelly loam*."

This proposed medium density residential area presently contains 4 existing residential developments.

The second area chosen for medium density residential use is the Accord area of the Town. It also is located close to an elementary school (the Accord school), contains relatively level topography and acceptable soils. It is also near major routes of travel and neighborhood shopping.

The third medium density residential area is generally located in the area of Queens Highway and Mettakahonts Road on the west side of existing Route 209.

As pointed out in the Community Facilities Analysis section of this report, an additional elementary school will be needed in the Kerhonkson-Accord area in the 1970's and a middle school will be added on the same site in the 1980's. Thus one of the considerations for the location of this medium density residential area is that the proposed school, which

* Soil Survey Ulster County, New York, by A. T. Sweet & Wilbur Secor, U. S. Department of Agriculture in cooperation with the Cornell University Agricultural Experiment Station.

will be contained within this medium density residential area, be reasonably located in relation to other existing schools. A discussion of the location of this proposed school is contained in the Community Facilities Plan section of this report. This area has good topography, is near Route 209, can be served with neighborhood shopping and is served by two important Town roads--Queens Highway and Mettakahonts Road. The soil types are basically Chenango gravelly loam. The 7 inch surface soil is brown or pale reddish-brown gravelly loam. Below an average depth of about 36 inches the gravel fragments are larger and more abundant than the overlying layers. At various depths the soil is underlain by stratified sand and rounded waterworn gravel.*

All three of the above discussed medium density residential areas have land slopes and therefore a gravity flow toward the Rondout Creek.

The plan also recognizes the existing medium density residential development which presently exists at Kerhonkson Heights on Route 44 & 55.

All other residential lands in the Town located west of the foothills of the Shawangunk Mountains and east of the foothills of the Catskill Mountains have been placed into a low density residential classification (not more than one family per acre). This low density residential classification contains practically all of the land classified by the New York State College of Agriculture at Cornell University as High Level of Intensity of Commercial Farming (areas containing farms predominantly in the upper 2/3 in productivity and income). It is the objective of this low density residential classification to allow agricultural and resort uses to continue and to expand but also to allow residential uses on lots of sufficient size to accommodate on-lot wells and septic tanks. Residential development within the low density residential areas is expected to be scattered and lot sizes of sufficient size must be required so that a central sewer and water system is not necessary.

The remaining residential lands in the Town (generally the Shawangunk Mountain area and Catskill Mountain area) have been placed into the rural residential classification (not more than one family per 1 1/2 acres). These rural residential areas contain slopes of 10-15% and 15% and over and many areas of poor soil types (being composed of rock

* Soil Survey Ulster County, New York by A. T. Sweet & Wilbur Secor, U. S. Department of Agriculture in cooperation with the Cornell University Agricultural Experiment Station.

outcrop and many areas which have only a thin mantle of soil over bed-rock). These rural residential areas also contain a basically rural road system. Many of the roads can not accept increased traffic volumes without significant improvement. Finally, a rural residential classification will tend to preserve the rural atmosphere and natural beauty which presently exists in the Town. One of the objectives of the rural residential and low density residential classifications is this preservation of natural features of the Town described in the Esthetic Characteristics section of this report. It is particularly important in the Town of Rochester to maintain an attractive physical environment because of the resort industry.

Although the rural residential, low density residential and medium density residential land use classifications set forth densities for residential uses, these areas will also permit related uses such as religious buildings, clubs, hospitals, golf courses, etc. Specific regulations controlling these related uses are set forth in the zoning ordinance.

The rural residential and low density residential areas will permit continuation and expansion of agriculture uses. However, again because residential and agricultural uses can present an incompatible land use situation, specific regulations controlling agricultural uses are set forth in the zoning ordinance. It is the objective of the Development Plan to preserve as much agricultural land in agricultural use as possible. The objective is proposed to be effectuated by low density zoning and flood plain zoning.

An objective of the Development Plan is to improve the economic base and tax base of the Town by providing sites for further resort development and by providing an overall Town atmosphere which will be attractive to the resort activity. The rural residential and low density residential areas will permit resort activities such as camps, lodges and resort hotels. However, these uses can not be permitted indiscriminately. Before being permitted a finding by the Board of Appeals that the proposed resort activity meets the standards prescribed by the zoning ordinance must be made in accordance with the special permit procedure.

The zoning ordinance will also permit cluster developments. This technique will permit a property owner to group house sites on smaller lots than normally required, provided the overall maximum density of the site is not exceeded. The remainder of the tract is then left in its natural state or used for recreational purposes. Cluster layouts will thus preserve the rural character of the land by preserving natural features. This

undeveloped land can be owned and maintained by a property owners' association or when the Town is agreeable deeded to the Town as permanent open space or recreation space. Cluster layouts provide for less street and improvements and thus benefits are derived by both the developer and the Town. Cluster developments are particularly advantageous to sites which contain both developable land and problem land such as areas of steep slopes or significant rock outcropping. In these cases the developable land can be used for the home sites while the undevelopable areas can remain in their natural state.

The densities as set forth will apply to both year round and seasonal homes. The probable continued rise in incomes and longer vacations will increase the demand for vacation sites. The Town of Rochester with its scenic beauty and geographic location between the Albany-Troy-Schenectady Metropolitan area and the New York Metropolitan area will continue to be an attractive seasonal home site. Seasonal homes must comply with the requirements for year round homes because of the distinct possibility that these seasonal homes will be converted to year round use at some future date. In the zoning ordinance the required minimum lot width in the low density residential (R-1 District) and rural residential (A District) has been deliberately held to as small a figure as reasonably possible in order to minimize lot frontage and therefore street improvement costs to seasonal home developers.

Commercial

The commercial land use proposals are based upon the following:

- 1) The proposed concentrations of residential development in the Town (medium density residential) need to be serviced by neighborhood businesses supplying day-to-day goods and services.
- 2) Commercial space also should be provided for general business activity (offices, building supply yards, garden and farm supplies, auto sales, bowling, funeral homes, etc.) and highway oriented uses (gasoline stations, restaurants and motels).
- 3) Strip business development along the major highways should not be allowed but rather business development should take place in clusters.
- 4) The proposed relocation of Route 209 will make existing Route 209 less desirable as a highway oriented site except at locations close to ingress and egress from the Route 209 relocation.

- 5) Although the expected population increases are relatively small the population of the Town is increased by the summer seasonal influx to over double the resident population.
- 6) The respondents to the planning questionnaire overwhelmingly favored attracting more stores and shops to the Town.

Neighborhood business centers are proposed at Accord and at the intersection of existing Route 209 and Queens Highway to service the adjacent residential areas. The Pataukunk area of the Town will be serviced by the Kerhonkson business area in the Town of Wawarsing. Both of these areas are of sufficient size to contain general business as well as neighborhood stores and shops. The Accord business area already contains an automobile dealer on existing Route 209. Other general business areas proposed are on existing Route 209 in the area north of Samsonville Road and in the area south of Kyserike Road. A general business area is also proposed on Route 44 & 55 at the proposed Granite Road relocation intersection. In addition the plan proposes establishment of general business areas at the intersection of the relocation of Route 209 and Lucas Turnpike. The purpose of this area is primarily to provide sites for highway oriented business uses to service the travelling public.

The commercial areas proposed contain sufficient land area (approximately 150 acres) to service the needs of the resident population, seasonal influx and travelling public. The resident population of the Town is not expected to increase to the point where a designed shopping center could be supported by the Town until near the end of the range of the Development Plan. A shopping center with a supermarket or drug store as the major tenant and containing 50,000 square feet of gross leasable floor area needs a minimum support of 2,000 families or approximately 7,500 persons.*

Thus it is expected that residents of the Town will continue to patronize stores and shops outside of the Town, but the plan does provide space for neighborhood stores and shops serving day-to-day needs of residents.

In the design of these business areas the following principals should be observed:

- 1) entrances and exists from the street or highway should be limited in width (generally 30 feet is sufficient) and should be limited in number to avoid excessive conflict points with other through traffic;

* The Community Builders Handbook, Urban Land Institute, Washington D. C. , 1960

- 2) signs should be limited to those necessary to identify the business and the name of the center and those necessary for traffic control;
- 3) buildings should be adequately setback from a highway (at least 40 feet) and off-street parking provided as required by the zoning ordinance;
- 4) buffers as spelled out in the zoning ordinance should be provided between business uses and adjacent residences.

Industry

The advantages of industry to the Town are twofold. First, as the Town increases in population the need for additional services such as schools, recreation, roads, fire protection, etc. will increase. Industrial uses can provide a source of rates to help pay increasing costs of services for the Town. Secondly, industrial uses provide a source of employment.

The Development Plan does not show any specific site for industry. The marketability of land for industrial use at this time is limited and effectuation of industrial site proposals through exclusive industrial zoning (zoning for industrial uses and excluding incompatible uses including residential uses) is not recommended. A "floating" industrial district in the Rural Residential and Low Density Residential and Commercial areas is recommended. This provision in the zoning ordinance will give the Town flexibility in terms of making sites available for industrial use and gives property owners in these districts alternative uses for their land. This provision will allow establishment of an industrial site, provided that the proposal conforms exactly to the Town standards of lot coverage, landscaping, off-street parking, loading and unloading, buffers, setbacks and performance standards as spelled out in the ordinance. The required reviews by various Town officials can guarantee that only desirable and compatible uses can be established on appropriate sites.

Industrial Development Standards

Traffic Access

The traffic access to industrial uses is of prime importance. Industrial uses generate both automobile traffic in terms of journeys to work and truck traffic in terms of delivery and shipment of goods. It is essential that the substantial traffic which can be generated

by an industrial use not pass through residential areas utilizing local access streets. Further, because the arrival and departure of employees by automobile occurs within a relatively short time (sometimes 15 minutes or less), the streets providing access to the industrial uses should be of sufficient width and design to handle the traffic peaks. In industrial districts where several industrial uses are expected the right-of-way of streets should be 60 feet and pavement width at least 30 feet. The 60 foot right-of-way width allows for widening of the street pavement beyond 30 feet should this prove necessary. Before a tract of land is zoned for industrial use by means of the "floating industrial district" traffic access and peak flows should be carefully studied.

Performance Standards

The zoning ordinance sets forth standards controlling smoke, fumes, gas, dust, odor, noise, discharge of waste material, glare, vibration and hazards by reason of fire, explosion, radiation or other causes. The purpose of these performance standards is to make sure that the industrial uses located in the Town will be compatible and will not adversely affect adjacent properties either residential, business or industrial due to its operation. Again there should be a finding by the Town that the proposed industrial use will meet the performance standards before a industrial district is established by use of the "floating" industrial district.

Site Design

Industrial sites should be large enough to permit ample setbacks (50 feet or more), low coverage (35% or less), landscaped buffer areas where industrial parcels abut a residential district and off-street parking. Buildings should be limited in height (40 feet or less) so as to avoid massive characteristics that will destroy the desired character of the Town. Adequate landscaping particularly in the front yard or where abutting a major street or highway should be provided.

Parking

Off-street parking should be ample for all cars of visitors and employees and for company owned cars. The location of off-street spaces in the front yard should be discouraged. Parking areas should be landscaped to lessen the unattractiveness of large areas of asphalt and they should be screened with planting where they abut residential districts.

Signs and Lighting

Signs should be limited in size and number to those necessary to identify the use. Advertising signs should be prohibited. Floodlighting can be permitted but only in such a manner that will not adversely affect adjacent residential areas. Similarly, lighting of outdoor areas should be so arranged so as not to cause glare on adjacent residential properties.

Open Space, Public Uses

The proposed recreation sites, existing and proposed schools, existing State owned land and a portion of the Mohonk Trust are shown on the Development Plan in the category of open space and public uses. These recreation sites, schools, state owned land and lands of the Mohonk Trust will be discussed in the Community Facilities Plan section of this report.

Area Subject to Periodic Flooding

In the Town of Rochester the areas subject to periodic flooding are along the Rondout Creek, Rochester Creek, Mill Brook, Stone Kill and Peters Kill.

It is in the public interest to prevent development of dwellings or other buildings which will require emergency service by the public when flooding occurs in these areas subject to periodic flooding. Under the New York State Planning and Zoning Laws dealing with land subdivision the planning board is not permitted to approve plats of land subdivision unless the lots can be safely used for building purposes without danger of flooding.

However, because the exact boundary of the area subject to periodic flooding can not be determined precisely due to insufficient information, the zoning ordinance will provide for use of property in the flood plain district in a manner similar to adjacent properties not in the flood plain district upon submission of evidence by an applicant that his property is actually safe from flooding.

Esthetic Treatment

As pointed out in the Esthetic Characteristics Report the existing natural features composed of the rolling hills of the Catskills, the Shawangunk

Mountains and the various creeks and streams give the Town its esthetic appeal. These natural resources plus geographic location have established the Town of Rochester as an important resort area of Ulster County.

It is the objective of the Development Plan to preserve these natural features as much as possible. Recognizing that many of the areas are privately owned (the exception is the State owned lands) a rural residential and low density residential use has been proposed. One of the fundamental objectives of this rural residential and low density residential classification is to preserve some of these natural features by permitting only low density developments and channeling other development into the medium density residential areas. Cluster developments as previously discussed are an excellent means of preserving natural features while at the same time permitting owners a reasonable use of their property. These are permitted by the proposed zoning ordinance.

In addition other esthetic treatments proposed by the plan are as follows:

- 1) prevention of strip business development along major highways and concentration of close residential developments (medium density residential areas) at hamlets. Although many other principles are involved in arriving at these land use arrangements one of the considerations is esthetics. Both residents and non-residents driving on the major highway will gain a true impression of the Town as one in which clusters of development do exist but where also scenic assets (woodland, vacant land, hills, streams and low density residential uses) have been preserved.
- 2) The plan and its effectuating zoning ordinance propose to prohibit further billboards in the Town and to control other types of signs. The results of the planning questionnaire shows that respondents favor prohibition of further billboards in the Town. However, considering that the Town is a resort area signs providing direction to the resort activities must be permitted but should only be allowed after review by the Planning Board.
- 3) The plan proposes a system of park and recreation areas and preservation of the historic Delaware and Hudson Canal and lands adjacent to the Rondout Creek and Peterskill in public ownership.
- 4) The respondents to the planning questionnaire also indicated that junk areas should be removed and abandoned buildings removed. Although it is beyond the scope of the Development Plan to propose ordinances effectuating these objectives, the suggestions are endorsed.

As pointed out on the Esthetic Characteristics Map buildings of historic significance do exist in the Town. However, no significant grouping exists which could reasonably be placed into a historic zoning district although these buildings could still be preserved by private initiative.

The esthetic characteristics particularly in the medium density residential areas will be affected by the design of new subdivisions. The Development Plan can not deal with design of each subdivision because of the many different ways in which property can be subdivided. However, the preservation of existing trees and other natural features, a curvilinear street pattern, appropriately improved streets, street shade trees and some variation of house styles are features which should be considered in the layout of new subdivisions. The subdivision regulations incorporate many of the principles as design standards.

Site plan review by the Planning Board of proposed business, industrial and other developments as specified in the zoning ordinance is another means through which esthetic objectives can be accomplished. In its review the Planning Board should require buffers and landscaping to protect adjacent residential areas and to make sure that future development is in harmony with the objective of maintaining as much as possible the natural environment of the Town.

Coordination of Future Land Uses With Those of Adjacent Communities and County Planning Proposals

The land use proposals in the Town of Rochester along the Town boundaries with the Town of Wawarsing, Marbletown have been studied so that no conflicting land use proposals exist along or near to common Town boundaries. Joint meetings have been held between these and other Towns to study land use relationship. The Towns of Denning, Olive and Gardiner also abut the Town of Rochester but these Towns are not involved in comprehensive planning.

Between the Town of Rochester and Marbletown low density residential and rural residential land uses in Rochester abut rural residential land uses in the Town of Marbletown. The only lands in the Town of Rochester which abut the Town of New Paltz are lands of both The Mohonk Trust and Lake Mohonk resort which are located in both Towns.

Between the Town of Rochester and Town of Wawarsing, low density residential and rural residential land uses abut low density residential uses

except at Pataukunk which is medium density residential in the Town of Rochester and adjacent land in the Town of Wawarsing is a similar density.

In addition an intermunicipal park system is proposed along the Rondout Creek and points of ingress and egress from the relocation of Route 209 have been coordinated taking into account proposals advanced by the Ulster County Planning Department. No other County planning proposals have been made affecting the Town of Rochester.

TRANSPORTATION PLAN

A well functioning road system is essential to serve the present and future development of the Town. As the Town and the area around it continue to increase in population, the road system must be able to accommodate the corresponding increase in traffic. This means that new roads must be added to the Town road system and also that existing roads must be improved to carry increased traffic volumes.

The Development Plan provides a basis for a program of improving the street system as the Town continues to increase in population. Some of the recommendations need not be effectuated in the immediate future, but it is important to recognize and agree on the future need and general alignment so that decisions will take into account the need for these future improvements. The plan does not make specific recommendations for detailed designs of intersections, repairs to road systems or details on improved horizontal or vertical alignment adjustments. These improvements should be made only after detailed engineering studies.

Functional Street Classifications

The streets and highways in the Town fall into four categories in terms of functional classification. These are controlled access highways (designed without access from abutting properties), arterial routes, collector streets and local access streets.

At the present time no controlled access highway exists in the Town of Rochester; however, the proposed relocation of Route 209 will be a controlled access highway.

Arterial routes are those of inter-regional importance being generally State routes which are not constructed to controlled access highway standards. Existing Route 209 and Route 44 & 55 are arterial routes.

Collector streets are those inter or intra municipal streets which function as carriers of mostly local traffic from the minor street system of scattered and grouped residences to the arterial system or serve to connect two arterial routes. Because of the rural character of the Town many existing streets are functioning or with further development will function as collector streets and should be classified as such. Collector streets in Town include Lucas Turnpike, Samsonville Road, Queens Highway, Metacahonts Road, Kyserike Road, Tow Path Road, Granite Road, Whitefield Road, etc.

Local access or minor streets are those which function primarily to provide access to abutting properties. The streets in the Timothy estates subdivision on the south side of Samsonville Road are examples of local access streets.

The Development Plan deals primarily with controlled access highways, arterial routes and collector streets. Because the local access street is designed as property is subdivided and because many satisfactory arrangements of local access streets can be designed, proposals for local access streets are not included in the Development Plan. The design of local access streets should be reviewed by the Town as they are proposed as a part of land development based upon the standards set forth in this Development Plan, the subdivision regulations and other ordinances.

Proposals

Route 209 is proposed by the New York State Department of Transportation to be relocated through the Town of Rochester. The relocation of Route 209 through Ulster County is proposed to begin in the southern part of the Town of Wawarsing, by-pass the Village of Ellenville and generally follow the former right-of-way of the New York, Ontario and Western Railroad through the Town of Wawarsing, Rochester, Marbletown and connect with the present relocation of Route 209 in the Town of Hurley. The relocation of Route 209 will be controlled access through these Towns. It should be noted that the alignment as shown on the Development Plan is a general alignment and therefore is subject to variation.

The New York State Department of Transportation has no plans to relocate Route 44 & 55 in the Town of Rochester. Route 44 & 55 has been realigned in the Town of Wawarsing to by-pass the Hamlet of Kerhonkson.

The relocation of Route 209 will necessitate the establishment of access points to and from the proposed relocation of Route 209 within the Town of Rochester. In the northern portion of the Town, Lucas Turnpike will intersect with the Route 209 relocation and will be a point of ingress and egress.

Main Street in Accord (County Road 143) and Granite Road (County Road 111) will be grade separated from the relocation of Route 209 but no access will be provided from either these roads.

In accordance with a resolution of the Rochester Planning Board the Development Plan proposes an extension of Queens Highway east of existing Route

209 to intersect the proposed relocation of Route 209. This proposal will involve the bridging of the Rondout Creek and depending upon the final design and elevation of the Route 209 relocation possibly a grade separated interchange with the Route 209 relocation. The next intersection to the south will be Route 44 & 55 in Kerhonkson area of the Town of Wawarsing.

Consideration was given to the extension of Samsonville Road to intersect the proposed relocation of Route 209 but was rejected for the following reasons:

- 1) Land opposite Samsonville Road at its intersection with existing Route 209 drops 100 feet in elevation in a horizontal distance of 400 feet and thus has a grade of 25%.
- 2) Bridging of the Rondout Creek would be necessary.
- 3) Convenient access to the relocation of Route 209 from Samsonville road is provided at Route 44 & 55.

The Development Plan proposes a relocation of a portion of existing Route 209 at Accord to eliminate a very bad curve. The curve south of Samsonville Road should also be eliminated but this area should be subject to engineering study to determine the best treatment as it involves both a horizontal curve and a vertical curve.

Samsonville Road, a County Road, as an important east-west route through the Town of Rochester. It connects with Route 213 in the Town of Olive which in turn connects with Route 28 at Boiceville. This route also provides access to resorts in the western portion of the Town and therefore is subject to seasonal fluctuations in traffic volumes and commercial vehicles. Samsonville Road is now paved at a width of approximately 22 feet thus providing two eleven foot moving lanes.

In the future Samsonville Road will become a more heavily travelled route particularly if resort activities continue to increase in the Catskills. Traffic counts are not available to determine the average day and peak hour volumes. However, recognizing that this route is now an important route, will become more so in the future and carries commercial vehicles the plan proposes establishing a 60 - 66 foot right-of-way and pavement width of 30 - 36 feet. It is further recommended that a traffic count procedure be instituted yielding basic information on traffic volumes and peak hour volumes which can then be translated into more specific pavement widths and design criteria. A 12 foot pavement lane is generally regarded as being ideal for all high-speed roads and low speed roads with

a high percentage of commercial vehicles.* However, space for emergency stopping of vehicles without impairing the function of the moving lanes should be available.

The Development Plan proposes improvement of a portion of Queens Highway and Blueberry Road between Samsonville Road and existing Route 209. As previously noted by a resolution the Planning Board of the Town of Rochester favors a Queens Highway extension to intersect the relocation of Route 209. Queens Highway between Samsonville Road and the relocation of Route 209 should be improved to the same standards as Samsonville Road.

The Development Plan proposes an improvement of Kyserike Road, a County Road to eliminate the jog at the Old Kings Highway intersection. Kyserike Road will be grade separated from the Route 209 relocation and should form the through movement at the Kyserike Road--Old Kings Highway intersection.

A new bridge has recently been constructed over the Rondout Creek at Alligerville. The Development Plan proposes a continuation of Kyserike Road east of this bridge to connect with a proposed Tow Path Road extension. This road extension and improvements of portions of Rose Hill Road and Clove Road and Old Clove Road will then afford persons on the west side of the Rondout Creek convenient access to Mountain Rest Road which crosses the Shawangunk Mountains and leads to Route 299, New Paltz, the Thruway interchange and the Mid-Hudson Bridge via Route 299.

The Development Plan also includes certain other collector street proposals. It is not anticipated that all of these proposals will necessarily be completed within the short range future, some may only be started during the range of the Development Plan. However, it is important to establish an overall plan so that if property in the area of these street proposals is subdivided a street pattern in accordance with the plan can be established. It is not anticipated that the Town will build these proposed streets but rather that the streets will be established as part of property development.

These proposals include the following:

* Traffic Engineering, Matson, Smith & Hard, McGraw-Hill Book Company, Inc. 1955

- 1) Improvement of Boice Mill Road and Krum Road between Samsonville Road and Queens Highway. This road will provide convenient access between the two proposed medium density residential areas and particularly will provide convenient access from residential area on both sides of Samsonville Road to the proposed middle school north of Queens Highway.
- 2) A connection between Queens Highway and Mettakahonts Road. This road will provide convenient circulation within this medium density residential area and will be particularly needed once the elementary school is constructed.
- 3) A relocation of the southern portion of Lower Whitfield Road to intersect Mettakahonts Road at a point opposite the previously mentioned proposed road between Queens Highway and Mettakahonts Road.
- 4) A connection between Whitfield Road and Route 209. This road should begin at Whitfield Road opposite its intersection with Lower Whitfield Road and extend northward and connect with Route 209 at a point opposite Kyserike Road. If this area is subdivided and developed, this road will provide convenient access to the middle school and high school.
- 5) An extension of Stony Kill Road to connect with Tow Path Road. If property is subdivided and developed in this area this road will improve access from Route 44 & 55 to the high school, Mountain Rest Road and to the proposed recreation facilities along the east side of the Rondout Creek.
- 6) A relocation of Lower Granite Road west of the grouping of buildings at Granite. This relocation will provide more convenient access from Route 44 & 55 to the resort areas along Granite Road.

Street Standards

The right-of-way width and pavement width of controlled access highways are a responsibility of the New York State Department of Transportation. Their right-of-way width varies depending upon the number of lanes of the highway, but is generally 200-300 feet. The proposed right-of-way width of the Route 209 relocation is 200 feet.

Arterial routes are also a responsibility of the State although in some instances County roads may also be classified as arterial routes. These

arterial routes are not controlled access but one of the objectives of the design of collector and local access street intersections with arterial routes is to restrict such intersections to at least 1,500 feet apart. Arterial routes should have sufficient width of pavement that will permit free movement of traffic in each direction. In addition shoulders for emergency stopping without blocking the moving lanes should be available.

Collector streets should have sufficient width of pavement to permit one lane of traffic in each direction. The recommended right-of-way width for new collector streets is 60 feet and pavement width should be at least 30 feet. A 30 foot pavement permits two moving lanes of traffic plus sufficient pavement space for parking of a disabled vehicle. A minimum number of 4 way intersections with minor streets should be provided along a collector street. Minor street intersection jogs should be offset by at least 150 feet.

Local access streets should have a right-of-way width of 50 feet. Grades of such streets should not exceed 10% and their design should avoid through traffic. Design standards for both collector and local access streets are set forth in the subdivision regulations.

Off-Street Parking

Practically every land use generates traffic. This is true of single family homes, business uses, industrial uses, churches, hospitals, schools, clubs, recreational and resort uses. In Rochester because of its rural nature the traffic generated by the various land uses is basically automobile traffic. The basic purpose of off-street parking requirements is to lessen congestion in the streets. The parking of automobiles on the street will tend to prove inadequate as a supply of parking space for business and industrial districts and in some residential areas as well. The parking of vehicles on the street in addition invariably adversely affects the ability of a street to perform its basic function--that is to move traffic safely and expeditiously. Another problem with continuous on-street parking is that automobiles parked on the street interfere with snow removal operations.

The recommended approach to off-street parking in the Town is to apply zoning powers to require that generators of traffic provide sufficient off-street parking spaces commensurate with their needs. Obviously, the space needs vary widely for different types of traffic generators and to some extent for similar generators in different locations. However, off-

street parking requirements in a zoning ordinance must by State law be uniform as they apply to each class or kind of building within the same zoning district. The amount of off-street parking spaces is related to measurable criteria such as dwelling units in residential areas and square feet of floor area in commercial areas. As part of the zoning ordinance they are not retroactive to existing uses. The recommended size of an off-street parking space is 180 feet being 9 feet wide and 20 feet long. Aisle widths between parking stalls should be at least 13 feet wide for one directional flow for 30° parking, 16 feet wide for one directional flow for 45° parking, 21 feet wide for one directional flow for 60° parking and 26 feet wide for 90° or perpendicular parking and in any case where 30°, 45°, 60° or 90° two directional flow is provided.

There is no need at this time for the Town to acquire property specifically for off-street parking purposes and if the above recommended off-street parking standards are adopted as part of a zoning ordinance and effecuated, there will be no need during the range of the Development Plan.

Sidewalks

The need for sidewalks should be examined in connection with all new development on routes where children will be walking to schools. In administering the Town subdivision regulations, the Planning Board should determine the need for sidewalks in new subdivisions and to require that such be built where needed. Such areas to be considered are the medium density residential areas around the elementary schools. Where sidewalks are not required when a new subdivision is approved, consideration should be given to the grade plan of new roads so that it will be feasible to locate these facilities if needed later. Generally in the low density and rural residential areas sidewalks will not be built because of the rural atmosphere desired.

Airport Needs and Feasibility

As pointed out in the existing traffic and transportation report, the Ulster County Airport Commission is now preparing a study of an airport for Ulster County. This approach to an airport whereby the County would own and operate an airport is recommended rather than each Town considering its own airport. It would not be desirable nor feasible for the Town of Rochester to establish its own airport while it would be feasible with Federal and State aid for the County to do so.

At the time of writing of this report the study by the Ulster County Airport Commission is not completed. Because of this fact and the fact that no new Town airport is recommended a new airport is not shown on the Development Plan.