

TOWN OF ROCHESTER COMPREHENSIVE PLAN

2.0 Basic Studies Draft (September 20, 1990)

2.100 GEOGRAPHY

The Town of Rochester is located in south-central Ulster County approximately equidistant from Albany to the north and New York City to the south. Comprising 88 square miles, the Town is also situated roughly between the City of Kingston to the northeast and the Village of Ellenville to the southwest. Rochester is bordered by the Town of Wawarsing to the south, the Towns of Gardiner and New Paltz to the east, the Towns of Marbletown and Olive to the north and the Town of Denning to the west.

The Town can generally be described as a scenic, rural-residential community. Traveling north or south through the Town along State Route 209, one cannot help being impressed by scenic views of the Rondout Valley, the Shawangunk Ridge, and the Catskill Mountains. While there are signs that the Town is slowly becoming a bedroom community for people that work in the larger surrounding employment centers, such as the Villages of Ellenville and New Paltz and the City of Kingston, there is still considerable open space left in the Town in the form of woodlands, wetlands and ponds, stream corridors, steep-sloped mountainous areas and farmland.

The Town's population in 1980 was 5,355, according to 1980 Census figures. In 1990, according to the Ulster County Data Book Update, the Town's population was projected to be 5,900. Higher density residential development is generally located within and around the Town's principal hamlet areas. Hamlet areas include Accord, Alligerville, Mettakahonts, Mombaccus, Pataukunk, and Tobasco. There is also extensive lower density residential development scattered throughout most of the Town.

Important factors that have influenced Rochester's development include the Town's topography and its central location between the commercial centers of Kingston and Ellenville. The Town of Rochester has also been significantly affected by major "transportation developments", including the Delaware and Hudson Canal, the Ontario and Western Railroad and the construction of State Route 209. Development patterns in the Town have tended to follow transportation corridors, most recently highways and roads, which have in-turn been influenced by the area's topography. The Rondout Valley, in particular, has played a significant role in defining development patterns in the Town.

Rochester also has strong linkages to the region in which it is situated. Many residents are employed outside of the Town and do their shopping elsewhere. The chief regional shopping and employment centers that attract Town residents are the City of Kingston and the Village of Ellenville. The City of Kingston has been the principal retail, service, and employment center for the Mid-Hudson area of New York State west of the Hudson River for many years. The Village of Ellenville, while significantly smaller than Kingston, attracts residents for retail and services due to its close proximity.

The primary commercial area in Rochester exists in the form of highway commercial/retail development along State Route 209. This highway serves as both the major arterial for the residents of the Town and the primary transportation artery that links Rochester with the surrounding communities to the north and south.

The general proximity of Rochester to the New York State Thruway, combined with its visual attributes, will continue to make the Town an attractive area in which to reside. Continued commercial strip development along Route 209, and an increase in second-home development, has recently been a source of concern regarding protecting the Town's natural resources and scenic and cultural features. These factors can be influenced to some degree by how Town residents would like to see the Town grow, thus the need for a Master Plan to guide the Town's continued growth is well timed.

2.200 HISTORY

The Town of Rochester was first settled by the Lenni-Lanape Indians who migrated from the Delaware Valley to the Rondout Creek area four thousand years ago. They were primarily an agricultural society, supplementing their diets with wild game. Today, their descendants, forced westward to Wisconsin, still look back to this area as their ancestral home. Route 209 was originally part of a major trade route from Albany to Pennsylvania for the Six Nations Iroquois.

Dutch settlers were in the Town at least as early as 1680 as evidenced in an early land grant from Queen Anne. The early settlement patterns of the Town of Rochester were largely influenced by the granting of the Rochester Patent in 1703, in honor of the Earl of Rochester, cousin of the Queen. The name of the Town was thus changed from its former Indian name of Mombaccus. Vestiges of large landholdings created from the original Rochester Patent are still in evidence today, with some large tracts remaining in individual ownership. However, unlike the patents east of the Hudson, settlers were allowed to own their own land, resulting in more rapid settlement here and perhaps a strongly-ingrained spirit of independence. The historical pattern of more concentrated settlements in hamlet centers and larger parcels in the more rural areas of the Town has continued to the present day.

The earliest settlers of the Town farmed their land and were largely self-sufficient because of the lack of roads and other avenues of transportation to the "outside world." The Barbour loam soils along the Town's many waterways had good potential for farming and as a result the broad valley between the Catskill and the Shawangunk Mountains became the farming center in the Town. Taking advantage of the swiftly-moving mountain streams, the earliest settlers built grist mills and saw mills, probably the first industries in the Town.

A significant change came with the completion of the Delaware and Hudson Canal in 1826. The D&H Canal, built to carry coal from Pennsylvania to New York City via Kingston, was 108 miles long and connected the waters of the Delaware and Hudson Rivers. It offered a way to export farm produce and stimulated the growth of cottage industries in the Town, including the manufacture of barrel hoops, millstones, bluestone slabs and other items.

In the late nineteenth century canals were replaced by railroads and tourists began to visit the region. Hotels, boarding houses and bungalow colonies were built and the Catskill vacation economy began. Farmers found a ready market for their produce; chickens and eggs became a major specialty; and a unique culture grew up in relation to huckleberry-picking for sale to the summer visitors.

One of the most prominent vacation resorts in the Town was the Lake Minnewaska Mountain Houses. The two National Landmark hotels burned down, but the property is now a State park. Another was the Mohonk Mountain House, located partly in the town, and still under private ownership. Other resorts in the Town that are well-known outside the region are the Granit Hotel, Peg-Leg Bates Country Club Hotel and the Pine Grove Resort Ranch. Some of the old bungalow colonies are still in active use. More recently, there has been a significant increase in real estate purchases for second home development by residents of New York City, Long Island and northern New Jersey.

The Palentown School (Common School #10) and the D & H canal bed are currently the only sites within the Town on the National Register of Historic Places. However, there are many structures, including 48 stone houses and many frame farmhouses, barns, hoop shops, granaries, farm complexes, former boarding houses and two railroad stations, that are probably eligible for listing. An unusual number of historic structures are intact because there has never been large-scale commercial or industrial development in the Town.

The natural resources of Rochester have greatly affected the historical settlement patterns of the Town and the livelihoods of its residents. Early in the Town's history, these natural resources led to the growth of Rochester's farming and mining industries. They later played a significant role in the siting of the D&H canal and the Ontario and Western Railroad that traversed the community. More recently, the visual quality and aesthetic appeal of these natural resources has played an important role in the Town's tourism industry.

As the Town plans for its future, the relationships among the historical land use and settlement patterns and Rochester's natural resources are an important consideration in developing an appropriate land use plan.

2.300 POPULATION

2.310 Population Trends

Existing Density and Distribution

Mid-Hudson Region

The Mid-Hudson Region includes Columbia, Dutchess, Greene, Orange, Putnam, Sullivan and Ulster Counties. This region's growth pattern since the turn of the century has been quite different from that of the nation and New York State. Population growth for the rest of the nation and the State far outpaced that of the Mid-Hudson Region during most of the first half of the century. In the 1950s, the region grew more quickly, having a growth rate of 23% while that of the nation was 17% and that of New York State was only 13%. Between 1960 and 1980, the Mid-Hudson Region increased in population well above the national and statewide averages. In the decade 1970 to 1980, this region's population grew by 16.2% to 905,512 and was the fastest growing region in the State. This increased growth rate has accelerated during the first half of the 1980s.

Ulster County

Ulster County's growth has generally paralleled that of the region's, and since the 1950s, the County has outpaced the State and the Nation in population growth. Between 1970 and 1980, Ulster County as a whole grew by 12% and was the 14th fastest growing county in the State. As of the 1980 Census, Ulster County ranked 19th in population of the 62 counties in the State in population, having 0.9% of the State's total population. It ranks third in total population for the region, behind Dutchess and Orange Counties. Ulster is the 12th largest in land area in the State, and the largest in area in the Mid-Hudson region.

Ulster County has undergone a surge in growth during the first part of the 1980's that is expected to continue and increase during the second half of the decade. While the suburban counties to the south, Rockland and Westchester, have slowed and decreased in population in the last decade, Ulster County retains a high growth potential. This is due primarily to accessibility to employment centers in Dutchess and Orange Counties and the availability of housing which is less costly than Dutchess, Orange and Westchester Counties.

The population of the seven-town area of Ulster County surrounding and including Rochester was 31,206 as of the 1980 Census. This area has grown rapidly; the growth rate of neighboring towns ranged as high as 67% between 1970-1980 (see Table 1).

TABLE 1
POPULATION OF ROCHESTER AND SURROUNDING TOWNS
1900 - 1980

	<u>1900</u>	<u>1940</u>	<u>1960</u>	<u>1980</u>
Rochester	2,874	2,454	3,012	5,344
Olive	2,465	1,320	1,999	3,924
Marbletown	3,511	2,543	3,191	4,956
Wawarsing	7,225	9,260	11,246	12,956
Gardiner	1,509	1,317	1,660	3,552
Denning	783	300	215	474

Source: Ulster County Data Book, 1984.

2.320 Town of Rochester Population Characteristics

The tables below show that the age breakdown in Rochester closely parallels Ulster County. Approximately 39.5% of the population of the Town is younger than 25 years old. This population impacts community services such as schools and recreation.

The Town of Rochester's median age of 31.3 in 1980 was comparable to the County's median age of 31.7. Within the surrounding area, the Towns of Gardiner and Olive had the lowest and highest median ages of 30.9 and 34.3, respectively. Overall, the area has experienced a decline in the median age since 1960 which might reflect the impact of the baby boomer generation on the population of the Mid-Hudson area.

TABLE 2
MEDIAN AGE FOR ROCHESTER AND SURROUNDING TOWNS

	<u>1960</u>	<u>1970</u>	<u>1980</u>
Rochester	33.4	29.2	31.3
Olive	37.3	33.4	34.3
Marbletown	36.1	32.0	32.8
Wawarsing	34.8	29.7	31.0
Gardiner	35.5	29.6	30.9
Denning	34.3	29.5	33.8

Source: Ulster County Data Book, 1984.

**TABLE 3
ROCHESTER AND ULSTER COUNTY AGE PROFILE**

<u>ULSTER COUNTY</u>			<u>ROCHESTER</u>	
Age Group	Population in 1980	% of Total	Population in 1980	% of Total
0-4	49,584	6.1	373	7.1
5-14	23,660	15.0	879	16.8
15-24	28,784	18.2	816	15.6
25-34	25,248	16.0	838	16.0
35-44	18,646	11.8	625	12.0
45-54	16,302	10.3	521	10.0
55-64	15,437	9.8	532	10.2
65+	20,497	13.0	683	13.1

Source: 1980 Census.

2.330 Population Density

The 1980 population density of Rochester of 60.73 people per square mile is much lower than the County's average of 138.4 people per square mile in 1980. The densities of the surrounding towns are also lower than the Ulster County average. Rochester's population density reflects the fact that it is largely a rural community.

**TABLE 4
POPULATION DENSITY**

	<u>1980</u>
<u>Rochester</u>	60.73
Olive	45.51
Marbletown	90.27
Wawarsing	97.49
Gardiner	79.29
Denning	4.43

Source: Ulster County Data Book, 1984.

2.340 Population Projections

Rochester's population was recorded at 5355 in the 1980 Census. The expected growth rate from 1980 to 1990 for the Town is 10.4% which is significantly higher than the County's projected rate of 6.5%. After 1990, according to the Ulster County Data Book, both the Town and the County are expected to experience declining growth rates that fall to approximately 3.2% during the first decade of the next century.

TABLE 5
POPULATIONS PROJECTIONS

	<u>Rochester</u>	<u>Ulster County</u>
1980	5,344	158,158
1990	5,900	168,450
2000	6,150	178,400
2010	6,350	184,050

Source: Ulster County Data Book, "Data Update," 1988.

2.350 Family Income

Table 6 illustrates the median family income for Rochester and the surrounding towns for the years 1970 and 1980. Median family income in 1980 in the Town of Rochester increased approximately 80.3% over the 1970 figure. However, Rochester's median family income in 1980 is approximately 20.2% lower than the median family income in Ulster County which increased 91.1% between 1970 and 1980. Rochester has the second lowest median family income of the surrounding towns. This is typical with a predominantly service based economy because those workers are generally lower paid than manufacturing or professional workers.

TABLE 6
MEDIAN FAMILY INCOME

	<u>1970</u>	<u>1980</u>
Rochester	\$8,229	\$14,961
Olive	9,304	19,306
Marbletown	9,640	18,900
Wawarsing	8,765	16,356
Gardiner	8,827	19,945
Denning	8,025	12,411
Ulster County	9,813	18,752

Source: Ulster County Data Book, 1984.

2.400 ECONOMY

2.410 Property Tax Assessment

A method for reviewing the fiscal profile of a community is an analysis of property tax revenue. For most local governments including Rochester, the property tax is the primary financing mechanism for community services. This burden is heightened as State and Federal assistance to municipalities has been either decreased or eliminated. The Rochester Town budget reflects this. State mandated activities, such as the landfill closure has required the Town to provide additional funds. Consequently, the revenues raised from taxes has increased sharply in recent years. The current tax revenue raised by Rochester is shown below in Table 7.

TABLE 7
ROCHESTER TAX REVENUE
1990

<u>FUND</u>	<u>TAX REVENUE</u>
General	\$ 613,980
Highway	757,060
Accord Fire	227,303
Kerhonkson Fire	46,960
Accord Lighting	1,200
Kerhonkson Lighting	800
Berme Road	300
Decter Drive	<u>4,008</u>
Total Tax Revenues	\$1,651,611

The highway budget has been traditionally the single largest category of tax revenue, a fact which is consistent with other local communities. The highway departments are the most responsive at the Town level to service requirements of growing populations.

Since the property tax is the source of local funds, land use decisions affect the tax base. The relative proportion of residential, commercial and other components of the tax base can be significant.

Data from the Ulster County Real Property Tax Office indicate that Rochester has a comparable proportion of revenue from its residential tax assessment as other surrounding towns, with the exception of Olive and Wawarsing (see Table 8 on the next page). These two communities are exceptional, however. In Olive over 70% of their tax base is under the category of community service, which includes lands owned by New York City. In contrast to other Towns where public lands are not taxed, in Olive the New York City lands contribute substantially to their tax revenues. Wawarsing has a significant portion of commercial ratables which reflect the Village of Ellenville and the large resorts.

Approximately 57.0% of Rochester's total taxable value is residential which is slightly higher than Marbletown at 53.4% and slightly lower than that of Gardiner at 66.1%. The proportions of industrial and commercial taxable value, 0.2% and 9.0%, respectively, are low, due to the Town's rural character. This is similar in neighboring communities. Community and public services comprise only 22.1% of the Town's taxable value which in comparison with the surrounding towns is low. Only the Town of Gardiner, with 8.9% of its taxable value in community and public services is lower. Clearly, in Rochester there is a strong dependence on the residential tax base for supporting community services.

Assessment practices in various communities can be very different. Occasionally Towns do a complete revaluation and attempt to assess properties at 100% of market value. This is then used as a base for subsequent assessments. It can be more or less updated in subsequent years, but assessment rates frequently are well below 100% of market value. Since jurisdictions such as School Districts and Counties cover more than one Town, the NYS Board of Equalization and Assessment establishes an equalization rate which annually adjusts the local assessments to current market value. According to the Tax Assessor, Rochester was last revalued in 1976. The Town of Rochester has the highest assessed value of the surrounding communities. This is due to the fact that the equalization rate for Rochester represents 65% of the market value where the equalization rate for the surrounding towns represents between 2% and 5% of the market value for these towns.

TABLE 8
1989 ASSESSMENT DATA
FOR ROCHESTER AND SURROUNDING TOWNS

	<u>ROCHESTER</u>	<u>OLIVE</u>	<u>MARBLETOWN</u>	<u>WAWARSING</u>	<u>GARDINER</u>
Total Assessed Value	\$140,437,623	\$6,739,103	\$12,800,687	\$23,128,723	\$6,411,151
Residential	80,462,965 (57.0%)	1,660,188 (24.6%)	6,873,618 (53.4%)	6,631,090 (28.7%)	4,237,171 (66.1%)
Commercial	12,495,255 (9.0%)	97,025 (1.4%)	766,972 (6.0%)	4,572,325 (19.8%)	358,401 (5.6%)
Industrial	317,550 (0.2%)	87,410 (1.3%)	150,686 (1.2%)	628,100 (2.7%)	43,190 (0.7%)
Agricultural	5,104,150 (3.6%)	15,305 (0.2%)	323,146 (2.5%)	57,173 (0.2%)	750,214 (11.7%)
Vacant	11,014,760 (7.8%)	147,837 (2.2%)	589,221 (4.6%)	1,060,651 (4.6%)	452,456 (7.1%)
Community - public service - parks & forest - recreation	31,042,943 (22.1%)	4,731,338 (70.2%)	4,177,045 (32.4%)	10,179,384 (44.0%)	569,749 (8.9%)

2.420 Employment Profile

Data from the Ulster County Data Update Book illustrates a significant decrease in the unemployment rate in of the County from 1980 to 1990. A similar decrease in the unemployment rate was experienced in the Town of Rochester during this same time period. By using Rochester's proportional share of the 1980 County workforce, the number of unemployed workers in Rochester in 1989 has been computed to be 117 or 3.9% of the Town's total estimated labor force. Between 1980 and 1989 the unemployment rate has decreased 4.4% in the County while at the same time it has decreased by 5.2% in the Town of Rochester.

TABLE 9
UNEMPLOYMENT DATA FOR ROCHESTER AND ULSTER COUNTY

	1980	
	<u>ROCHESTER</u>	<u>ULSTER COUNTY</u>
# Employed	2,150	63,700
# Unemployed	214	5,500
Labor Force	2,364	69,200
Unemployment Ratio	9.1%	7.9%

	1989	
	<u>ROCHESTER</u>	<u>ULSTER COUNTY</u>
# Employed	* 2,887	84,900
# Unemployed	117	3,000
Labor Force	2,989	87,900
Unemployment Ratio	3.9%	3.5%

* Based on Town's proportional share of unemployed using 1980 Census as base.

Sources: Ulster County Data Book, "Data Update," 1988 and 1980 Census.

Employment by Occupation

Table 10 indicates the significantly lower percentage of managerial and professional workers in Rochester than in Ulster County. At the same time, the number of workers in the service occupation sector in Rochester is noticeably higher than in the County.

According to 1980 census data, technical/sales and service workers comprise the largest occupational group of Town residents. These two categories account for 48% of Rochester's labor force. Technical and service occupational groups include such positions as technicians, sales representatives, administrative assistants, police and other service-oriented occupations. This would also incorporate the service employment created by the resort hotels such as the Granit Hotel, Peg Leg Bates Country Club Hotel, and the Pine Grove Resort. Although the percentage is small, the Town also has a higher percentage of its labor force in the farming/fishing/forestry category (3.5%) than Ulster County (2.0%).

The average travel time to work for Town residents is 30 minutes, which is approximately the time it takes to travel to Kingston. Of the entire labor force of 2,364, approximately 464 or 20% traveled less than 15 minutes to work which would encompass employers in and around Rochester, including the Village of Ellenville.

TABLE 10
SELECTED OCCUPATIONAL DATA
Town of Rochester and Ulster Counties

	<u>ROCHESTER</u>		<u>ULSTER COUNTY</u>	
	<u># OF PERSONS</u>	<u>%</u>	<u># OF PERSONS</u>	<u>%</u>
Managerial and Professional	392	18.2	16,692	25.2
Technical/Sales Administrative Support	529	24.6	18,170	27.4
Service Occupation	508	23.6	10,022	15.1
Farming/Forestry/ Fishing	75	3.5	1,390	2.1
Precision Production/Craft Occupation	255	11.9	8,366	12.6
Operators and Laborers	391	18.2	11,735	17.7
<hr/>				
Total Employed 16 years and Older	2,150	100.0	66,375	100.0

Source: 1980 Census

2.500 HOUSING

Housing Supply

The number of housing units in the Town of Rochester increased by approximately 864 from 1970 to 1980. According to Census information, in 1980 the Town had a total number of housing units of 3,322 (this figure includes both occupied and unoccupied units as well as mobile homes). Of the total number of units in the Town, 2,240 (67%) are year-round while 1,082 (33%) are seasonal (includes housing for migrant workers). The high number of seasonal units includes and relates to the number of active bungalow colonies during the time when they were more active in the community.

Examining the year-round housing in Rochester further, of the total number of 2,240 units, 1,500 units are single-family detached homes while 408 units are mobile homes/trailers. The remaining units include multi-family housing and single-family units with accessory apartments. In addition, the 1980 Census indicated that 504 units were renter occupied, which accounts for approximately 15% of the total units. With the current high cost of housing in the region, both mobile homes and rental units are an important form of housing in Rochester.

Table 11 illustrates the existing housing situation in the Town.

**TABLE 11
TOWN OF ROCHESTER EXISTING HOUSING**

Number of Year-Round Units	2,240
Number of Seasonal Units	<u>1,082</u>
TOTAL NUMBER OF UNITS	3,322
<u>Related Information:</u>	
• Single-family detached units	1,500
• Number of Mobile Homes/Trailers*	408
• Number of Rental Units	504
• Household Size	2.78

- * Mobile homes have been separated in the Census from single-family units because they are movable and do not have permanent foundations.

Source: 1980 Census

Household size in Rochester decreased slightly from 1970 to 1980 (3.21 to 2.78). However, these figures are comparable to Ulster County's household size.

Since the 1980 Census there has been increased development in the Town. From 1986 to 1989 the Town issued 353 new residential building permits. The percentage of permits issued for year-round units during this period is not known at this time. From 1985-1990 the Town Planning Board received approximately 90 applications for subdivision review and approval. The total number of subdivision lots proposed during this period is close to 999. As of July, 1990, 60 of the 90 applications had received final approval for a total of approximately 467 lots. The Planning Board has estimated that 80-90% of these applications are for single-family 3 bedroom homes which will serve as primary residences as opposed to second homes.

According to the 1980 Census approximately 42% of the total units at that time were owner occupied. New development in the Town has been primarily single family residential which is usually, but not always owner occupied.

Housing cost has risen dramatically since 1980. In 1980 the median value home in Rochester was \$34,500 which was 8% lower than Ulster County during the same year. In 1983, the average residential sale in Ulster County was \$56,000. Data from the Multiple Listing Service shows that in 1989 the average residential sale was \$135,000 which represents a 241% increase in housing cost from 1983 to 1989. The median priced home in Rochester was \$116,000. Since the median is lower than the average, this indicates that some high priced homes have driven up the average. Data for the first quarter of 1990 show that the average sales price in Ulster County is \$128,000 representing a slight decrease from the 1989 costs.

While the price of housing has been increasing dramatically in Ulster County and in the Town of Rochester, income levels have not kept pace with the increased cost of housing. While the 1990 average single family housing prices are close to \$128,000, the median income for Ulster County is \$30,300.

Housing affordability is defined when the housing cost is between 2.5 and 3 times the gross annual family income. Affordable housing in the Town of Rochester should be in the range of \$75,750 and \$90,900 for a four person family earning \$30,300. In 1980, income in Rochester was 20% lower than the Ulster County median family income. If this ratio is still relevant, then median family income in Rochester would be in the range of \$24,240. For a family earning \$24,240 affordable housing would be between \$60,600-\$72,720. Therefore, comparing this with the data supplied by the Multiple Listing Service for the Rochester area, the cost of housing in Rochester is increasingly going beyond the income limits of residents of the Town.

2.600 COMMUNITY

2.610 Community Resources

Within and around the Town of Rochester are numerous cultural programs which provide programs specifically for senior citizens and youths of the area.

Senior citizens have two centers which provide a place to congregate. The Kerhonkson-Accord Jewish Senior Citizens and the Kerhonkson - Accord Golden Age Seniors are privately run programs which raise and donate money for organizations such as the Veterans of Foreign Wars. The Kerhonkson-Accord Jewish Senior Citizens operate out of the Kerhonkson Jewish Center located off the Minnewaska Trail.

Another program for residents of Rochester is geared towards the Town's youths. The Town of Rochester Youth Commission provides children between the ages of nine and thirteen with numerous creative and athletic activities.

2.620 Educational

The Town of Rochester is located in the Rondout Valley Central School District. Enrollment in the district includes the Towns of Denning, Hurley, Marbletown, Rosendale, and Wawarsing.

After a recent decline in the mid-1980's, enrollment for the school district has remained relatively constant and is projected to increase by approximately 200 students by 1995.

Located within the Rondout Valley School District are the Kerhonkson, Marbletown, and Rosendale elementary schools (K-3) where 285, 389, and 222 students are enrolled respectively. The Rondout Valley Middle School (4-8 grades) has an enrollment of 852 students as of January 1990. Upon graduation these students continue their education at the Rondout Valley High School (9-12). Both the Middle School and High School are located on Kyserike Road in Rochester. The Ulster County Community College (UCCC), which is within the Rondout Valley School District, is located nearby in the Town of Marbletown along Cottekill Road. UCCC is a two-year college and is part of the SUNY educational system. It has a current enrollment of 3,032 students.

2.630 Religious

There are seven churches located in and around Rochester. These include:

Epworth Church
Federated Church of Kerhonkson
Church of the Nazarene
Ukrainian Catholic Church
Our Lady of Lourdes
Rochester Reform Church
Kerhonkson Synagogue

In addition to religious worship and instruction, these facilities offer a variety of other community services as well. Various social activities and charity events take place at these community centers on a regular basis.

2.640 Recreation

Regional

Located in Ulster County, Rochester has numerous recreational and vacation spots known for their beauty and easy accessibility. Located nearby is Lake Minnewaska State Park, the Mohonk Mountain House, the Granit Hotel, the cultural and arts community of Woodstock, and the Ashokan Reservoir.

Ulster County is home to numerous trout fishing spots, white water and swift water canoeing and kayaking runs. The Esopus Creek has long been noted for its trout fishing. Alpine and cross country skiing areas, including Belleayre Ski Area, are also found in Ulster County. Another recreational site in Ulster County which has gained national attention is the Shawangunk cliffs, considered by many as one of the premiere climbing spots in the Northeast.

There are also many acres of protected Forest Preserve Lands located within the Catskill Park in the Town of Rochester. These lands, which are publicly-owned, provide Town residents with opportunities for hunting, fishing and hiking. Minnewaska State Park and other lands owned by the Palisades Interstate Park Commission along the Shawangunk Ridge provide additional areas for swimming, hiking, and cross country skiing.

Local

The Town of Rochester has one local park located directly next to town hall. The park is approximately 2-3 acres and has a playground, ballfields and picnic areas on-site.

2.650 Public Safety

Fire Department Service

The Accord Fire District is comprised of three fire companies known as Accord Fire Department Company #1, Town of Rochester Fire Company #2, and Alligerville Fire Company #3. The three fire companies are located in strategic points in the Town, therefore providing the shortest response time possible to any given point in the Accord Fire District.

The following is a list of the fire equipment owned by each company:

Company #1 - Accord Fire Department Main Street, Accord

Pumper	750 GPM pump	750 Gal. tank
Brush Truck 4x4	500 GPM pump	270 Gal. tank
Tanker	1000 GPM pump	2000 Gal. tank
Pumper Tanker	1500 GPM pump	1250 Gal. tank

Company #2 - Town of Rochester Company #2, Rt. #3, Tobasco

Pumper	1000GPM pump	750 Gal. tank
Pumper	750GPM pump	750 Gal. tank
Brush truck 4x4	300GPM pump	300 Gal. tank

Additionally this unit has a Fire Rescue truck, containing the 6,000 bottle cascade system. Hydro-rescue tools (Jaws of Life) for all types of rescue and first aide equipment. This unit responds to all personal injury auto accidents along with the regular requirements of a fire rescue vehicle.

Company #3 - Alligerville Fire Company, Rt. #6, Alligerville

Pumper	750GPM pump	750 Gal. tank
Brush truck 4x4	500GPM pump	300 Gal. tank
Tanker	750GPM pump	1500 Gal. tank

The Accord Fire District has 90 active members, 3 auxiliary, plus many more associated members. All members receive extensive fire fighting training. The fire rescue team is trained to handle all emergency rescue operations.

The District is also part of the Ulster County Mutual Aid System, which provides additional emergency resources when necessary. According to Town officials, the Accord Fire District is capable of handling any and all emergencies which may arise in the Town of Rochester.

Police Service

The Town of Rochester does not have a police department. This service is provided by the Ulster County Sheriff's Department. Within this department are 283 deputy sheriffs who work out of four sub-stations interspersed throughout the county. One of these sub-stations is located in Accord. There are six deputy sheriffs who are able to provide 24 hrs. of police coverage in the Town. Within the Accord area two sheriff patrol cars work in conjunction with the New York State Police located on Rt. 209. Included within both of these departments are detective and other divisions for specialized police operations.

2.660 Health Care Facilities and Social Services

Hospitals and Medical Care

The Town of Rochester is within approximately 15 miles from the City of Kingston where the Kingston and Benedictine Hospitals are located. The Ellenville Community Hospital is located within 8-10 miles of the Town of Rochester. The Ellenville Community Hospital operates a primary health care clinic in Kerhonkson. These three hospitals are the closest full service hospitals and emergency facilities in the area.

The Hudson Valley Health Systems Agency is vested with the responsibility for long-range health planning for the Mid-Hudson Valley Region. These plans are oriented toward assuring the availability of services for the Hudson Valley in a period of rapid population growth.

Department of Health

The Ulster County Department of Health provides nursing, physical therapy, speech therapy, home health aides, and medical social services through its Certified Home Health Agency. In addition, audiology, occupational therapy, nutritional aid, personal care aid, homemakers, and medical social workers are provided through the Agency's Long Term Health Care Program services.

Office for the Aging

According to the 1980 Census there were approximately 683 elderly (>65 years) persons in the Town of Rochester. Among the existing programs servicing this population is the Home Health Aids which is designed to provide home support (health care and nutrition) to elderly residents.

The Ulster County Office for the Aging provides a variety of outreach programs. Nutritional aid is distributed at several congregate meal sites throughout the county. The Office for the Aging also runs the shopping bus service. A concern identified by the Office for the Aging is that there is often a shortage of workers in the area to staff these programs.

Department of Social Services

The Department of Social Services offers protective service for adults, a personal home care program, a home management program, a housing improvement program, post institutional services, and information and referral service on a county wide basis.

Department of Mental Health

The Department of Mental Health offers a geriatric outreach program, counseling services, intervention programs, support groups on a county-wide basis, and an Alzheimer's Disease support group in Kingston and Ellenville. The main provision site for Ulster County Mental Health Service is the New Paltz mental Health Clinic in New Paltz.

Adult Home and Residential Care

In Rochester, there are no residences for senior citizens requiring living assistance. There are, however, many which lie within the County and provide health and life care services for the elderly. Among these elderly homes are the Benedictine Residence for Senior Citizens in Kingston which has 50 beds, the Culinarian Home in New Paltz with 14 beds, the Ellen Russell Finger Home for Women in Kingston with 39 beds, the Hudson Valley Senior Residence in Kingston with 187 beds, and the Saxon Hill House in Olive with 20 beds.

Residential health care is available in the Albany Avenue Nursing Home in Kingston, at the Hudson Valley Nursing Center in Highland, the Hutton Nursing Home in Kingston, and at the New Paltz Nursing Home in New Paltz.

2.670 Cultural and Historic Resources

The Town of Rochester has been settled by European immigrants for over three hundred years. The Town has a rich history, largely influenced by its fertile farmland valleys, riverside and mountainside hamlet areas, and the natural resources and beauty of its two mountain ranges.

Many historic homes and sites exist throughout the Town. However, only the Palentown School and the length of the Delaware and Hudson Canal in Rochester have been formally listed on the National Register of Historic Places. Other sites are probably eligible for nomination as well.

Historical resources within the Town are visible everywhere. The old stone walls are remnants of historical farming areas. Farm complexes with old barns, granaries and other old structures provide linkages to the community's past. Forty-eight stone houses, constructed from the 17th to the early 19th century, still stand in the Town. Still-recognizable boarding houses, bungalow colonies and two Victorian railroad stations remain as reminders of the railroad era.

The Delaware and Hudson (D&H) Canal right-of-way reflects a historical transportation route through the Town and region. The Town has been working with the D&H Steering Committee to assist in the creation of a D&H Heritage Canal Corridor - a proposed linear park along the canal bed that extends from Eddyville, New York near Kingston to Honesdale, Pennsylvania. In Rochester, a 3.5-mile stretch along the canal was deeded to the Town by Ulster County as part of the corridor. This segment extends from Kerhonkson to Accord. The Town received a \$59,000 grant from the State 1986 Environmental Quality Bond Act to help develop this park. As further land is acquired, the D&H Canal Corridor will provide a valuable recreational and historical opportunity for Town residents.

There are a number of organized groups within the Town that provide a focal point for present residents to explore and appreciate the Town's rich cultural and historical resources.

The Historic Preservation Commission was created in 1987 by the Town Board as an advisory body on protecting and preserving historic resources in the Town. The Commission provides information to residents on restoring and remodeling older structures and offers assistance in nominating structures for listing on the State and National Registers of Historic Places.

The Friends of Historic Rochester is a non-profit group formed to promote the historic heritage of Rochester and to sponsor and participate in community events that stimulate interest in preserving the community's heritage. The Friends publish a quarterly historical newspaper and operates a library/reading room in the Rochester Reformed Church.

The Shellbark Farm Foundation is another local group attempting to maintain a link with the Town's rural past by recreating a working 19th-century farm with old breeds of animals, heritage flower and vegetable gardens and crafts demonstrations.

The Town has a large population of artists (painters, sculptors, photographers), as well as craftsmen and women, writers and musicians who have chosen the Town as a satisfying place to work and live. Many Rochester artists participate in the annual art show sponsored by the Friends of Historic Rochester. Two artists operate the popular Hoop Shop Gallery in the Town.

Other cultural resources within the Town include the National Shakespeare Company and the Stonehill Theater, both of which sponsor theater performances.

2.700 INFRASTRUCTURE

2.710 Transportation

Because of the relatively isolated nature of the Town of Rochester, the roadway network within the Town serves as an essential and critical connection to the greater regional area. In general, Rochester residents must travel considerable distances for most services such as medical, dental and hospital care. As mentioned in an earlier section, most residents also do the bulk of their shopping in either the Kingston or Ellenville areas. Because residents have a strong dependency on the roadways that serve the Town, their general use and condition are important factors to the Town's well-being.

Description of the Roadway Network

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

The "Town, County and State Public Road Map" illustrates the existing roadway system in the Town. It illustrates not only State, County, and Town roads, but private roads as well.

The total mileage of publicly owned roads in Rochester is as follows:

State Highways	12.58 miles
County Roads	19.64 miles
Town Roads	117.18 miles

Source: 1988 Highway Mileage Report for New York State, published by the NYS Department of Transportation, Data Services Bureau.

Roadways serve different functions according to their size, traffic volume and location. Rochester's roads can be separated into arterials, collectors and local roads. There are no limited access expressways or parkways in the Town.

The following list identifies the principal arterial and collector roads in Rochester.

Arterials

NYS Route 209
NYS Route 44/55

Collectors

County Route 1 (Lucas Turnpike)
County Route 3 (Samsonville Road/Pataukunk Road)
County Route 6 (Alligerville Road/Clove Road)
County Route 27 (Granit Road)
Queens Highway
Mettacahonts Road
Whitfield Road

State Highways

There are two State highways that traverse the Town of Rochester - NYS Route 209 and NYS Route 44/55. As noted above, both of the highways function as principal arterials serving not only Rochester and Ulster County, but additional counties as well. They also involve both local and through-traffic which has resulted in concern over traffic safety problems along the corridor.

As mentioned in Section 2.100, Route 209 provides access to Town residents to the City of Kingston and the NYS Thruway to the north, and to the Village of Ellenville and the Pocono Mountain resorts in Pennsylvania to the south. Route 44/55 intersects with Route 209 and connects the Town with the Village of New Paltz to the east and to the City of Poughkeepsie and other locations in Dutchess County. Route 209 is considerably more commercially developed in the Town of Rochester than Route 44/55.

In 1989, the AADT (*average annual daily traffic) along Route 209 between the Route 44/55 intersection in Kerhonkson and the Lucas Turnpike (CR 1) intersection was 7,850 vehicles. North of the Lucas Turnpike intersection the AADT in 1989 was 6,950 vehicles. The design hour traffic volumes along Route 209 between Kerhonkson and the Lucas Turnpike in 1989 averaged approximately 650 vehicles per hour. Dividing this figure by the adjusted average design hour capacity for this segment of the highway, of 990 vehicles per hour, results in a design hour volume/capacity ratio of 66%.

The most recent traffic counts of peak hour traffic taken along Route 209 in Rochester were made in September 1989. The weekday morning average peak hour traffic at that time was 595 vehicles per hour, while the weekday evening average peak hour traffic was 698 vehicles per hour.

In assessing the traffic along Route 209 in the Town, it appears that although the highway is heavily used and at times somewhat congested, the overall traffic volumes at this time are within the highway's design hour capacity.

* Average annual daily traffic is the value representing the average 24 hour traffic volume during the year.

The AADT along Route 44/55 in 1989 for the part of the highway in Rochester was 2,450 vehicles, which compared to Route 209 is considerably lower. The design hour traffic volumes along this highway in 1988 averaged approximately 190 vehicles per hour while the adjusted average design hour capacity for this same stretch of the highway was 1,030. The adjusted volume/capacity ratio in 1988 was approximately 20%.

Peak hour traffic volumes taken along Route 44/55 in Rochester in 1989 were also much lower than those taken in the same year along Route 209. The weekday morning average peak hour traffic counted was 159 vehicles per hour while the evening average peak hour traffic for weekdays during this same period was 230 vehicles per hour.

According to officials with the State Department of Transportation's District 8 Office in Poughkeepsie, there are currently no major highway improvements scheduled for the two State highways in Rochester. However, the State recently completed one study and is presently involved with two other studies in the Town that may affect future traffic on Route 209.

A "Signalization Study" conducted at the intersection of Route 209 and Main Street, Accord (CR 27) to assess whether a traffic signal and/or turning lane is warranted on Route 209 was completed in May 1990. The study concluded that existing and anticipated traffic conditions do not warrant the need for either a signal or turning lane at the present time.

The two studies the State DOT is currently conducting include a "Speed Limit Study" along Route 209 from the Alligerville Road (CR 6) intersection to the Old King's Highway intersection, and "Passing Zone Studies" along Route 209 at its intersection with Queens Highway and at the Mettakahonts Road intersection. Both the Speed Limit Study and the Passing Zone Studies are anticipated to be completed in the fall of 1990.

County Roads

The principal County-owned roads in Rochester include the Lucas Turnpike (CR 1), which intersects with Route 209 north of Accord and goes to Kingston, and the Samsonville Road (CR 3), which intersects with Route 209 just north of Kerhonkson and connects the Town with NYS Routes 28A and 28 to the north.

These and other County roads (CR 6 and CR 27) play an important role in the Town. They "collect" most of the traffic from the rural local roads and connect it eventually with main arterials located both within and outside of Rochester. They also provide direct access between principal arterials as well as to retail/employment centers such as Kingston.

Recent past highway improvements along County roads have included the reclamation and resurfacing of CR 6 from the Rondout Creek west to Route 209 from 1984-1987. A similar project was also done for the entire length of CR 27 from Route 44/55 to Route 209 in 1988.

There are no major scheduled improvements along County highways in Rochester for the foreseeable future according to Edward Pine, a Senior Traffic Engineer with the County Department of Public Works. It is anticipated, however, that repairs and replacement of bridges along County roads in the Town will be initiated. Repairs/replacements will be made first to bridges that pose the greatest safety hazards. All bridge replacements will have unlimited weight limits to allow access particularly for all types of emergency vehicles.

Local Roads

The Town of Rochester owns and maintains approximately 120 miles of local roads of which approximately 50 miles are unpaved (natural dirt or gravel surface). At the present time, according to Town Highway Superintendent, Wayne Kelder, the local roads are generally adequate to handle the existing traffic in the Town. However, beyond this point in time he feels that it will not take much more new development to place an increasing strain on the local road system's ability to handle increased traffic.

In regard to potential traffic problems, the greatest concern is the extent of unpaved roads in the Town. These secondary roads can only adequately accommodate the traffic generated from several households along individual roads. Should local traffic increase dramatically in Rochester in the near future, Mr. Kelder believes that many of the unpaved roads might not be able to withstand the additional burden. Another potential problem is that not all of the unpaved roads have been designed to handle two-way traffic.

Within the past several years approximately 4 miles have been added to the local roadway network. Several growth areas where new development is anticipated which will affect local roads includes the Upper Cherrytown - Riggsville area, the area along the Clove Valley Road, and the Stony Kill Road vicinity. Major subdivisions have recently been approved along the Upper Cherrytown Road, along Boice Mill Road and Krum Road, and along Route 209, Alligerville Road and Old Kings Highway. It is difficult to measure exactly what their impact will be upon local roads if they are fully developed.

The total Town Highway Budget for 1990 is approximately \$245,000 which includes approximately \$100,000 in State aid. Most of the money appropriated for the Highway Budget is used for general road maintenance, winter plowing and sanding, and major improvements to three (3) to five (5) miles of road. During the past several years the Budget has remained relatively stable. It may be that additional local traffic demands will necessitate increasing the highway budget in the future.

New private roads in the Town must meet minimum road design standards. According to the Town's Subdivision Regulations, "private roads may have gravel surfacing, have permanent dead ends, or connect other roads serving no more than 25 residential units. The lots being serviced by these roads must be subject to a filed maintenance agreement." The Town Board may elect to take over private roads as Town roads if they meet current road standards and the residents petition the Town for such action.

Public Transportation

As mentioned earlier, Rochester residents generally must travel considerable distances for emergency medical services, to regional shopping centers, and to employment centers. For those residents either without access to automobiles or who are unable to drive because of a handicap or their age, the Ulster County Rural Transportation Office provides transportation services from the County's rural areas to the City of Kingston, Villages of Ellenville and New Paltz, and to the Ulster County Community College.

The Town of Rochester is located within the County rural transportation route between Ellenville and UCCC along Route 209. The County bus leaves Kerhonkson headed toward UCCC at 8:12 AM, 12:12 pm and 3:37 PM and leaves from Kerhonkson toward Ellenville at 8:40 AM, 12:40 PM, and 4:20 PM. Passengers may transfer at UCCC for buses to Kingston and New Paltz according to the route schedules. This service is available Monday through Friday.

In addition to the regularly scheduled routes, on Tuesdays and Fridays transportation services are available to Town residents directly from their homes to bring people to Ellenville for medical appointments or shopping. This "door-to-door service" must be prearranged with the County's Rural Transportation Office and costs an additional \$.50 from the regular fare.

Commercial Bus Service

Two commercial bus lines provide regular service along Route 209 between Ellenville and Kingston and between Ellenville and Kerhonkson.

Eagle Bus Lines offers transportation services Monday through Friday between Ellenville and Kingston. Buses leave from Ellenville and Kingston two times during the day and stop along Route 209 in Accord and Kerhonkson. Shortline Bus Service offers service five times daily between Ellenville and Kerhonkson and one trip daily between Ellenville and Kingston.

Air Transportation Service

There are no commercial airports in Ulster County. The nearest commercial air transportation services are available at Stewart International Airport in Newburgh, Orange County Airport in Montgomery, and Dutchess County Airport in Wappingers Falls. Ulster County has six airports that serve the County primarily for private use (one airport, the Galeville Army Airport, is used for military transport). Three small privately-owned airstrips are located in the Town near Route 209. Another private landing strip is located in the western area of the Town near Cherrytown.