

DEVELOPMENT PLAN

for the

TOWN OF MARBLETOWN, NEW YORK

PREPARED BY

BROWN & ANTHONY CITY PLANNERS, INC.

JANUARY 1969

The preparation of this report for the New York State Office of Planning Coordination was financially aided through a Federal grant from the U. S. Department of Housing & 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 1954, as amended.

A portion of the cost was financed by the Town of Marbletown.

TOWN OF MARBLETOWN, NEW YORK

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January 1969

Dear Mr. Lanigan:

We are pleased to submit the DEVELOPMENT PLAN for the TOWN OF MARBLETOWN, NEW YORK. This report is the fulfillment of the Urban Planning Assistance Project Contract No. C23053 between our firm and New York State, authorized under Section 701, of the Housing Act of 1954, as amended: your Project No. N. Y. P-127.

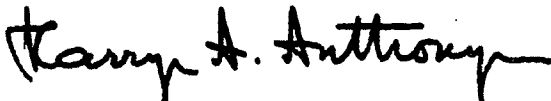
This report contains all of the required contract material except the proposed zoning ordinance and subdivision regulations which were printed and distributed separately.

During the project period, monthly meetings were held with the Town Planning Board; special meetings and conferences with various State and local officials and agencies were conducted; and in addition three public meetings were held. These meetings and discussions led to the diagnosis of the problems, formulation of goals and objectives and to preparation of the plan with accompanying suggested ordinances and programs to effectuate it.

We are grateful for the assistance we received from local, State and County officials and from the many private citizens who contributed to this program.

Respectfully submitted,

BROWN & ANTHONY CITY PLANNERS, INC.



Harry A. Anthony, AIP

HAA/UM

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SURVEY AND ANALYSIS OF EXISTING CONDITIONS

PHYSICAL CONDITIONS

GEOGRAPHIC LOCATION

The Town of Marbletown is located in the central portion of Ulster County on the eastern edge of the Catskill Mountains and the northern edge of the Shawangunk Mountains.

The Town is situated equidistant from Albany to the north and New York City to the south. Marbletown is also situated between the Village of Ellenville to the south and the City of Kingston to the north. The New York Thruway does not pass through the Town, however, an interchange is located in the Town of New Paltz to the southeast of the Town. An interchange is also located in the Town of Ulster north of the Town of Marbletown. Direct access to this latter interchange is afforded by Route 209.

The area of the Town is 54.9 square miles. The dimensions of the Town are approximately 7.6 miles in a north-south direction generally paralleling Route 209 and approximately 8.5 miles in an east-west direction in the southern portion of the Town.

The Town of Marbletown is bounded by the Town of Hurley to the north, the Town of Olive to the west, the Town of Rochester to the south and the Towns of New Paltz and Rosendale to the east.

VICINITY STUDIES

The Town of Marbletown is located about 18 miles north of the Village of Ellenville and about 10 miles from the City of Kingston. The above distances are measured from Stone Ridge in Marbletown. The City of Poughkeepsie is approximately 25 miles to the east via the Mid-Hudson Bridge.

The Town of Marbletown has linkages to the region in which it is situated and is affected by regional trends. Undoubtedly residents of the Town of Marbletown do their shopping outside of the Town and also many residents are employed outside of the Town. Residents of other municipalities and tourists pass through the Town on Route 209.

The City of Kingston has had a long history as the principal retail, service and employment center for a large part of New York State west of the Hudson River. The future growth of the Kingston area will probably follow trends now in evidence, i. e., very minimal increases in the City proper and expansion in the surrounding areas. However, the expansion does not blanket the County in a uniform spread but rather is concentrated near the older center.

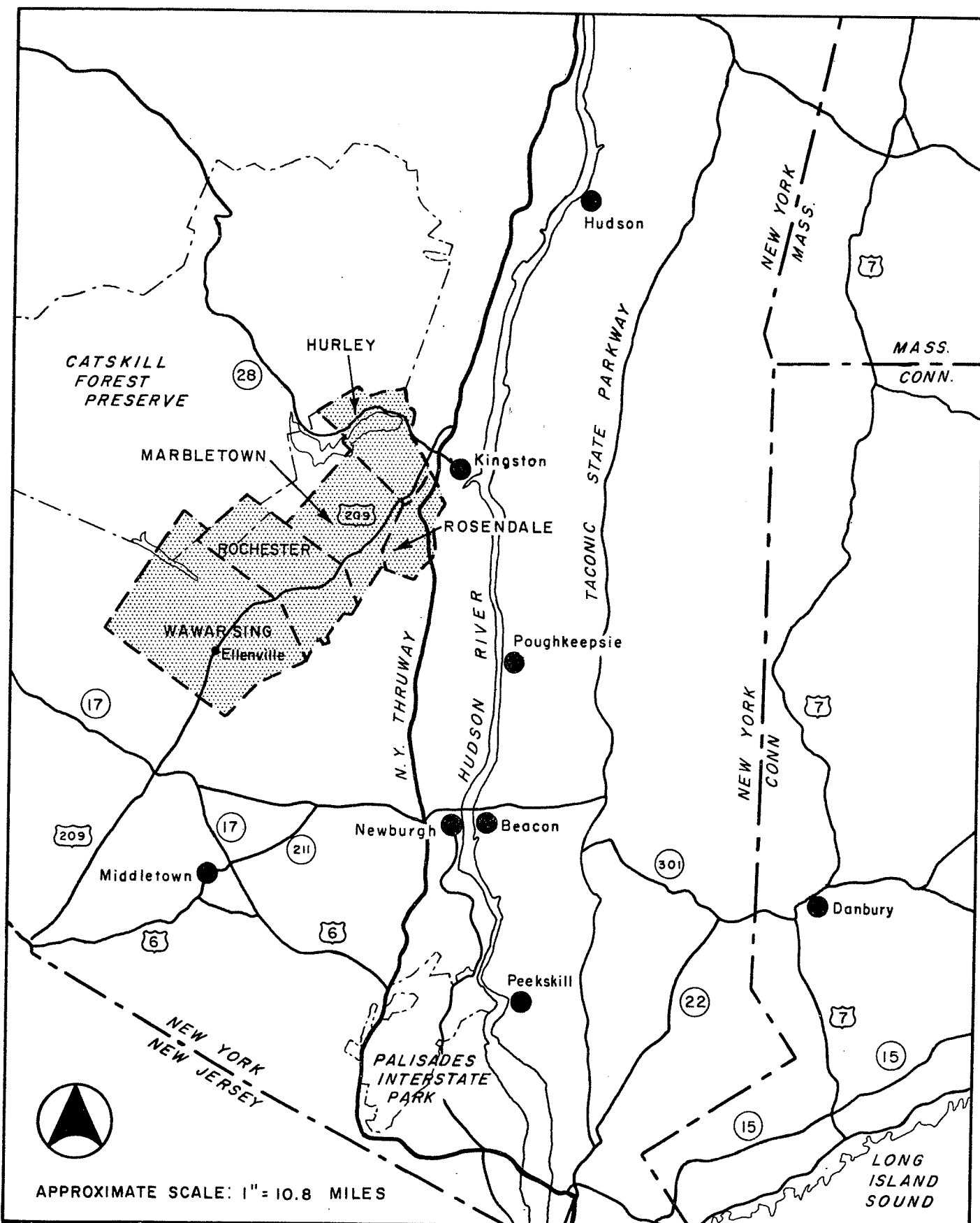
The location of retail and wholesale activities and job opportunities has evidenced this trend. Residential development has followed the location of job opportunities which is then followed by retail activities. The Towns to the north of Marbletown have experienced this trend following the location of the IBM plant in the Town of Ulster.

The City of Poughkeepsie also is a major business and employment center and medical and educational facilities of various types are available.

The Village of Ellenville to the south of Marbletown has about 1/3 the number of business establishments as the City of Kingston and does about 1/3 the volume of business. However, between 1958 and 1963 the Village of Ellenville increased in number of retail establishments by 8.7% while the City of Kingston declined by 11.8%. In terms of retail sales between 1958 and 1963 the Village of Ellenville increased by 31.7% while the City of Kingston declined by 7.6%.*

A smaller business district exists at New Paltz as well as part of the State University of New York. Recently new business uses have

* Source: U. S. Census of Business



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REGIONAL LOCATION

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located in the Village of Rosendale along Route 32. These uses are a supermarket and Fann's department store.

Some employment is available in the Town, however, it is probable that many residents travel south to Wawarsing and Ellenville and other areas and north to Kingston to their places of employment.

Another basic influence on the economy of the region is resort activity. The Catskill resort region as a whole is growing and will become an important resort area. The Shawangunk Mountains which are located in the eastern portion of the Town also contain many resort activities, particularly to the south of Marbletown.

In the final analysis, a set of interactions exists between the Town of Marbletown and nearby communities in the Mid-Hudson Region. There is a need for regional planning, if the region's scenic and historic assets are to be preserved and if a rational framework is to be laid for economic development.

PHYSICAL CHARACTERISTICS

Topography and Streams

The natural terrain of the Town has influenced the location and extent of development since the days of original settlement. Even with modern construction equipment, future growth will have to respect existing physical characteristics such as areas of steep slope.

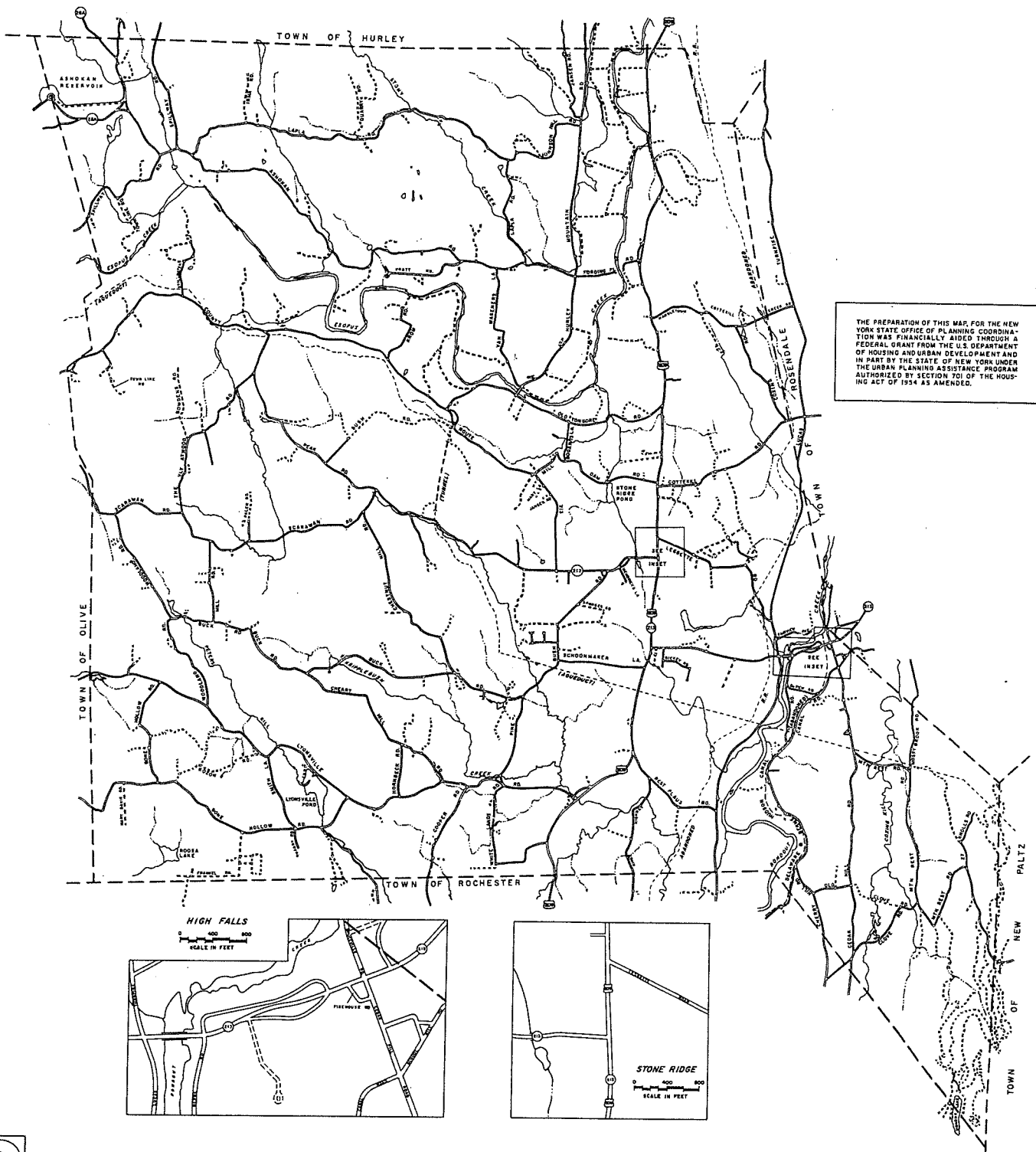
The Town of Marbletown has very diverse topography. The land form varies from the rugged slopes of the Shawangunk Mountains in the southern portion of the Town and the rolling land of the Catskill Mountains in the western portion of the Town to the flat lands along the Rondout Creek and Esopus Creek.

The Rondout Creek flows in a south to north direction through the Town. It is subject to periodic flooding in the portion of the Town south of Route 213. The Esopus Creek flows through the Town in a west to east direction and then in a south to north direction. A portion of the Ashokan Reservoir is located in the northwest portion of the Town.

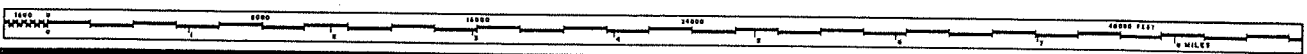
The dominant physical characteristics of the Town are the rugged slopes of both the Shawangunk Mountains and the Catskill Mountains. The Shawangunk Mountains rise to a height of approximately 1,500 feet in the southeastern tip of the Town adjacent to Mohonk Lake. This is the highest point in the Town. In the western portion of the Town the Catskills reach an elevation of approximately 1,100 feet at a point located west of Atwood Road and north of The Vly Road. This is the highest elevation of the Catskill within the Town. Generally, however, the elevations of the Catskills within the Town are less than 1,000 feet.

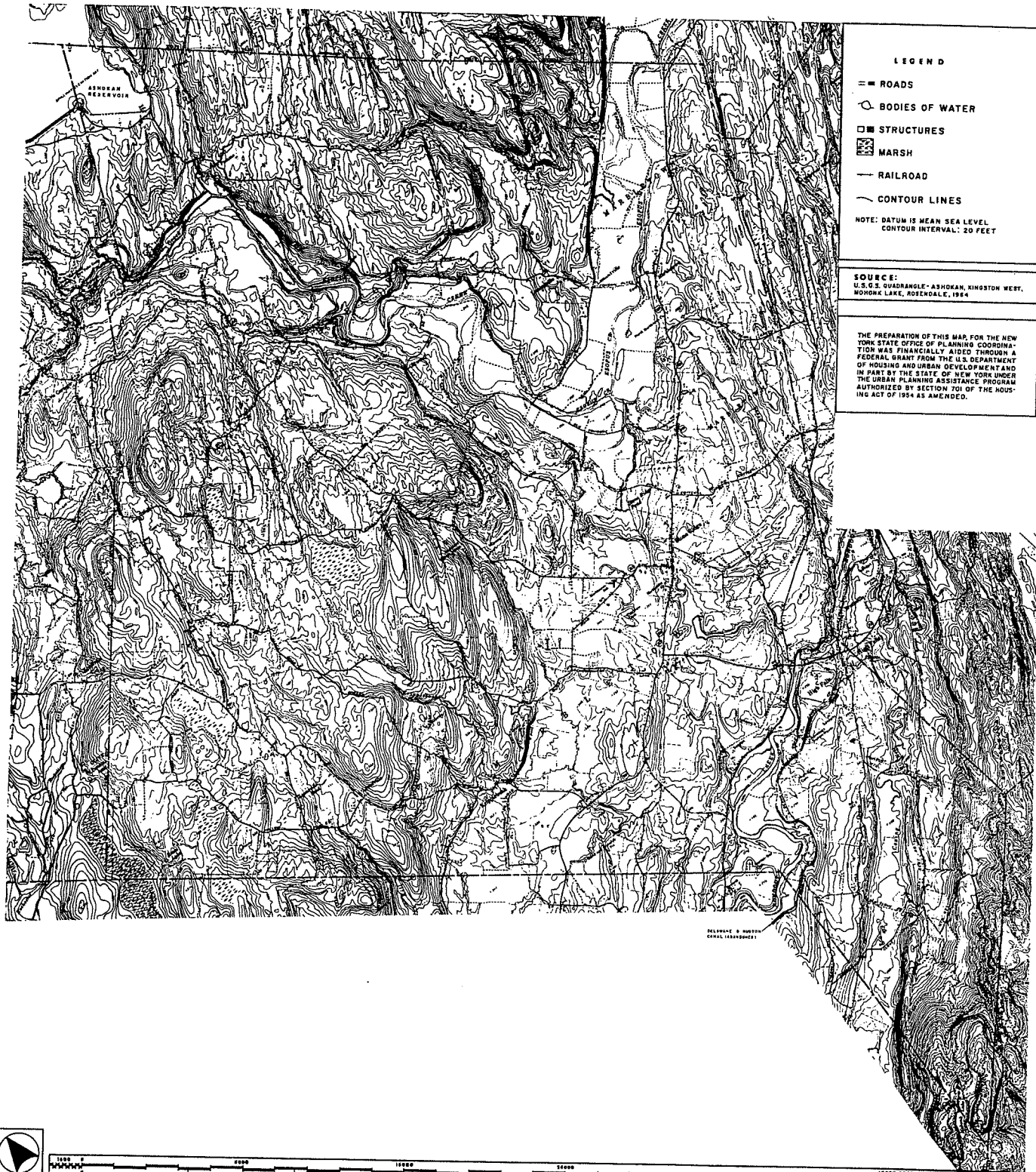
The lowest elevation in the Town is 120 feet located along the Rondout Creek at the Town of Marbletown and Town of Rosendale boundary. The lowest elevation of the Esopus Creek is approximately 160 feet located at the Town of Marbletown and Town of Hurley boundary. Topography and streams are shown on the Topographic Map.

The land form of the Town can be divided into three distinct areas. The first area is the extreme eastern portion of the Town being the area west of Coxing Kill. This is the area of the Town in which the Shawangunk Mountains are located. A majority of this area has slopes of over 15% (See Land Suitable for Development Map). Areas with



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 1954 AS AMENDED.





LEGEND

- == ROADS
- BODIES OF WATER
- STRUCTURES
- MARSH
- RAILROAD
- CONTOUR LINES

NOTE: DATUM IS MEAN SEA LEVEL.
CONTOUR INTERVAL: 20 FEET

SOURCE:
U.S.G.S. QUADRANGLE - ASHOKAN, KINGSTON WEST,
WOODHURST LAKE, ROSENDALE, 1964

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slopes of over 15% particularly where these comprise large areas can be regarded as unsuitable for close development. Within those areas having slopes of 10-15%, development is possible but such slopes can still present problems in terms of house location and road and lot grading.

The second area of the Town is between Coxing Kill and the beginning of the hills of the Catskill being located generally east of Hurley Mountain Road and the hamlet of Kripplebush and an imaginary line joining the hamlet of Kripplebush and the Hurley Mountain Road. This area includes the flood plains of both the Esopus Creek and Rondout Creek. The topography in this second area is level and gently rolling with very few areas having slopes exceeding 15%. The hamlets of Stone Ridge and High Falls are located within this area and Route 209 traverses this area. Topographically this second area is the most suitable for future development.

The third area is the remaining area of the Town which includes the Catskill Mountains. Many sections of this third area have slopes of over 15% and many areas have slopes of 10-15%. Also located in this area are several swamps.

Soils

Another physiographic influence on development has been and will continue to be the quality of subsoils; particularly their ability to absorb sewage effluent.

The areas of the Town with poor soil characteristics considering their ability to absorb sewage effluent from septic tanks from close developments have been classified as poor (See Land Suitable for Development Map). This does not mean that a home, for example, can not be built in those areas classified as poor but rather close developments should be avoided because of the poor soil characteristics.

In those areas classified as poor soils the major problem is that the bare rock is exposed in many areas or the soil mantle covering bedrock is very shallow. Other problems are the existence of clay in the sub surface soil and wet and poorly drained lands. Clay will absorb septic tank effluent very slowly, particularly when wet.

Soils with slow rates of absorption require larger septic tank filter fields than soils with more rapid rates of absorption. Hence the size

of the building lot should be larger. Another reason for larger lots would be to require a lower density of population in those areas known to have physical problems.

The location of the poor and acceptable soil type generally parallel the previously described three areas of the Town. Area 1, being the area east of Coxing Kill has a combination of poor and acceptable soil type locations. Area 2, being the area west of Coxing Kill and east the foothills of the Catskill Mountains is generally composed of acceptable soil types although certain strips of lands are classified as poor. These poor areas are generally along streams. The third area is composed basically of poor soil types. It is within this latter area that the soil mantle in many places is only a few inches thick and in some locations the bedrock entirely lacks a soil covering.

All of these areas classified as poor are not, of course, of equal deficiency, and some sections could possibly be made acceptable with minimal improvements. Other areas would require prohibitive expenditures. A careful review and analysis of each specific site proposal for development is necessary by competent authorities--the County Health Department--to determine whether septic tanks are feasible and, if so, what the size of the leaching field and total lot should be.

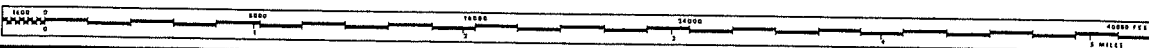
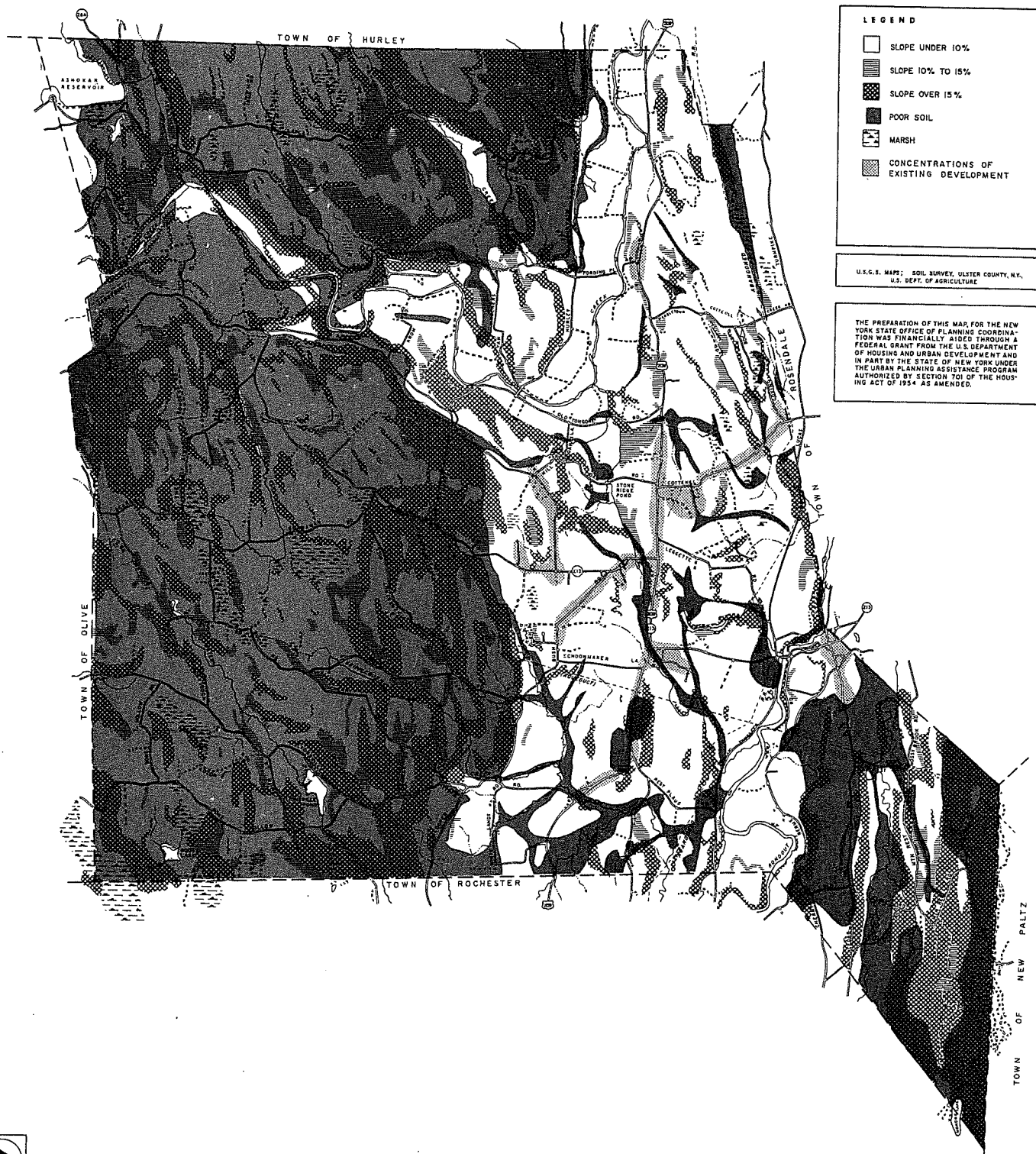
Drainage Basins

The Town is divided into two major drainage basins, one being the area drained by the Esopus Creek and the other the area drained by the Rondout Creek (See Drainage Map).

The crest of hills between the streams flowing toward the Rondout Creek and those flowing toward the Esopus Creek form minor drainage basins. The significance of a drainage basin is that a sewerage system serving a development within a drainage basin will operate on a gravity system. The advantage of a gravity system is that expensive pumping stations and force mains can generally be held to a minimum.

Land Subject to Flooding

The Rondout Creek and several of the streams draining into the Rondout Creek are subject to periodic flooding. Flooding has occurred along almost the entire length of the Rondout Creek and its tributaries but



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TOWN OF MARBLETOWN
TOWN PLANNING BOARD

LAND SUITABLE FOR DEVELOPMENT MAP

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OCTOBER 1967

limited urban development has tended to minimize damages. Two of the greatest floods of record occurred in August and October, 1955 along the Rondout Creek. *

Almost the entire length of the Esopus Creek and most of its tributaries are subject to floods. The greatest floods of record along the Esopus Creek were August 1933, March 1951 and October 1955. **

Rondout Creek

The following describes the flood conditions along several sections of the Rondout Creek.

Napanoch to below Alligerville

"This reach suffered severe damage from flooding of the main stream and six small tributaries which discharge into it in the vicinity of Accord. ***

Below Alligerville to Rosendale

"There was no reported damage along this reach... Because of high banks and steep stream slopes there is usually no overbank flow in the area. ****

The above quotations indicate that no serious flood problem occurred in the Town of Marbletown during the August and October 1955 floods of the Rondout Creek. Steep slopes do exist along the banks of the Rondout Creek north of the Catskill Aqueduct. However, flat lands along the banks do exist along the Rondout Creek south of the Catskill Aqueduct. According to the survey report of the U. S. Army Corps of Engineers some of this land south of the Catskill Aqueduct was flooded during the 1955 flood. There is presently no development existing in this area.

Esopus Creek

The following table shows the area inundated by the maximum flood of record along the Esopus Creek.

-
- * Rondout Creek and Wallkill River, New York and New Jersey, Survey Report for Flood Control, U. S. Army Corps of Engineers, Sept. 1960.
 - ** Esopus Creek and Its Tributaries, New York, Survey Report for Flood Control, U. S. Army Corps of Engineers, October, 1962
 - *** Rondout Creek and Wallkill River, New York and New Jersey, Survey Report for Flood Control, U. S. Army Corps of Engineers, October, 1962

Area Inundated by Maximum Flood of Record

<u>Item</u>	<u>Reach</u>	<u>Maximum flood of record</u>	<u>Area flooded (acres)</u>	<u>Flood Damage (\$)</u>
1	Headwater to above Big Indian	Oct. 1955	340	256,800
2	Above Big Indian to below Allaben	Oct. 1955	140	194,700
3	Below Allaben to Ashokan Dam	March 1951	780	131,500
4	Ashokan Dam to above Kingston	March 1951	870	43,000
5	Above Kingston to mouth	March 1951	<u>960</u>	<u>261,600</u>
	TOTAL		3,090	887,600

The Town of Marbletown portion of the Esopus Creek is located in item 4, Ashokan Dam to above Kingston. The amount of damages in this area is smaller than the other areas which is due to the fact that very little development exists within this reach. Steep banks exist along the Esopus Creek in the portion of the Town in which the Creek flows in a west to east direction. However, where the Creek flows in a south to north direction flat lands abut the Creek banks.

No information is available from the U. S. Army Corps of Engineers as to which lands are subject to flooding along the Esopus Creek in the Town of Marbletown. The land subject to flooding along the Esopus Creek in Marbletown (See Drainage Map) has been established by interview with local residents.

The use of the Ashokan Reservoir as a flood control facility to reduce flooding at Kingston and other downstream areas was considered by the U. S. Army Corps of Engineers. However, this plan cannot be effected since the reservoir, which was constructed by the City of New York, is utilized primarily for storage of part of the City's water supply. It is the policy of the Department of Water Supply, Gas and Electricity of the City of New York to store the maximum amount of water available

and they are unwilling to consider any use of the facility to permit some flood control storage. However, although the Ashokan Reservoir is operated primarily for water supply purposes, it also serves indirectly to appreciably regulate and reduce flood discharges, even when the reservoir is filled to spillway level. The Ashokan Reservoir levels off the peak discharges of minor and moderate floods and appreciably reduces the peak discharges of major floods below the dam by delaying the flow in surcharge storage and at times by storage of large volumes of flood waters. During the flood of 30-31 March 1951, storage in the Ashokan Reservoir reduced the peak discharge at Kingston by nearly 40 percent from an estimated 56,000 cubic feet per second to 34,000 cubic feet per second.*

New York City has tapped the Rondout Creek and has constructed the Merrimam Dam at Lackawack on the Rondout Creek to form the Rondout Reservoir. Similarly to the Ashokan Reservoir, the Rondout Reservoir is operated solely for water-supply purposes, however, incidental flood benefits are realized. Due to the considerable storage, even at spillway water level, flood peaks are reduced when passing through the reservoir. The possibility of modifying the Rondout Reservoir to provide permanent flood control storage was considered by the U. S. Army Corps of Engineers but was found that the cost would be far greater than the benefits that would be realized. Further, such control would not be complete as flood damages occurred downstream from the existing reservoir in the flood of August 1955 even though there was no discharge over the spillway.**

* Esopus Creek and Its Tributaries, New York, Survey Report for Flood Control, U. S. Army Corps of Engineers, October 1962

** Rondout Creek and Wallkill River, New York and New Jersey, Survey Report for Flood Control, U. S. Army Corps of Engineers, September 1960.

EXISTING LAND USE

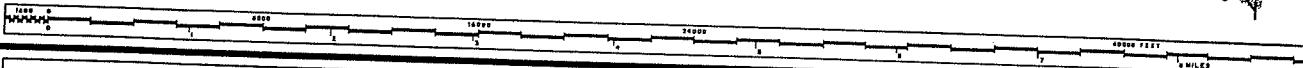
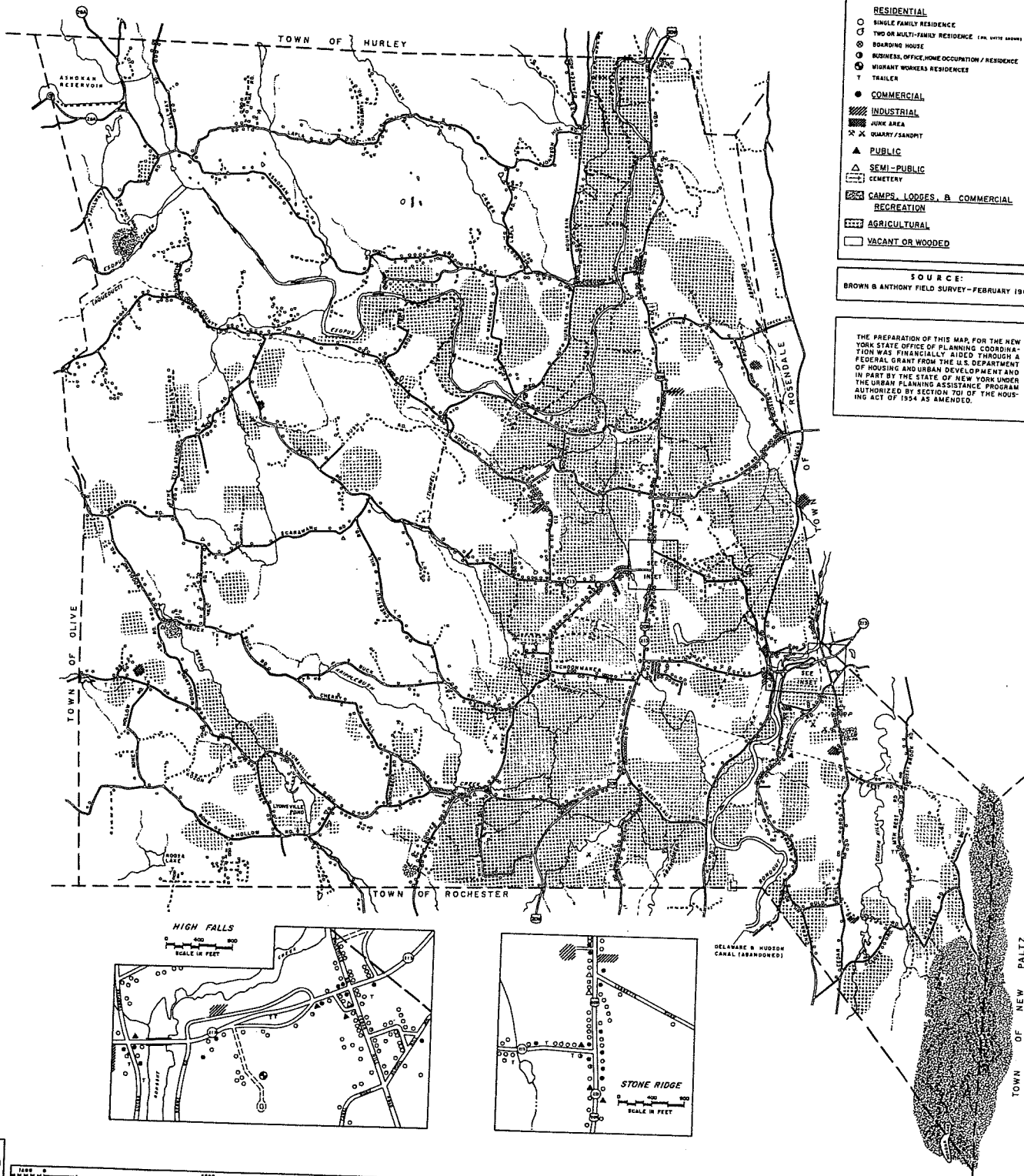
Functional Interrelationship of Land Uses

The pattern of development within Ulster County can be described as tourist oriented in the southwest and agriculturally oriented in the eastern portion of the County particularly along the Esopus Creek, Rondout Creek, Wallkill River and Hudson River. The City of Kingston has functioned as the employment, commercial and cultural center for the County and along with Poughkeepsie for the Mid-Hudson area.

In 1950, 30% of the population of Ulster County resided within the City of Kingston. However, after 1950 the City increased very little in population while the adjacent Towns increased significantly. Industrial plants have chosen to locate in municipalities in proximity to the City but not within the City proper. The Ulster County Community College has established a new campus in the Town of Marbletown. This type of development whereby new employment, business and cultural activities have chosen sites near to the older central cities but not within the city itself is not unusual in this post war period. However, the City of Kingston still plays an important role in shopping and employment opportunities. For example, 85% of the respondents to the Marbletown Planning Questionnaire indicated that they did their family shopping in the City of Kingston.

Thus residents of Marbletown utilize shopping and employment centers outside of the Town. Agricultural products grown in Marbletown are used to help feed residents in many other areas. Conversely the seasonal dwelling units, resort activities and the Ulster County Community College draw people into the Town of Marbletown from other areas, particularly the New York Metropolitan Region and the Albany-Troy-Schenectady Metropolitan area. Thus decision pertaining to land use development in Marbletown will affect adjacent areas and vice versa.

The pattern described plus those mentioned in the economic study of declining agricultural activity, limited growth in the older central city or even decline in the central city, but significant population increases in the municipalities in proximity to the central city can be expected to continue. The Town of Marbletown as indicated by the population projection can be expected to increase in population. It can also be expected that the population growth in these municipalities will be followed by commercial development and in some municipalities also by industrial development.



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TOWN OF MARBLETOWN
TOWN PLANNING BOARD

EXISTING LAND USE MAP

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JUNE 1967

Residential

Two nuclei of residential development exist within the Town. One is located at Stone Ridge at the intersection of Route 209 and Route 213. The other is at High Falls along Route 213 near the Town of Marbletown and Town of Rosendale boundary. These two nuclei also contain business uses which will be described in the next section.

The pattern of residential development within the Town can best be described as having taken place along the existing collector streets and arterial highways. Very few residential streets of a design similar to High Ridge Estates at the southeast corner of the intersection of Route 209 and Route 213 exist. The character of the residential development in the Town basically is rural.

Single family dwellings are the predominant type of residential land use. As a result of the land use survey 3 two-family dwellings, 3 three family dwellings, a multi-family dwelling and a boarding house were found to exist within the Town.

In addition to year round dwellings in the Town there exists 214 seasonal dwelling units. These seasonal dwelling units are primarily located in the Catskills and Shawangunk Mountains. These areas of the Town contain the openness and natural beauty which vacationers desire.

A portion of the housing stock within the Town is supplied by trailers. Sixty-four trailers exist within the Town. The location of trailers in the Town is very similar to the conventional home location in that the pattern is decentralized along the existing collector and arterial street system. No significant concentration of trailers exists in the Town.

Trailers present a problem to the Town in view of the fact that the owner of a conventional home generally dislikes to have a trailer or trailers located on property adjacent to his home for fear of decreased property values. However, trailers do provide a source of housing particularly to young married couples and elderly couples. Thus trailers should be subject to reasonable regulations of a zoning ordinance so that they can be used by those who desire such housing and also so that conventional home owners can be given the property value protection they desire.

Three migrant labor camps are located in the Town. Agricultural uses about these labor camps. As was pointed out pertaining to trailers, migrant labor camps should also be subject to reasonable regulations of a zoning ordinance.

Commercial

Two nuclei of commercial uses exist within the Town. One is located at Stone Ridge on Route 209. The other is located at High Falls on Route 213. Within the Stone Ridge commercial area are located 3 gas stations, a motel, insurance office, restaurant, pharmacy, general store, hardware store, liquor store, barber shop, funeral home, post office, cleaners and two luncheonettes. Within the High Falls commercial area are located 2 hotels, a frozen food center, 2 restaurants, a bakery, 2 antique stores and a post office. For purposes of this report the High Falls commercial area has been treated as the area east of the Rondout Creek.

In addition other business uses in the Town include 2 farm equipment sales-rooms, 2 gas stations, 5 combination gas station and general store, 4 seasonal food stands, restaurants, real estate and insurance offices, engineering office, antiques, chainsaws and mower sales and power equipment sales. Many of the above business uses are located on Route 209 and Route 213.

From the above discussion of types of business uses it becomes obvious that the residents of the Town do a major portion of their shopping outside of the Town. The existing business uses are supplying a portion of the day-to-day needs of the resident population and also are geared to the needs of the traveling public. The Stone Ridge commercial area can be classified as a neighborhood center. The High Falls area is a combination neighborhood center and highway oriented business area.

In general, the existing commercial uses today present no major problem in terms of traffic congestion or incompatibility with adjacent uses. This is not to say, however, that this situation will remain static. There will be increased demand for goods and services to serve the day-to-day shopping needs of the resident population as well as the traveling public. It is important that these commercial facilities be located within some rational framework to insure that they will best serve the needs of the public--by being easily accessible, being compatible with adjacent land uses and planned with respect to the traffic they will generate.

To make this determination, it will be necessary to plan for future commercial growth on the basis of function of the uses. First, there are commercial uses which are highway business establishments, such as motels, gasoline stations and restaurants. While these uses may be frequented by local residents their main function is to serve a much wider range of customers--tourists and others traveling through the Town. These uses have definite locational demands in that they must be along main traffic arteries. Thus reasonable locations of this type of business activity are on Route 209, Route 213 and at intersections with the proposed relocation of Route 209.

Secondly, there are those establishments which serve the day-to-day needs of the residents of the neighborhood, such as grocery stores, hardware stores, drug stores, newspaper stores, candy stores, etc. These types of activities need not be concentrated in the typical downtown business center of the community but can function conveniently and efficiently within a neighborhood and in fact are needed within neighborhood developments. The need for such neighborhood centers is present at this time and pressure will grow for such centers as the population increases. The fact that the Ulster County Community College has located in Marbletown has also increased the demand for business facilities.

The third type of commercial activity is the community shopping center. This type of commercial activity is presently being supplied by the City of Kingston. It is quite possible that major Town-wide or even regionwide commercial facilities might locate in the Town. This type of center typically is larger than a neighborhood center and contains a greater variety of stores, shops and services.

Future commercial development must be considered within these three categories. In addition, commercial growth should take place in clusters or concentrations rather than in strip developments along major routes. Unplanned strip commercial development invariably leads to problems of traffic congestion and incompatible land use development. The present arrangement of business uses along Route 209 and Route 213 lends itself to clusters.

Industrial

Industrial uses presently occupy a small percentage of the total land area of the Town. Carworth, Inc., Verifab, Inc., Woodstock Meat Packing Company, High Falls Coil Company Inc., 2 lumber mills, contractor's equipment yard, oil heat and bottled gas company, a printing shop, several gravel pits and soil mining constitute the industrial uses in the Town.

Carworth, Inc., Woodstock Meat Packing Co., High Falls Coil Company front on Route 209 and the fuel oil and bottled gas company fronts on State Highway Route 213. Verifab, Inc. fronts on Cedar Hill Road which is a collector street feeding directly to State Route 213. The contractor's equipment yard and lumber mills front on collector streets being Lucas Turnpike, County Road 213 and Peak Road. The printing shop fronts on Clove Road, a rural road, but this use does not generate significant amounts of traffic. The gravel pits and soil mining although physically in evidence are not intensively used. Thus the industrial uses front on

streets which can handle the traffic generated and access is not by means of residential local access streets.

In terms of compatibility with adjacent uses the High Falls Coil Co. and the Woodstock Meat Packing Co. abut both commercial and residential uses. The Carworth, Inc. plant abuts adjacent residences but because it is a research laboratory its operation is not particularly objectionable. The remaining industrial uses with the exception of the lumber mill on Route 213 pose no problem at this time in that they do not abut adjacent residences. The lumber mill on County Route 213 abuts a grouping of residences and this type of use because of its operation is not compatible with residential uses.

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

Resorts

In terms of resort activities a portion of Mohonk Lake, Camp Hurley, Camp Hi-on-a-hill, Grand View Lodge and Page One Chateau are located within the Town. Mohonk Lake is a famous resort area offering camping, hiking, picnicking, boating and swimming facilities and lodge accommodations. The other resort activities in the Town are the seasonal dwellings and seasonal business uses and Tongore Park, a private recreation area along the Esopus Creek.

Mohonk Lake and Grand View Lodge are located in the Shawangunk Mountains and Camp Hurley, Camp Hi-on-a-hill and Page One Chateau are located in the Catskills.

Access to Lake Mohonk is by means of Mountain Rest Road in the Town of Marbletown, a collector street, but access is also available from Mountain Rest Road and Gatehouse Road in the Town of New Paltz. Grand View Lodge also fronts on Mountain Rest Road. The resorts in the Catskills being two camps, a lodge and Tongore Park present no access problems in that they front on collector streets. No resort is located near to significant groupings of residences.

The economy of the Town of Marbletown is not as resort oriented in terms of lodges, hotels, motels and camps as are the Towns of Rochester and Wawarsing to the south.

Other Uses

The right-of-way of the abandoned New York, Ontario and Western Railroad passes through the Town in a north-south direction generally paralleling Route 209. The Catskill Aqueduct passes through the Town in a general west-east direction from the Ashokan Reservoir.

In addition, located within the Town are the power plant and substation at High Falls, the Atwood Community Center and Lyonville community club, American Legion, Grange Hall, radio tower on the Uly-Atwood Road, New York Telephone Company building, sportsman's club and Ulster County Historical Society. Also there are nine churches and the Fairview Cemetery and Benton-Bar Cemetery.

In terms of Town uses there exists the Marbletown Recreation Center along the Esopus Creek, the Town Offices and Town Highway Department on Route 209. Other public uses are the Marbletown School, Rondout Valley School District Offices at High Falls, Kripplebush School (museum), 5 fire stations and the Ulster County Community College. These Town uses and other public uses will be discussed more thoroughly in the community facilities section of this report.

Agriculture

Agriculture is an important land use in the Town of Marbletown. The valley between the Shawangunks and Catskills being both sides of Route 209 is the agricultural area of the Town. Corn crops are highly productive in the flood plain areas of both the Esopus Creek and Rondout Creek. The more hilly areas are used for livestock grazing and hay crops. As was indicated by the economic studies report hay and corn crops are the important agricultural activities.

Several apple orchards are also located within the Town, however, the area devoted to orchards is relatively small.

This agricultural valley between the Shawangunks and Catskill Mountains which can also be called the Route 209 corridor is the good agricultural land in the Town. It is also good developable land because of its physical characteristics and locational characteristics. Thus residential growth in the Town can be expected to locate in this Route 209 corridor. Zoning is needed to prevent conflicts between agricultural and groupings of residential uses and also to help preserve certain agricultural areas by

prohibiting small lot residential uses. Agricultural uses particularly live-stock can be objectionable to adjacent residences because of noise and odors. Conversely, objections by residents is a source of irritation to the farmer.

Vacant

A major portion of the Town is vacant land, much of which is woodland. The New York City Department of Water Supply, Gas and Electricity owns land adjacent to the reservoir in the Town. The Department of Water Supply, Gas and Electricity of the City of New York has the duty to preserve the purity of all waters from which any part of the City's water supply is drawn, and to protect such supply and the lands adjacent thereto from injury or nuisance. Tenants or owners of property can not by law commit any act that may lead to the pollution of any spring, marsh, water course or reservoir in any way connected with the City's water supply. Plans for the disposal of sewage must be submitted to appropriate State, County or City Departments after they have been approved by the Department of Water Supply, Gas and Electricity of the City of New York.*

Statistical Analysis of Land Uses

As a result of the land use survey taken in February, 1967 the following numbers of land use occurrences are shown on the Existing Land Use Map.

* Rules and Regulations for the Protection from Contamination of the New York City Water Supply and its Sources, Department of Water Supply, Gas and Electricity, the City of New York

	<u>No. of Oc- currences</u>	<u>No. of Dwel- ling Units</u>
Residential (total)	1,525	1,535
Single Family Residences*	1,454	1,454
Two Family Residences	3	6
Multi-Family Residences	3	10
Boarding House	1	1
Trailer	64	64
<hr/>		
Mixed Commercial & Business Uses (including home occupations)**	12	
Commercial	49	
Semi-Public	15	
Public	12	
Camps, Lodges & Commercial Recreation	6	
Industry	10	
Junk Area	4	
Quarry/Sandpit	8	
Cemetery	5	

* Includes 214 seasonal units and 24 vacant units

** Residential portion of building has been counted as a residence

Source: Land Use Survey by Brown & Anthony City Planners, Inc.

Spatial Distribution of Land Uses

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

	<u>Total Population</u>
East of Route 209 & south of Cottekill Road	952
North of County Road 213 & north of Cottekill Road	1,129
South of County Road 213 & west of Route 209	<u>1,110</u>
	3,191

Source: 1960 U. S. Census of Population

As previously indicated basically two clusters of business uses exist in the Town. One is located at High Falls, the other at Stone Ridge. Industrial uses in the Town do not form any grouping into a district but rather are located in various sections of the Town. Agricultural uses in terms of corn crops are located in the Route 209 corridor and hay and livestock activities occupy the more gently sloping areas of the Catskill and Shawangunk Mountains.

ENVIRONMENTAL AND BUILDING CONDITIONS ANALYSIS

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

At the time of the last housing census in April of 1960 there were 1,482 housing units in the Town of which 1,028 or 69.3% were occupied as of the date of the census (April 1960). The land use survey conducted in February 1967 found 1,535 housing units of which 214 were seasonal and 24 were vacant.

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

TABLE 1: CHARACTER OF HOUSING UNITS, 1960

	<u>Town of Marbletown</u>		<u>Ulster County</u>	<u>New York State</u>
	<u>Number</u>	<u>%</u>	<u>%</u>	<u>%</u>
Sound	918	62	81	86
Deteriorating	386	26	14	11
Dilapidated	<u>176</u>	<u>12</u>	<u>5</u>	<u>3</u>
Total Housing Units	1,482	100%	100%	100%

Source: 1960 U. S. Census of Housing

Housing in the Town is almost exclusively (98%) in single family units. Relatively new housing units (those built after March 1954) represented 39.9% of the total housing units in 1960. This figure compares to 50.5% for Ulster County as a whole. The median value of owner occupied units in 1960 was \$11,500 in the Town of Marbletown compared to \$13,100 for Ulster County as a whole.

A visual exterior survey of the buildings in the Town indicated that there is no concentration of blight of the proportion as reported by the 1960 U. S.

Census of Housing. The U. S. Census figures indicate that 38% of the housing units or more than one of every three were deteriorating and dilapidated in 1960. Although some units were found to be in poor condition as a result of the field survey, the problem is not of the magnitude as presented by the 1960 U. S. Census of Housing. For example, 5 buildings were found to be in poor condition in the High Falls section of the Town, 2 along Marbltown--Cottekill Road and several in the area of the Town west of Route 209; however, the overall results of the field survey indicate that a blight problem does not exist. Those buildings found to be in poor condition are not concentrated in any particular section of the Town but rather are located in several areas of the Town.

It should be noted that the census information on condition of units is based upon interior and exterior surveys while the consultant's field survey was based upon an exterior survey only. However, it is deemed very unlikely that the difference in methods of survey would produce such disproportionate results. Many surveys indicate that generally if the interior of buildings is in an substandard condition, the exterior also is substandard. Both the Town of Wawarsing and Rochester have high percentages of deteriorating and dilapidated structures as reported by the U. S. Bureau of the Census, 31% and 27%, respectively. However, this is explainable in these Towns by the large number of bungalows and cottages which are in deteriorating and dilapidated condition. This same reasoning can not be applied in Marbltown to explain these figures although it may be part of the answer. It should be noted that 50% of the deteriorating and dilapidated units as reported by the 1960 U. S. Census were located in the area of the Town west of Route 209 and south of the portion of Route 213 west of Route 209.

The U. S. Census of Housing indicates that 57.3% or 849 of the housing units in the Town in April 1960 were built prior to 1940. These buildings are now approaching 30 years of age. Generally as buildings become older the need for maintenance also increases. Thus it becomes important that the residential environment be protected from the intrusion of incompatible uses. The location of an incompatible use in a residential area can result in lack of maintenance of residential properties. Stone Ridge, Kripplebush and High Falls contain many of the older buildings in Town and High Falls contains some buildings in poor condition. Thus there is a need for zoning to protect the residential areas and provide for separation of incompatible land uses to avoid possible future problems of deterioration. This is particularly applicable to the High Falls area of Town which now contains buildings in poor condition.

No serious problem of mixed land uses presently exists. However, business uses and residential uses are mixed in the Stone Ridge and High Falls business areas but due to the small size of these areas this problem can not be regarded as serious.

The 1960 U. S. Census of Housing indicated that 1.7% or 24 housing units were in trailers in the Town. The land use survey conducted in February 1967 found 64 trailers being used as living quarters. The use of trailers as living quarters is becoming more popular. In fact, it has been estimated that every tenth new home in the U. S. is a trailer. However, it is also a fact that mobile homes, singly or in trailer parks, can devalue and deface the country side. The problem of mobile homes is complicated by the question of reasonableness of ordinances totally excluding trailers or trailer park from communities particularly communities in which large undeveloped areas exist. Rather than relying on trailer bans as the answer to the problem, adequate standards in ordinances to regulate and control the location of mobile homes is a more reasonable answer. Mobile homes are a unique type of housing and as such should be subject to special recognition in zoning ordinances and building and health codes.

As part of the land use survey, 4 areas in which junked autos are placed were noted and these are uses which have a negative influence on the development of adjacent land in the Town. These areas are not enough to present an environmental blight problem at this time. However, the physical environment of the Town is one of its most important assets and defacement by open storage of used vehicles and materials should not be permitted.

In summary, the environmental and building conditions in Town pose no serious problems at this time. However, there is a need for regulations of trailers, prohibition of junk areas, and zoning to prevent incompatible land use arrangements. The concern is that of future development. As will be discussed in the next chapter one of the important environmental advantages of the Town is its esthetics formed by rolling topography, waterways and woodlands. It is imperative that future development be channeled into a rational pattern to preserve as much as possible these natural attributes and it is to this end that the proposed Development Plan and its effectuating ordinances and regulations will be geared.

ESTHETIC CHARACTERISTICS ANALYSIS

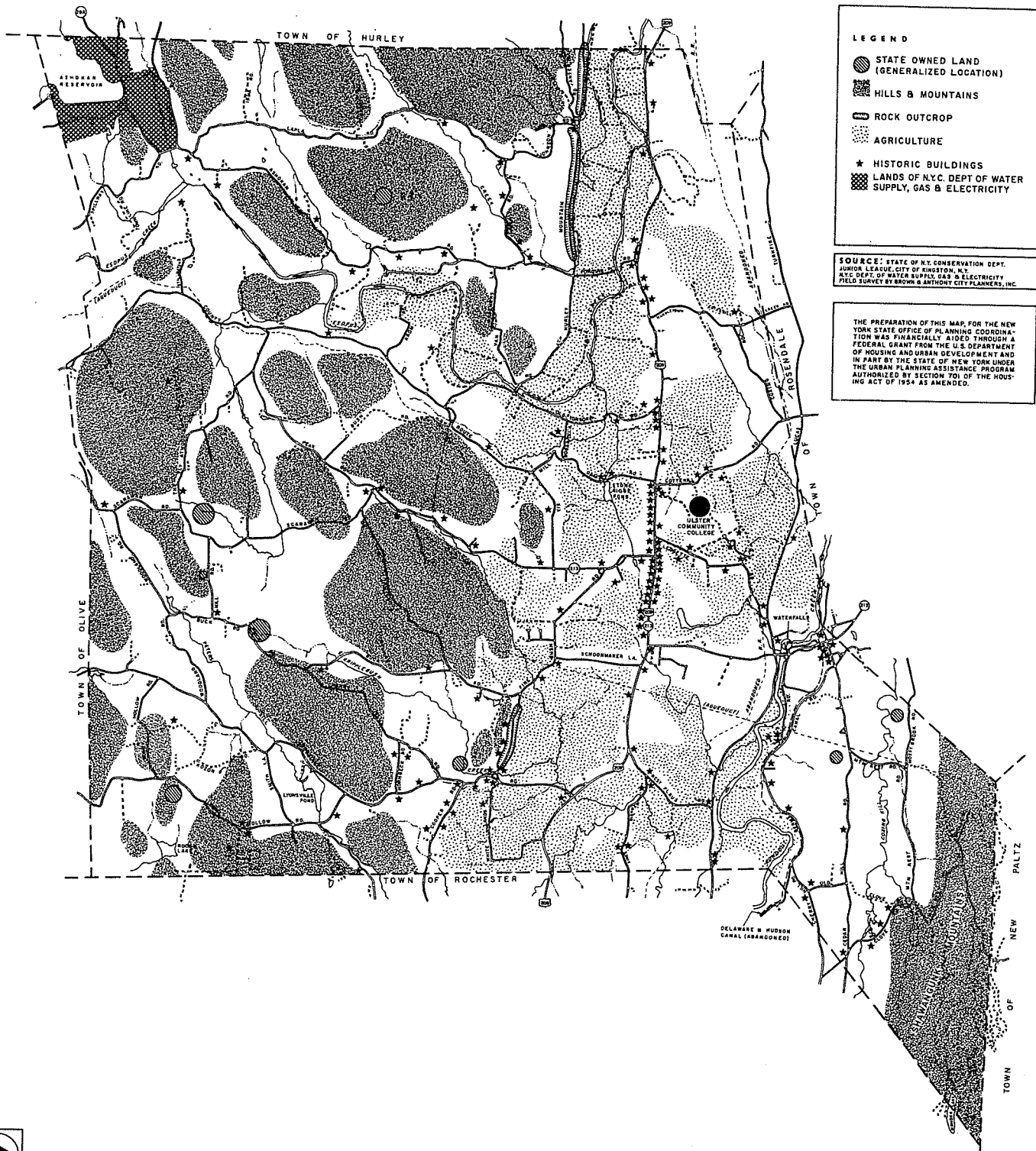
The physical setting of the Town of Marbletown is worthy of special consideration. The steep slopes of the Shawangunk Mountains and the Catskills and the Esopus Creek and Rondout Creek are natural assets. Much of the area of the Town is wooded which adds to its esthetics. Also much of the Town is rural. Cornfields dominate the Esopus Creek flood plain while livestock and hayfields occupy the Shawangunks and the Catskills.

The Ashokan Reservoir, a small portion of which is located in the Town of Marbletown, is a point of scenic interest and beauty. Spectacular views of the reservoir can be obtained from Route 28A which follows the southern boundary of the Ashokan Reservoir. Lands adjacent to the Reservoir are owned by the New York City Department of Water Supply, Gas and Electricity to protect the reservoir from pollution and these lands have been kept in their natural state.

The past heritage of the Town is reflected in the historic buildings which exist within the Town. A survey made by the Junior League of the City of Kingston located over 150 historic buildings in the Town. The location of the buildings is shown on the Esthetic Characteristics Map. Concentrations of historic buildings are located along Route 209 particularly at Stone Ridge at High Falls and also at Kripplebush.

The physical characteristics of Marbletown being the Catskills, Shawangunk, Esopus Creek and Rondout Creek, the agricultural land and also historical buildings give Marbletown a charming predominantly rural environment. This environment is cherished by the residents of the Town and their desire is to maintain its present character (see results of planning questionnaire). Because the area of the Town is 54.9 square miles and only modest population increases are expected, an objective of the Development Plan is to preserve as much as possible the rural character of the Town. This can be accomplished through large lot zoning (2 acres or more per dwelling unit). The cluster zoning technique is ideally suited to preserving natural features of the Town. The open space can simply be left in its natural state (woods and rock outcrops) or developed for recreation or park use.

Both the Esopus Creek and Rondout Creek present opportunities to the Town to preserve open space along these waterways (both are subject to periodic flooding) and for recreation use. These waterways plus the historic Delaware & Hudson Canal are potential sites of scenic interest which should be protected and enhanced.

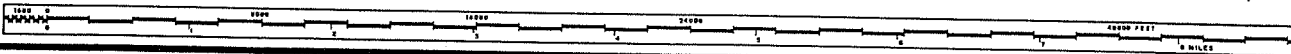


LEGEND

- STATE OWNED LAND (GENERALIZED LOCATION)
- ▨ HILLS & MOUNTAINS
- ROCK OUTCROP
- ▤ AGRICULTURE
- ★ HISTORIC BUILDINGS
- ▦ LANDS OF N.Y.C. DEPT. OF WATER SUPPLY, GAS & ELECTRICITY

SOURCE: STATE OF N.Y. CONSERVATION DEPT.
JUNIOR LEAGUE, CITY OF KINGSTON, N.Y.
N.Y.C. DEPT. OF WATER SUPPLY, GAS & ELECTRICITY
FIELD SURVEY BY BROWN & ANTHONY CITY PLANNERS, INC.

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 1954 AS AMENDED.



Thus the physical setting of the Town provides a pleasing framework which should be preserved and used to advantage. In addition new residential subdivisions should be fitted to the topography and wooded areas preserved where possible.

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

TRAFFIC AND TRANSPORTATION ANALYSIS

As has been pointed out previously, the physical development of the Town of Marbletown has been influenced by the location of major roads and highways which in turn have been located by considerations of natural features--mountains, valleys and waterways. This historic interaction between land use, transportation and land form is as valid today as ever and will remain an important consideration in planning for future needs.

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

The total mileage of public roads is as follows:

State routes	9.96 miles
County roads	27.09 miles
Town roads	<u>78.20 miles</u>
Total	115.25 miles

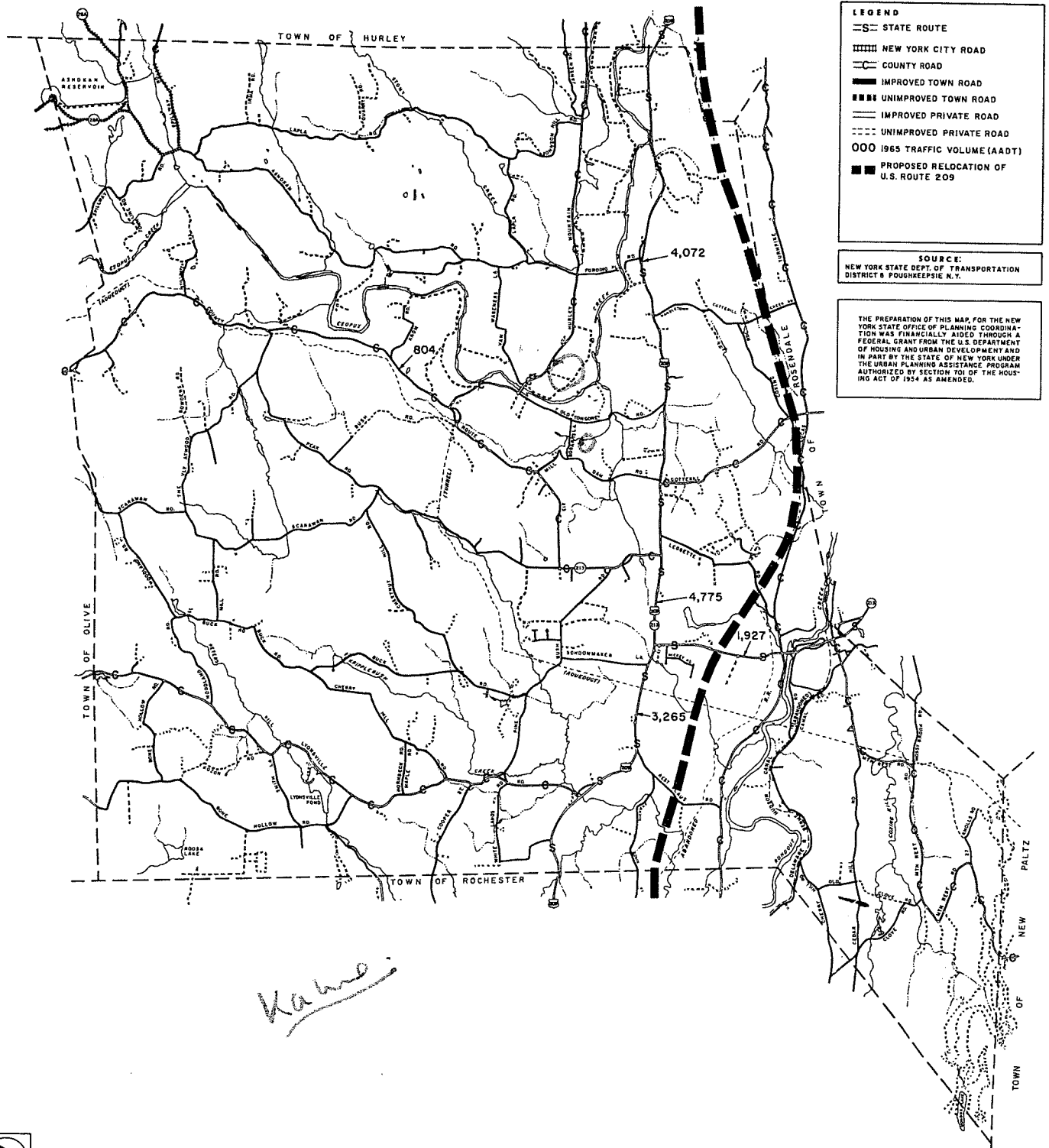
Source: Local Highway System Inventory 1966 Town and County Road
Mileage New York State Department of Transportation

The State routes within the Town are Route 209 and Route 213 east of Route 209 and Route 28A. Average annual daily traffic (AADT) traffic counts for the State routes and Route 213 west of Route 209 which is a County road is as follows:

Route	Location	1964 Estimated AADT	1965 Estimated AADT
209	Below State Route 213	2,731	3,265
209	Between State Route 213 and County Road 213	4,033	4,775
209	North of County Road 213	3,200	4,075
213	West of Route 209	475	804
213	East of Route 209	2,477	1,927

No traffic counts are available for Route 28A.

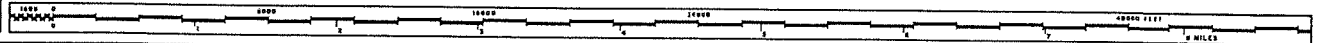
Source: 1964 & 1965 Traffic Volumes on State Routes, New York State
Department of Transportation.



LEGEND
—S— STATE ROUTE
— NEW YORK CITY ROAD
— COUNTY ROAD
— IMPROVED TOWN ROAD
— UNIMPROVED TOWN ROAD
— IMPROVED PRIVATE ROAD
— UNIMPROVED PRIVATE ROAD
000 1965 TRAFFIC VOLUME (AADT)
■ PROPOSED RELOCATION OF U.S. ROUTE 209

SOURCE:
NEW YORK STATE DEPT. OF TRANSPORTATION
DISTRICT 8 Poughkeepsie, N.Y.

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 901 OF THE HOUSING ACT OF 1954 AS AMENDED.



8

TOWN OF MARBLETOWN
TOWN PLANNING BOARD

TRAFFIC & TRANSPORTATION MAP

BROWN & ANTHONY CITY PLANNERS, INC.

OCTOBER 1967

Average annual daily traffic is the value representing the average 24 hour traffic volume during the year. No actual day may have had this volume; seasonal highways may have winter volumes much lower and summer volumes much higher. Undoubtedly the above routes which are both 2 lane roads, one lane in each direction, have higher than average volumes during the summer.

To the north of Marbletown Route 209 traverses the Town of Hurley, intersects Route 28 in the Town of Ulster and crosses the Hudson River via the Kingston-Rhinecliff Bridge. South of Marbletown Route 209 passes through the Village of Ellenville, Sullivan County and into Pennsylvania. Route 209 is the route which provides access from Marbletown to the City of Kingston and the Village of Ellenville both of which are important shopping and employment centers.

Route 213 east of Route 209 passes through the hamlet of High Falls and through the Town and Village of Rosendale and intersects Route 32 in the Village of Rosendale. Route 28A begins in the Town of Ulster and parallels the south bank of the Ashokan Reservoir and terminates at Route 28 in the Town of Olive.

The County roads within the Town are Lyonsville Road, Route 213 west of Route 209, Hurley Mountain Road, Cottekill Road, Lucas Avenue, Mountain Rest Road and a very small portion of Spillway Road at the Hurley-Marbletown town line. These roads function as collector streets in the Town.

The Town road system is essentially a rural system. The pavement widths, horizontal and vertical alignment of Town roads particularly west of Route 209 is generally adequate to serve the sparse development which now exists but could not accommodate significantly increased traffic volumes without alignment improvements. Thus one of the considerations in proposing land use densities for the Town is to consider the impact of various densities and resulting traffic volumes on the existing road system.

An extreme example of a pavement width problem is Johnson Hill Road on which two cars cannot pass each other from opposite directions without difficulty. Should traffic volumes increase on Johnson Hill Road because of development, this road would have to be widened for safety and capacity reasons. However, Johnson Hill Road is not typical of this rural road system which generally provides two lanes for moving traffic.

The location of the Ulster County Community College in Marbletown has greatly changed traffic patterns, particularly affecting Cottekill Road and Route 209. From an analysis of admission reports it was found that a major portion of the students commute to the College from the north and return to the north primarily the Kingston and Saugerties area. The College presently has an enrollment of 800 full-time students and 650

part-time students. It is expected that enrollments will increase to 2,000 full-time students and 1,500 part-time students by 1974. The College presently has a staff of 100 which is expected to double by 1974. No facilities are available for on-site living of students or employees.

The Ulster County Highway Department is planning to improve Cottekill Road to handle the traffic generated by the College. However, the proposed relocation of Route 209 to follow the abandoned New York, Ontario and Western Railroad right-of-way is the answer to improving traffic in the Town. With the relocation of Route 209 traffic from the south and north of Marbletown can travel Route 209 to the Cottekill Road intersection and then utilize Cottekill Road to the College. The relocated Route 209 will eventually have two lanes in each direction and will adequately handle the expected traffic volumes. The theoretical design capacity of uninterrupted flow of a highway with 4 lanes and with operating speeds of 45-50 mph is 1,000 vehicles per lane per hour.* Depending upon the final design, the lane capacity may be lower if at grade intersections are provided which will interrupt the flow of traffic on the highway. However, in the future if necessary, the capacity could be raised to the above theoretical capacity by providing grade separated interchanges. The estimated 1992 average annual daily traffic for the Route 209 relocation in Marbletown is 6,200 vehicles and design hour volumes are estimated at 520 vehicles.

Route 213 through the Town presents several problems. One is the jog that requires traffic to utilize a portion of Route 209 in order to get from Route 213 west of Route 209 to Route 213 east of Route 209. Although the previous traffic volume data reflects a swell in the volume of Route 209 in the area of this jog, some of this is caused by persons frequenting the business uses in this area and returning in the direction from which they came. It is significant to note that the traffic volumes on Route 213 east of Route 209 decreased but the traffic volumes on Route 213 west of Route 209 increased by approximately 70% indicating that this jogging will become a significant factor as traffic volumes increase in the future.

Another problem is the ninety degree turn on the portion of Route 213 west of Route 209 at Peak Road. This turn is confusing and unacceptable on an important street.

Also a problem is posed by Route 213 east of Route 209 in the area of the abandoned railroad and Lucas Turnpike. Route 213 in this area has several horizontal curves, a vertical grade change and abutting concrete embankments which combined make this a hazardous area. Route 213 is proposed by the New York State Department of Transportation to be relocated in the Village of Rosendale.

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

Only one crossing of the Esopus Creek is provided in the Town at Hurley Mountain Road. A new bridge has been constructed at this point. A similar situation exists regarding the Rondout Creek. The only crossing is provided by Route 213. However, to the north another crossing is provided by Route 213 in Rosendale and to the south at Alligerville in the Town of Rochester. These two crossings of the Rondout Creek are relatively near to the Town of Marbletown. Consideration is given to the crossings of these creeks for safety. Should the crossing be blocked an alternative, not necessarily in the Town, should be available for emergency equipment.

No railroad is located within the Town other than the right-of-way of the abandoned New York, Ontario and Western Railroad.

The Eagle Bus line, Arrow Bus lines and Lester Lines, Inc. traverse the Town of Marbletown on Route 209.* No other bus service is available in the Town. Long distance bus service is available at Ellenville, Kingston and New Paltz.

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

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

* Source: Ulster County Data Book, 1968

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

The National Airport Plan proposes an airport in the Kingston area having a runway length of approximately 3,000 feet and is classified as a Basic Utility (Stage II) airport. This type of airport accommodates about 95% of the general aviation fleet under 12,500 pounds* and meets all general aviation needs except for turbine powered types, transport types, and a few twin-engine airplanes over 8,000 pounds gross weight.

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

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

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

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

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

* Includes Aero 500A, 500B, 560E, 680F, Beech 35-A33, B-95A, Cessna 140A, Excoupe 415D, 415E, 415G, Piper PA-12, PA-18, PA-23"160", PA-24"250", Universal 108-1, 108-2 and also models listed under Basic Utility Stage I (see next foot note)

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

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

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

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

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

Economic Considerations

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

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

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

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

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

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

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

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

Site and Feasibility

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

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

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

** Source: Correspondence from State of New York, Department of Transportation.

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

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

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

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

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

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

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

COMMUNITY FACILITIES STUDY

School Facilities

Marbletown is part of the Rondout Valley Central School District. The Marbletown Elementary School located at the intersection of Route 213 and Bush Road serves grades K-6. The Rondout Valley Junior-Senior High School in the Town of Rochester just south of the Town of Marbletown serves grades 7-12. A very small portion of the southwestern portion of the Town is in the Onteora Consolidated School District. An enrollment of 12 pupils from the Town of Marbletown in the Onteora Consolidated School District was reported in 1967.

The purpose of this chapter is to examine existing school facilities and to review plans and proposals that have been made to improve the system.

Enrollments in the Rondout Valley Consolidated School District for the years 1960, 1966, and 1967 are as follows:

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

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

Source: Rondout Valley Central School District

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

Grades 10-12 show the most significant percentage increase in enrollments in Table 1 having more than doubled between 1960 and 1966. This reflects the children of post war "baby boom" who are now of high school age. Of the total increase in enrollments between 1960 and 1967, 55% were in the K-6 grades and 45% in grades 7-12.

Enrollments at the Marbletown School as of September 1967 were as follows:

TABLE 3: SEPTEMBER 1967 ENROLLMENTS OF MARBLETOWN
ELEMENTARY SCHOOL

<u>Grade</u>	<u>Enrollment</u>
K	95
1	108
2	100
3	121
4	120
5	117
6	102
Special	<u>11</u>
Total	774

Source: Rondout Valley Central School District

The Marbletown School was erected in 1952 and has a capacity of 780 students and this is presently operating at capacity. Other K-6 schools in the system are at Accord and Kerhonkson. The Rosendale School serves grades K-2 and the Junior-Senior High School in Rochester presently serves grades 7-12.

Beginning in September 1968 the system will be converted to a K-4, 5-8 (middle school) and 9-12 (high school) system. A middle school with a capacity of 1,200 students is now being constructed on the high school site. The high school which will serve grades 9-12 will have a capacity of 1,000 students. A K-4 school will also be erected in the Town of Rosendale at the southeast intersection of Lucas Avenue and Cottekill Road. This site is adjacent to the Town of Marbletown. The present K-2 school in the Village of Rosendale will be closed. This new K-4 school in the Town of Rosendale will have a capacity of 300 students and provision will be made in the design for expansion to a capacity of 420.

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

Thus, under this new system, the Marbletown Elementary School will function as a K-4 school and an additional K-4 school will be located at the Cottekill Road and Lucas Avenue intersection in Rosendale. A middle school will be located on the present high school site and a middle school will be added to the K-4 school at Cottekill Road and Lucas Avenue intersection. The present junior-senior high school will function as the high school serving grades 9-12.

The location of the present public school in Marbletown is deemed adequate. Although it is located adjacent to Route 213, this route is county road and is at present lightly traveled.

Ulster County Community College

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

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

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

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

The Ulster County Community College presently has no facilities for students to live on campus. Most of the students will drive daily to the college as will most of the employees. Thus, one of the impacts of the college on the Town of Marbletown is the resulting increase in traffic. It is estimated from a 50% sample of admissions report on the geographical location of accepted students that 60% of the students come from the north of the community college location, being the Saugerties and Kingston area and the Hurley-Woodstock area and Greene County. Approximately 20% of the students will commute to the College from the south from the Ellenville area and New Paltz and vicinity. Another 20% of the students are from other areas of New York State 15%, outside of New York 2%, and foreign countries (1%). Thus, a major portion of the traffic will come from the north and return to the north. Route 209 and its relocation thus become very important to the traffic plans of the Town.

Another impact on the Town of Marbletown is the fact that a cafeteria, student center and gymnasium will not be built until 1970. The Town will be faced with pressures for development adjacent to the College of eating and drinking places and recreation places. Also as pointed out above, 20% of the students are not residents of nearby areas and pressures for living accommodations for these students and others will be felt. It is also very likely that many of the faculty and other employees of the College will want to live in proximity to their place of employment. It should be noted that these items listed as impacts of the College on the Town need not be detriments. For example, the fact that the faculty and employees of the College and possibly some of the students will want to live near the College need not be a problem but could be accommodated with proper controls and design. The same is true of eating and drinking places and recreation places which could also be provided with reasonable regulations. These facilities could also be used by Town residents.

Public and Administrative Facilities

The Marbletown Town Offices and Town Highway Department are located on Route 209 just south of Stone Ridge center. The Town Hall provides office space for Town Officials which also doubles as meeting room space. The Marbletown elementary school is used for public meetings at which large numbers of persons are expected.

The Town Hall is well located being near the business center of the Town and convenient access is provided by Route 209. However, the location of the Town Highway Department on the same site limits expansion of the

Town Hall and site size limitations prevent expansion of the Highway Department. The Town owns property on the north side of County Route 213 just west of the tunnel of the New York City Department of Water Supply, Gas and Electricity which could be used as the Town highway department should the need arise. The existing building on Route 209 could then be expanded for Town Hall purposes.

Fire Stations in Marbletown are located as follows:

High Falls	Near intersection of Route 213 and Cedar Hill Road
Kripplebush	Intersection of Pine Bush Road and Lyonsville Road
Atwood Vly	The Vly-Atwood Road
Lomontville	Intersection of Ashokan Road and Hurley Mountain Road
Stone Ridge	Intersection of Route 209 and County Route 213

A portion of the Town is serviced by the Cottekill Fire District which also services a portion of the Town of Rosendale. This district is located in the Town of Rosendale on Cottekill Road. These fire stations are all located on or near major roads providing access to structures within their district. No report of the Fire Insurance Rating Organization assessing the fire protection coverage is available.

The optimum fire station service radius for buildings having an average separation of less than 100 feet is 2 miles and for buildings having an average separation of 100 feet or more is 4 miles.* The distances should be reduced when severe life hazard exists or where traffic, topography or poor street conditions exist to hinder response. Practically all of the Town is within two miles of a fire station and all of the Town is within 4 miles of a fire station. Fire stations are located in the center of the hamlets of Stone Ridge and High Falls thus providing good coverage.

The Stone Ridge library located near the intersection of Route 209 and Route 213 contains 8,000 volumes and is a member of the Mid-Hudson Libraries. This cooperative organization supplements local library service by providing additional books, central services, professional advice upon request and cash grants. Adriance Memorial Library in Poughkeepsie is the central reference library for the system.**

Two post offices are located in the Town of Marbletown, one in Stone Ridge on Route 209 and the other at High Falls on Route 213.

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

** Ulster County Data Book, 1966

There is no hospital in the Town of Marbletown. Hospitals are located in Kingston, Poughkeepsie and Ellenville. In addition, various clinics are located in Poughkeepsie and Kingston.

Ten churches are located in Marbletown.

The Rondout Valley Central School District Offices are located in High Falls at the intersection of Route 213 and Lucas Turnpike.

The Ulster County Historical Society Building is located on Route 209 north of Stone Ridge. This building is open to visitors between June and September and reflects the history of the area in its exterior architecture and interior decoration.

Park and Recreation Facilities

The inventory of public park and recreation space in Marbletown is limited. The major recreation area is the Marbletown Recreation Center located adjacent to the Esopus Creek which provides swimming and picnicking facilities for residents and contains 4.55 acres.

Tongore Park, a private recreation area, is located adjacent to the Marbletown Recreation Center which also provides swimming and picnicking facilities.

A playground area with equipment is located adjacent to the Marbletown School.

At the present time, the open areas of Ulster County provide recreation areas in terms of scenic drives, hunting areas and fishing. Worthy of special notice is Mohonk Lake which extends into Marbletown. This privately owned tract of land extends from the Shawangunk Ridges to the Wallkill Valley. The Mohonk Trust has been established and approximately 6,000 acres will become part of the Mohonk Trust, the purpose of which is to maintain and study this land in its natural state. The Mohonk property has grown into a major conservation area. It has spectacular cliffs, woodland, a road system for horses only and forty miles of trails.

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

The Sky Top Observation Tower, located on the mountain ridge, is undoubtedly the most prominent land mark in the area.

In a larger sence, the Town, as a whole, benefits from the Mohonk Porperty. For nearly a century now, the Shawangunks have been preserved by private owners who regard their property not only as a source of income but as a public trust. In the years to come, it will be increasingly important that this tradition be preserved and thus the Mohonk Trust has been established. The Shawangunks are of importance not only to residents of Marbletown, New Paltz, and Rochester, but to all of the people of the eastern seaboard. The preservation of these few remaining large areas of natural beauty are a matter of public as well as private concern.

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

A Town can purchase needed recreation space and/or it can utilize the provisions of State legislation which permits the Town to require dedication of land and or monies in lieu of land for needed recreation facilities. This legislation is as follows: (Section 277, Town Law).

"Before the approval by the planning board of a plot showing lots, blocks, or sites, with or without streets or highways, or the approval of a plot already filed in the office of the clerk of the county wherein such plot is situated if such plot is entirely or partially undeveloped, such plot shall also show in proper cases and when required by the planning board, a park or parks suitably located for playground or other recreational purposes. If the planning board determines that a suitable park or parks of adequate size cannot be properly located in any such plot or is otherwise not practical, the board may require as a condition to approval of any such plot a payment to the Town of a sum to be determined by the town board, which sum shall constitute a trust fund to be used by the town board exclusively for neighborhood park, playground or recreation purposes including the acquisition of property. "

Summary and Conclusions

The Rondout Valley Central School District is presently in the process of expansion. A middle school is being constructed on the junior-senior high school site. A K-4 and middle school will be located near the intersection of Cottekill Road and Lucas Turnpike in the Town of Rosendale and a K-4 and middle school will be built in the Kerhonkson-Accord area.

The present Town Hall is well located being centralized in the Town and along a major route of travel; however, due to the fact that the Highway Department is located on the same site, expansion of the Town Hall, unless the Highway Department is relocated, is difficult.

There is a need for additional park and recreation facilities for both active and passive recreation.

PUBLIC UTILITIES AND SERVICES SURVEY

Only the High Ridge Estates subdivision located at the southeast intersection of Route 209 and Route 213 is serviced by a water system. This system is private and is called the High Ridge Water Company. The area served is shown on Water Distribution Map. The source of water for this system is a well and its withdrawal capacity is 110,000 gallons of water per day.* The remainder of the Town is served by individual wells and on-lot sewage disposal systems.

The Town is served by the Central Hudson Gas and Electric Company and New York Bell Telephone Company. A light district exists at High Falls and Stone Ridge. A hydro electric plant is located at High Falls.*

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

In terms of the implications for planning, while electric and telephone service can be extended to practically any section of the Town; economically the same is not true of sewage disposal and water systems. In those areas of the Town where it is not expected that utilities other than individual on-lot facilities will be located, a lot size sufficient to accommodate these individual on-lot facilities must be provided. The more remote and mountainous areas of the Town are the areas where utilities will not be located. These mountainous areas are also the areas in which significant rock exists and which would make the installation of utilities very expensive, particularly sewers where a gravity flow is important. In areas of the Town where more concentrated development exists or is expected, consideration must be given to the location of these concentrated developments in terms of their being serviced by a sanitary sewer system and by a water system. Thus consideration of the location of drainage basin boundaries within which an economic gravity flow system can be utilized is of importance.

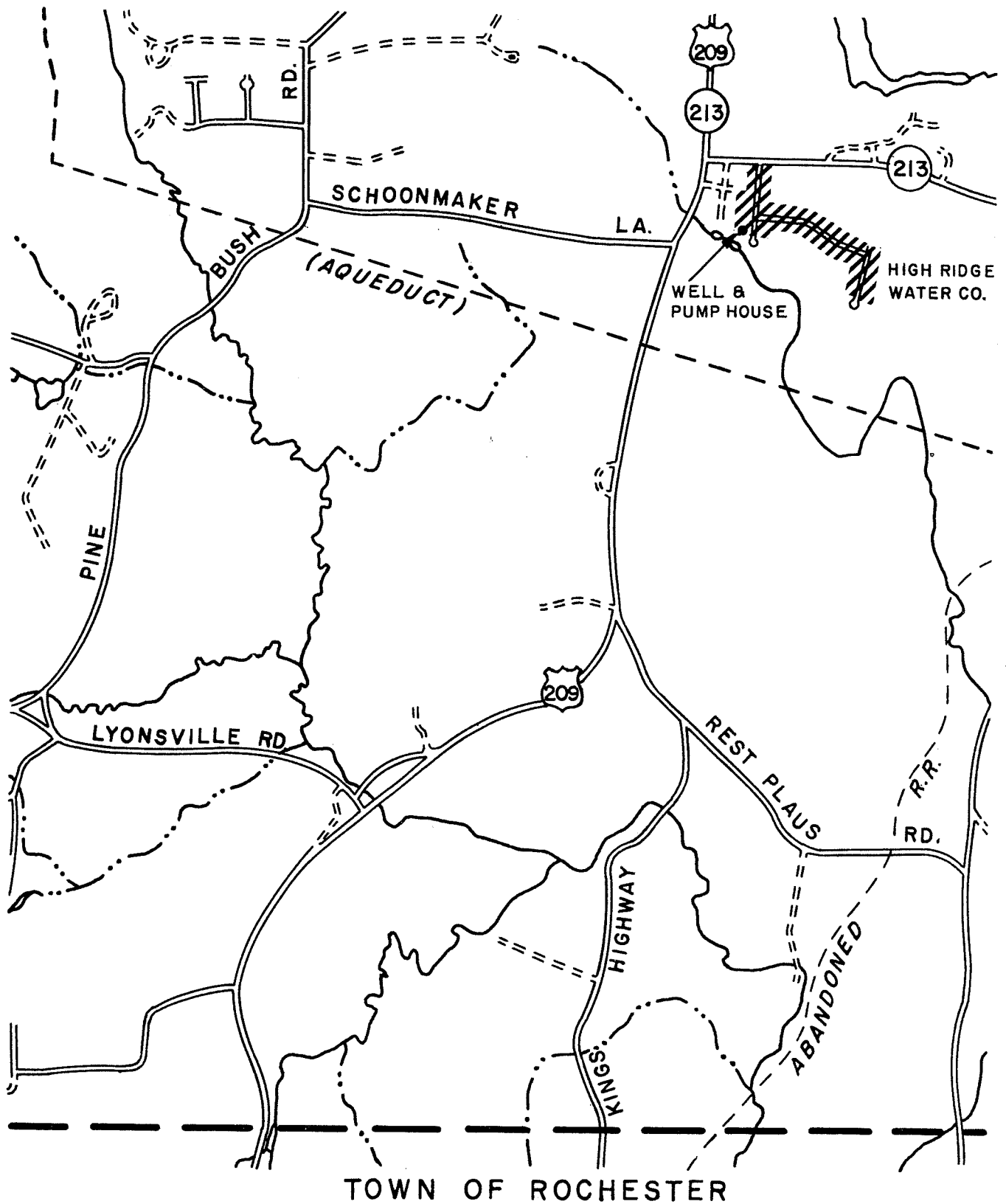
* Ulster County Data Book, 1966

In areas of more intensive development (either existing or contemplated) individual wells and septic tanks can cause problems in terms of maintenance and possible relocation and reconstruction of septic tank systems and also in terms of psychological problems where many private wells and septic tanks are forced into proximity. Health authorities have indicated that septic tanks should not be considered as other than temporary installation under even the most favorable conditions.* This is particularly true of the areas of more intensive development.

Also to be considered in terms of water systems as opposed to individual wells is the provision of fire hydrants thus improving fire protection again particularly in the more intensive development areas.

It should be noted that the installation of utilities can be made the responsibility of the developer of the subdivision.

* Manual of Septic Tank Practice, U. S. Public Health Service, U. S. Government Printing Office, Washington, D. C.



1" = 1600'



AREA SERVED BY WATER DISTRIBUTION SYSTEM TOWN OF MARBLETOWN

BROWN & ANTHONY CITY PLANNERS, INC.

DECEMBER 1967

POPULATION ANALYSIS
AND FORECAST

POPULATION ANALYSIS AND FORECAST

Population History

The population of the Town of Marbletown fluctuated between 1930 and 1950, but increased significantly between 1950 and 1966. The following table shows the population history:

TABLE 1: POPULATION HISTORY, TOWN OF MARBLETOWN

<u>Year</u>	<u>Total Population</u>	<u>% Change</u>
1930	2, 276	
		+11.7
1940	2, 543	
		- 7.0
1950	2, 364	
		+35.0
1960	3, 191	
		+17.1
1966	3, 736	

Source: U. S. Census of Population, 1960 and Special Census, 1966

TABLE 2: POPULATION CHANGE COMPARED TO SELECTED AREAS 1940-1960

	<u>1940</u>	<u>1950</u>	<u>% Change 1940-50</u>	<u>1960</u>	<u>% Change 1950-60</u>
Town of					
MARBLETOWN	2, 543	2, 364	- 7.0	3, 191	+35.0
Rochester	2, 454	2, 532	+ 3.2	3, 012	+19.0
New Paltz*	2, 815	3, 749	+33.2	5, 841	+55.8
Rosendale*	2, 548	2, 950	+15.8	4, 228	+43.3
Hurley	1, 530	1, 980	+29.4	4, 526	+128.6
Olive	1, 320	1, 463	+10.8	1, 999	+36.6
City of					
Kingston	28, 589	28, 817	+ 0.8	29, 260	+ 1.5
Ulster County	87, 017	92, 621	+ 6.4	118, 804	+28.3
N. Y. State	13.5 mil.	14.8 mil.	+10.0	16.8 mil.	+13.2

* includes Town and Village

Source: U. S. Census of Population

The rate of increase between 1950 and 1960 for the Town of Marbletown exceeded the rate of increase for Ulster County and New York State. However, all of the adjacent communities with the exception of the Town of Rochester grew at a faster rate! Numerically, the growth between 1950 and 1960 of the Town of Marbletown exceeded the Town of Rochester and Olive, but was exceeded by the other adjacent communities.

Age and Sex Distribution

The following table shows a comparison between age groupings for the Town of Marbletown and Ulster County.

TABLE 3: AGE GROUP DISTRIBUTION, TOWN OF MARBLETOWN
COMPARED TO ULSTER COUNTY

	<u>Town of Marbletown</u>		<u>Ulster County</u>
	<u>1960</u>		<u>1960</u>
	<u>Number</u>	<u>%</u>	<u>%</u>
Under 5	311	9.7	10.8
5-14	579	18.1	17.9
15-24	290	9.1	12.1
25-34	372	11.7	13.2
35-44	381	11.9	12.5
45-54	386	12.1	11.6
55-64	401	12.6	9.8
65 & over	471	14.8	12.1
	3,191	100.0	100.0

Source: U.S. Census of Population, Business Fact Book, 1967, Mid-Hudson Area, Part 2, New York State Department of Commerce

The Town of Marbletown had a smaller percentage of the total population in the young and middle age groups (under 45) and a higher percentage of its population in the 45 and over age groups, than Ulster County.

TABLE 4: AGE GROUP DISTRIBUTION 1950 AND 1960

	<u>Town of Marbletown</u>				<u>Ulster County</u>	
	<u>1950</u>		<u>1960</u>		<u>1950</u>	<u>1960</u>
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>%</u>	<u>%</u>
Under 15	489	20.7	890	27.8	22.4	28.7
15-24	234	9.9	290	9.1	13.3	12.1
25-54	937	39.6	1,139	35.7	40.9	37.3
55-64	371	15.7	401	12.6	11.5	9.8
65 & over	333	14.1	471	14.8	11.9	12.1
	2,364	100.0	3,191	100.0	100.0	100.0

Source: U. S. Census of Population and 1957 & 1963 Business Fact Book
Mid-Hudson Area, New York State Department of Commerce

All of the above age groups increased numerically in the Town between 1950 and 1960. However, the under 15 age group (pre-school children and school age children) showed the most significant increase. As pointed out in the above table this age group was still a smaller percentage of the total population in 1960 when compared with Ulster County. The age groups 15-24, 25-54 and 55-64 increased numerically but decreased as percents of the total population. The 65 and over age group increased both numerically and as a percent of the total population.

In both 1950 and 1960 the Town of Marbletown had a higher percentage of its population in the older age groups when compared to Ulster County. In both the Town and County the 55-64 age group decreased as a percentage of the total population while the 65 & over increased in both the Town and County.

TABLE 5: AGE AND SEX DISTRIBUTION, TOWN OF MARBLE-TOWN, 1960

	Males		Females		Total Population	
	Number	%	Number	%	Number	%
Under 5	158	10.2	153	9.3	311	9.7
5-14	281	18.2	298	18.1	579	18.1
15-24	141	9.1	149	9.1	290	9.1
25-34	176	11.4	196	11.9	372	11.7
35-44	195	12.6	186	11.3	381	11.9
45-54	174	11.3	212	12.9	386	12.1
55-64	188	12.2	213	12.9	401	12.6
65 & over	232	15.0	239	14.5	471	14.8
	1,545	100.0	1,646	100.0	3,191	100.0

Source: U. S. Census of Population, Business Fact Book, 1963, Mid-Hudson Area, Part 2, New York State Department of Commerce

In 1960 there were 101 more females than males in the Town of Marbletown. A major portion of these 101 females were in the 45 & over age groups. Otherwise, no significant differences between the male and female population existed.

Natural Increase and Net In-Migration

The population of a community can grow in two ways: through natural increase--the excess of births over deaths--and through net in-migration --the excess of in-migration (people moving into a community) over out-migration.

Between 1950 and 1960 there were 539 births to residents and 428 deaths of residents resulting in a natural increase of 111. Between 1950 and 1960 the total population increased by 827 persons. Subtracting the natural increase from the total population increase results in 716 persons which was the net in-migration between 1950 and 1960. Natural increase accounted for 13.4% of the population increase between 1950 and 1960 while the net in-migration accounted for 86.6%. This pattern was somewhat different from the County as a whole where natural increase accounted for one-third of the population increase.

TABLE 6: NATURAL INCREASE, TOWN OF MARBLETOWN,
1950 - 1966

<u>Year</u>	<u>Resident Births</u>	<u>Resident Deaths</u>	<u>Net Gain</u>
1950*	27	23	4
1951	47	46	1
1952	50	42	8
1953	39	51	-12
1954	39	39	-
1955	59	48	11
1956	59	36	23
1957	56	47	9
1958	71	43	28
1959	74	42	32
1960*	18	11	7
Total 1950-1960	539	428	111
1960 (remainder)*	53	33	20
1961	69	44	25
1962	60	41	19
1963	72	35	37
1964	65	50	15
1965	61	46	15
1966	56	48	8

* Census figures are as of April 1st of the census year and natural increase figures are for the calendar year. There-
for the 1950 figures have been adjusted to 3/4's of that
year's total and the 1960 figures to 1/4 of that year's total.

Source: New York State Department of Health

TABLE 7: NATURAL INCREASE AND NET IN-MIGRATION
1950 - 1960

Population	1960	3,191	
	1950	<u>2,364</u>	
Change 1950-1960		827	100.0%
Natural Increase		111	13.4
Net In-Migration		716	86.6

Source: U. S. Census of Population, New York State Department
of Health

Household Size

The proportion of the population in households and the population per household are of value in understanding population trends and housing trends. Household population, as defined by the U. S. Bureau of the Census, is the number of persons, not necessarily related, who live as groups in living quarters known as housing units. In general the national average household size has been decreasing. This reflects the ability of older families to continue maintaining a household after retirement and the ability of newly married persons to form their own household rather than live with their parents or other relations.

The following compares the population in households and the average number of persons per household for the Town of Marbletown, adjacent communities, Ulster County and the State of New York.

TABLE 8: POPULATION IN HOUSEHOLDS AND PERSONS PER HOUSEHOLD, TOWN OF MARBLETOWN COMPARED TO SELECTED AREAS 1960

	<u>Population in Households</u>	<u>Persons per Household</u>
Town of		
MARBLETOWN	3,175	3.09
Rochester	2,921	3.28
New Paltz*	4,825	3.11
Rosendale*	4,179	3.17
Hurley	4,526	3.38
Olive	1,992	2.96
City of Kingston	28,498	2.97
Ulster County	113,976	3.16
New York State	16.3 mil.	3.11

* includes Town and Village

Source: Business Fact Book 1963, Mid-Hudson Area, part 2, New York State Department of Commerce

The number of persons per household is approximately the same as New York State and somewhat lower than Ulster County

Length of Residence

TABLE 9: YEAR MOVED IN TOWN OF MARBLETOWN

<u>Year Moved In</u>	<u>Town of Marbletown</u>		<u>Ulster County</u>
	<u>Number</u>	<u>%</u>	<u>%</u>
1954 - March 1960	410	39.9	50.5
1940 - 1953	352	34.3	30.5
1939 or earlier	266	25.9	19.0
Total occupied housing units	1,028	100.0	100.0

Source: Business Fact Book, 1963, Mid-Hudson Area, Part 2, New York State Department of Commerce

Approximately 40% of the families residing in the Town of Marbletown in 1960 moved into their residence between 1954 and March 1960. However, this is below the Ulster County figure of approximately 50%.

Estimate of Current Population

The resident population of the Town of Marbletown was 2,364 in 1950, increased to 3,191 by 1960 and further increased to 3,738 as a result of a 1966 special census. A January 1, 1967 estimate of current population is approximately 3,800 persons.

Seasonal Fluctuation of Population

The population of the Town is subject to seasonal fluctuation due to a seasonal influx of persons. The land use survey found 214 seasonal dwelling units existing in the Town. When these are occupied in the summer months the population increases by approximately 700 persons. In addition the resorts of Page One Chateau, Grand View Lodge and camps of Camp Hi-on-a-hill and Camp Hurley are located in Marbletown. The resorts are not large but the camps can probably accommodate several hundred persons. A rough estimate of influx to the resorts and camps is 300-400 persons. In addition many of the buildings of Lake Mohonk are located in the Town of Marbletown. Several hundred persons can be accommodated at Lake Mohonk. However, even though these persons at Lake Mohonk may be physically

within the Town of Marbletown the effect of these people is not as significant because there are several entrances to and exits from Lake Mohonk in addition to those in Marbletown and therefore all traffic entering and exiting Lake Mohonk does not have to travel through Marbletown.

The total estimated influx of population during the summer months is approximately 1,500 persons when the resorts and camps and seasonal dwellings are operating at capacity. Thus, the total resident and seasonal influx population results in a total population of approximately 5,300 persons.

Spatial Distribution of Population

The existing land use map shows the distribution of housing units in the Town and the distribution of population by census tract is discussed in the existing land use section of this report. Two concentrations of population are located in the Town: one at Stone Ridge basically along Route 209 and the other at High Falls. The remainder of the population is decentralized along the existing street system evidencing rural characteristics.

Summary

Although the population increased by over 800 persons between 1950 and 1960, primarily by net in-migration, most of the adjacent communities increased by a higher figure. Even though approximately 50% of this population increase was in the under 15 age group the total population characteristics of the 1960 population still reflect a rural community, i. e., a smaller number of persons per household and age grouping characteristics indicating a higher percentage of persons in the old age groups (45 & over).

Population Forecast

Population forecasts serve as a basis for estimating the quantity of community facilities such as schools and recreation and serve as a basis for estimating land area requirements for residential purposes and to some extent commercial and industrial purposes as well. Statistical methods utilized to forecast population must be based upon a knowledge of the area and also reflect the judgment of the forecaster.

The following forecast uses a population projection for Ulster County as prepared by the New York State Office of Planning Coordination as the basis for the forecast for the Towns of Marbletown, Hurley, Rosendale, Rochester and Wawarsing and the Village of Rosendale combined and individually. This forecast indicates a growth of approximately 100,000 persons in the next 30 years in Ulster County. It is expected that 25 - 35% of this increase will be within the five Towns and Village.

The following is the population history and population forecast for Ulster County as prepared by Cornell Aeronautical Laboratory Inc. for the New York State Office of Planning Coordination.

TABLE 10: POPULATION HISTORY AND FORECAST, ULSTER COUNTY

<u>Year</u>	<u>Ulster County Total Population</u>
1930	80,155
1940	87,017
1950	92,621
1960	118,804
1965	135,228
1970	148,782
1975	159,196
1980	171,862
1985	187,166
1990	203,934
1995	221,372

Source: U. S. Census of Population, Demographic Projection for New York State Office of Planning Coordination, July 1, 1966, prepared by Cornell Aeronautical Laboratory, Inc., Buffalo, New York

Between 1960 and 1995 the population of Ulster County is forecasted to increase by 102,500 persons. The forecasted growth trend by 5 year increment is as follows:

TABLE 11: POPULATION INCREASE, ULSTER COUNTY,
1960-1995

<u>Year</u>	<u>Ulster County</u>	<u>Increase</u>	<u>Cumulative Total Increase</u>
1960	118,804		
		16,424	16,424
1965	135,228		
		13,554	29,978
1970	148,782		
		10,414	40,392
1975	159,196		
		12,666	53,058
1980	171,862		
		15,304	68,362
1985	187,166		
		16,768	85,130
1990	203,934		
		17,438	102,568
1995	221,372		

Source: Demographic Projections for New York State Counties, New York State Office of Planning Coordination, July 1, 1966, prepared by Cornell Aeronautical Laboratory, Inc., Buffalo, New York

The fact that the population of Ulster County is forecasted to increase by 102,500 persons by 1995 is significant. However, also of importance is the fact that natural increase will play an important role in increasing the population. The following table shows the relationship between natural increase and net in-migration as components of the population increase.

TABLE 12: COMPONENTS OF POPULATION INCREASE, ULSTER COUNTY 1960-1995

<u>Year</u>	<u>Population</u>	<u>Numerical Increase</u>	<u>Net In-Migration</u>	<u>Natural Increase</u>
1960	118,804			
		16,424	8,566	7,858
1965	135,228			
		13,554	7,164	6,390
1970	148,782			
		10,414	3,382	7,032
1975	159,196			
		12,666	3,805	8,861
1980	171,862			
		15,304	4,210	11,094
1985	187,166			
		16,768	4,539	12,229
1990	203,934			
		17,438	4,874	12,564
1995	221,372			
Total		102,568	36,540	66,028

Source: Demographic Projection for New York State Counties, New York State Office of Planning Coordination, July 1, 1966, prepared by Cornell Aeronautical Laboratory, Inc., Buffalo, New York.

Table 12 indicates that 64% of the population increase will be by natural increase. Natural increase will be the significant contributor to population increases particularly after 1970. Thus, many of the new home owners in the County in the future will be children of present residents of the County.

Also of significance are the forecasted changes to the age group components of the total population as shown on the following table:

TABLE 13: AGE GROUP CHARACTERISTICS, ULSTER COUNTY, 1960, 1975, 1995

Age Group	1960		1975		1995		Change 1960-75		Change 1960-95	
	Number	%	Number	%	Number	%	Number	%	Number	%
Under 5	12,874	10.8	14,765	9.3	21,475	9.7	+1,891	-1.5	+ 8,601	-1.1
5-14	21,225	17.9	30,643	19.2	41,516	18.8	+9,418	+1.3	+20,291	+0.9
15-24	14,416	12.1	29,445	18.5	35,195	15.9	+15,029	+6.4	+20,779	+3.8
25-54	44,249	37.2	53,987	33.9	88,453	40.0	+9,738	-3.4	+44,204	+2.8
55-64	11,697	9.8	13,963	8.8	13,971	6.3	+2,266	-1.0	+ 2,274	-3.5
65 & over	14,343	12.1	16,393	10.3	20,762	9.4	+2,050	-1.8	+ 6,419	-2.7
	118,804	99.9	159,196	100.0	221,372	100.0	40,392		102,568	

Note: Percent column does not add to 100.0% in all cases because of rounding

Source: Demographic Projection for New York State Counties, New York State Office of Planning Coordination, July 1, 1966, Prepared by Cornell Aeronautical Laboratory, Inc., Buffalo, New York

Table 13 forecasts a significant increase in the younger age groups (5-14 and 15-24) between both 1960 and 1975 and 1960 and 1995. The 5-14 age group will increase by 9,500 persons by 1975 and by over 20,000 persons by 1995. The 15-24 age group is projected to increase by 15,000 persons by 1975 and over 20,000 by 1995. Although this age group is 15-24 in 1975, many of the persons in this age group will be younger than 15 prior to 1975 and therefore will be of school age. The 25-54 age group indicates a modest numerical increase between 1960 and 1975 but a significant increase thereafter. The older age groups (55-64 and 65 & over) will also increase numerically but these increases are modest by comparison.

The increase in the younger age groups indicates that there will be a continuing need for more classrooms and recreation facilities. The growth of the 25-54 age groups indicates a need for continued growth in housing units particularly after 1975. The older age groups, although decreasing as a percent of the total population, will be increasing numerically indicating a possible need in the future for special housing for the elderly.

The following tables analyze the past population relationships between Ulster County as a whole and the combined population of the Towns of Hurley, Marbletown, Rosendale, Rochester and Wawarsing and the Village of Rosendale. The analysis of these relationship plus assumptions concerning the future form the basis for a population forecast for the combined 5 Towns and Village.

TABLE 14: POPULATION OF 5 TOWNS AND VILLAGE AS PERCENT OF ULSTER COUNTY 1930-1965

<u>Year</u>	<u>Ulster County</u>	<u>5 Towns & Village*</u>	<u>5 Towns & Village compared to Ulster County</u>
1930	80,155	11,122	13.9%
1940	87,017	13,382	15.4
1950	92,621	14,507	15.7
1960	118,804	20,182	17.0
1965	135,228	23,730**	17.5

* Population for the Town of Wawarsing excludes the Village of Ellen-ville and inmates of the Catskill Reformatory.

** Estimated by Brown & Anthony City Planners, Inc.

Source: U. S. Census of Population

Table 14 indicates that the 5 Towns and Village have been increasing as a percent of Ulster County since 1930. If the percentages as shown on Table 14 of the population of the 5 Towns and Village were projected to 1995 at the same rate as the 1930-1965 increase, the 5 Towns and Village would contain 20.5% of Ulster County's population or 45,000 persons by 1995 (an increase greater than 20,000 persons over the 1965 population).

The following table shows the relationship between the population increase of the 5 Towns and Village and the population increases of Ulster County between 1930 and 1965.

TABLE 15: POPULATION INCREASES OF 5 TOWNS AND VILLAGE
AS PERCENT OF ULSTER COUNTY INCREASES
1930-1965

<u>Year</u>	<u>Population Ulster County</u>	<u>Numeri- cal In- crease</u>	<u>Population 5 Towns & Village</u>	<u>Numeri- cal In- crease</u>	<u>Numerical In- crease 5 Towns & Village as % of Numerical In- crease Ulster County</u>
1930	80,155		11,122		
		6,862		2,260	32.9
1940	87,017	5,604	13,382	1,125	20.1
1950	92,621	26,183	14,507	5,675	21.7
1960	118,804	16,424	20,182	3,548	21.6
1965	135,228		23,730*		

* Estimated by Brown & Anthony City Planners, Inc.

Source: Demographic projection for New York Counties, op. cit. U. S. Census

Table 15 indicates that between 1940 and 1965 the 5 Towns and Village have been receiving approximately 21% of the population increases in Ulster County. If the 5 Towns and Village were to continue to receive the same 21% of the population increases in Ulster County, the 1995

population would be approximately 42,200 and would contain approximately 19% of the total population of Ulster County (an increase of 18,435 persons over the 1965 population of the 5 Towns and Village).

However, examination of the five Towns and Village indicates that they occupy approximately 28% of the land area of the County. Thus, if the 5 Towns and Village were to take a proportional share of the population increases, the population of the 5 Towns and Village would be 48,160 in 1995 and would contain 22% of the total population of the County (an increase of 24,450 persons over the 1965 population of the 5 Towns and Village).

Further examination of land area compared to past population increases indicates that the Towns of Hardenburg, Shandaken and Denning, which occupy approximately 27% of the land area of the County, increased by less than 150 persons between 1950 and 1960. These Towns are mountainous and are further from the business and employment centers and major transportation routes of the County. It is probable that they will continue to increase slowly and will take less than their proportional land area share of the population increases. The City of Kingston, which in 1960 contained 25% of the population, increased by only 1.5% between 1950 and 1960 and has very little vacant land for development. Based upon these types of considerations it would not be unreasonable to assume that some of the areas of the County will not be taking a proportional share of the population increases based upon the land area and that the remaining Towns (which includes the 5 Towns and Village) will receive larger population increases. Therefore, it is quite possible that the five Towns and Village may receive 35% or even 40% of the projected population increases of the County. At 35% of the Ulster County population increase the population of the 5 Towns and Village would be approximately 54,000 by 1995 and at 40% of the Ulster County population increase the population would be 58,000 by 1995.

Based upon the above discussion the following is a forecast for the 5 Towns and Village combined population extended to the year 2000. The forecast of population increases in the 5 Towns and Village utilizes a range of 25% - 35% of the forecasted population increases for Ulster County. The 25% figure reflects the trend established between 1940 and 1965 but is felt to be a conservative figure for the future. The previously mentioned 40% of the Ulster County increases although possible is felt to be above the probable upper limits of the population increases.

TABLE 16: POPULATION FORECAST 5 TOWNS AND VILLAGE COMBINED

Year	Ulster County	Numerical Increase	Population of 5 Towns & Village	Population of 5 Towns & Village as % of Ulster County	Numerical Increase 5 Towns & Village	Numerical Increase 5 Towns & Village as % of Ulster County
1930	80,155		11,122	13.9		
		6,862			2,260	32.9
1940	87,017		13,382	15.4		
		5,604			1,225	21.9
1950	92,621		14,507	15.7		
		26,183			5,675	21.7
1960	118,804		20,182	17.0		
		16,424			3,548	21.6
1965	135,228		23,750	17.5		
		23,968			6,250- 8,250	
1975	159,196		30,000-32,000	19-20		Range of
		27,970			7,000-10,000	25%
1985	187,166		37,000-42,000	20-22		to
		34,206			8,500-12,000	25%
1995	221,372		45,500-54,000	20-24		
		18,628			4,500- 7,000	
2000	240,000*		50,000-61,000	21-25		

* Projected to year 2000 by Brown & Anthony City Planners, Inc.

Source: U. S. Census of Population, Demographic Projections for New York State Counties, New York State Office of Planning Coordination, July 1, 1966, prepared by Cornell Aeronautical Laboratory, Inc. Buffalo, New York

The following forecast for the Town of Marbletown is based upon the forecast for Ulster County and the combined 5 Towns and Village. Consideration in the forecast is given to the fact that the Ulster County Community College is located in the Town of Marbletown and this facility will increase housing demands for faculty and students.

The forecast does not include students attending the College residing outside of Marbletown or residing in dormitories in Marbletown, nor does

POPULATION FORECAST

10

POPULATION
10,000,000

NEW YORK
STATE

1,000,000

100,000

10,000

1,000

ULSTER COUNTY

TOWN OF MARBLETOWN

1930 1940 1950 1960 1970 1980 1990 2000
YEAR

SOURCES: U.S. CENSUS OF POPULATION
DEMOGRAPHIC PROJECTION FOR NEW YORK STATE COUNTIES,
NEW YORK STATE OFFICE OF PLANNING COORDINATION.

TOWN OF MARBLETOWN
TOWN PLANNING BOARD

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it include seasonal population. Also considered in the preparation of the population forecast were regional considerations including the fact that the Town is situated between the New York Metropolitan area and the Albany-Troy-Schenectady Metropolitan area both of which are large and rapidly increasing population centers and State consideration such as the fact that a large portion of the growth of New York State has taken place along the New York Thruway corridor and along the Hudson River corridor. Although the above regional and state trends are of importance, neither is expected to cause significant population pressures in the Town. Population growth is expected to result from industrial development in the area and from establishment of facilities such as and including the Ulster County Community College. During the preparation of the population forecast present and probable future planning and zoning policies of the Town and adjacent municipalities and the fact that abundant land suitable for development exists in Marbletown and adjacent municipalities were considered.

TABLE 17: POPULATION FORECAST TOWN OF MARBLETOWN

<u>Year</u>	<u>Population</u>
1930	2, 276
1940	2, 543
1950	2, 364
1960	3, 191
1966	3, 736
1975	4, 500-4, 800
1985	5, 500-6, 300
1995	6, 800-8, 200
2000	7, 600-9, 300

Source: 1930, 1940, 1950, 1960 U. S. Census of Population, 1966
Special Census of Population, Forecast by Brown & Anthony
City Planners, Inc.

Recently a national trend of a lower birth rate has been evidenced. If this trend continues the future population of the Town will more likely follow the lower range of the population forecast.

ECONOMIC ANALYSIS

ECONOMIC ANALYSIS

Introduction

The objective of this economic analysis is to gain an understanding of the factors that affect the economic opportunity and the general welfare of the citizens of the Town of Marbletown. The report will discuss the regional and local factors relating to those activities providing employment and income for its citizens.

The Region

The Town of Marbletown is located in the center of the Mid-Hudson Area. This area is defined by the New York State Department of Commerce as the seven counties of Columbia, Dutchess, Green, Orange, Putnam, Sullivan and Ulster. The area's key position between two large centers of population and industry--the New York metropolitan region to the south and the Albany-Schenectady-Troy metropolitan area to the north--has stimulated substantial growth in recent years. Between 1950 and 1960, the Mid-Hudson Area grew in population by 23 percent--a rate exceeding that of the nation, the State or any other upstate economic area. Similarly, the economy has undergone significant change in the past decade.

Traditionally the Mid-Hudson Area has depended on agriculture and tourism for its economic vitality, but in recent years manufacturing has begun to play an important role. In 1963, 1,100 establishments reported \$463 million in value added by manufacturing and employed approximately 60,000 persons--compared to \$384 million and 59,100 employed in 1958 and \$181 million and 43,000 employed in 1947.

In 1954, Ulster County claimed 13.5 percent of the total value added by manufacturing in the Mid-Hudson Area, and by 1958 this figure had risen to 25.2 percent. In 1963 the percentage decreased to 21.2 percent even though the value added by manufacture in Ulster County increased from \$96.9 million to over \$98 million. The reason for this percentage decrease was the significant increase in Orange and Dutchess Counties between 1958 and 1963.

Agriculture continues to be an important segment of the economy of the Mid-Hudson Area and Ulster County. Dairy and Poultry products lead in the farm products sold in Ulster County, but the County is best known

for apples. Between 1959 and 1964 both the dairy and poultry products and fruits and nuts crops sold increased by 1 million dollars. In 1959, Ulster County ranked 8th of all the counties in the nation in the quantity of apples harvested.

Tourism and recreation facilities in the region are well known nationwide. The Catskills, Shawangunks and Palisades are major attractions offering a whole range of activities. Heavy vacation spending has resulted in high retail and service trade sales figures. An example of the importance of tourism is illustrated by the fact that the total receipts for hotels, motels, tourist courts and camps compared to total sales for selected services as reported by the 1963 U. S. Census of Business was 8 percent for the State of New York, but was 50% for the Mid-Hudson Area and 60% for Ulster County.

Labor Force

The labor force is defined as the total number of persons 14 years old and over who are employed or actively seeking employment. In 1960 the labor force was 1,164 of the total population of 3,191. The labor force participation rate--the percentage of the total population 14 years old and over who are in the labor force--was 49.7%. This was a smaller percentage than Ulster County (53.7%), the Mid-Hudson Area (52.9%) and New York State (56.5%). One of the reasons for this smaller percentage is the fact that in 1960 the Town of Marbletown had a higher percentage of its population in the older age groups (55-64 and 65 & over). Within these age groups some persons may no longer be employed or seeking employment and therefore do not constitute a part of the participation rate.

Females accounted for 30.8% of the labor force in the Town of Marbletown compared to 32.2% for Ulster County, 32.9% for the Mid-Hudson Area and 34.5% for New York State. In general, a rural community will tend to have a lower percentage of women in the labor force than a more urbanized area.

The unemployment rate for the Town of Marbletown was 3.6% in 1960 which was much less than the 6.0% in Ulster County, 5.5% for the Mid-Hudson Area and 5.2% for New York State.

TABLE 1: LABOR FORCE 1960 TOWN OF MARBLETOWN

Total population 14 years old & over	2,341
In labor force	1,164
% in labor force	49.7%
Total males 14 years old & over	1,124
In labor force	806
% in labor force	71.7%
Total females 14 years old & over	1,217
In labor force	358
% in labor force	29.4%
Total Employed Workers	1,123
Unemployed workers	41
% unemployment rate	3.6%
 % of females in total labor force	 30.8%

Source: Business Fact Book, 1963, Mid-Hudson Area, Part 2, New York State Department of Commerce

TABLE 2: OCCUPATION GROUPS 1960
(by percentage of employed persons)

	<u>Town of</u> <u>Marbletown</u>	<u>Ulster</u> <u>County</u>	<u>New York</u> <u>State</u>
Professional, Technical	12.4%	13.9%	12.5%
Farmers, Farm Managers	8.3	2.6	0.9
Officials, Proprietors (excl. farm)	5.9	8.7	9.0
Clerical	14.2	12.7	18.1
Sales	3.1	5.9	7.3
Craftsmen, Foremen	17.0	13.8	12.4
Operatives	15.8	21.4	18.1
Service (private households)	3.4	1.9	2.1
Other Service	6.0	8.7	9.3
Laborers (incl. farm foremen)	9.2	6.1	4.2

NOTE: Percentages add to less than 100% because "occupation not reported" is not included.

Source: Business Fact Book, 1963, Mid-Hudson Area, Part 2 New York State Department of Commerce

The above table reflects the agricultural economy of the Town of Marblatown. The occupation group of Farmers and Farm Managers and Laborers (including farm foremen) were higher percentages of the total employed persons in 1960 compared with Ulster County and New York State. The occupation groups of Officials, Proprietors which includes corporate management men, union officials, store owners, etc.; Sales Workers which include advertising agents, insurance brokers and salesmen and the Operatives which includes apprentices, meat cutters, welders, etc. were all lower percentages of the employed population residing in the Town.

TABLE 3: CLASS OF WORKERS 1960
(by percentage of employed persons)

	<u>Town of Marbletown</u>	<u>Ulster County</u>	<u>New York State</u>
Private Wage and Salary Workers	68.0%	72.8%	77.9%
Government Workers	13.0	12.0	11.7
Self-Employed Workers	18.0	13.9	9.8
Unpaid Family Workers	1.0	1.3	0.6

Source: Business Fact Book, 1963, Mid-Hudson Area, Part 2, New York State Department of Commerce

The class of workers category, private wage and salary workers (persons who worked for a private employer) was a lower percentage of the total employed persons, while the category, self-employed (persons who worked for a profit or fee in their own business, profession or trade or who operated a farm) was a much higher percentage. This latter category again reflects the influence of the agricultural economy on Town of Marblatown.

TABLE 4: INDUSTRY GROUPS, 1960
(by percentage of employed persons)

	<u>Town of Marbletown</u>	<u>Ulster County</u>	<u>New York State</u>
Manufacturing, Durable	26.4%	21.4%	14.0%
Manufacturing, Non-Durable	5.0	12.4	14.6
Wholesale Trade	1.7	2.5	4.4
Retail Trade	10.8	14.2	13.9
Agriculture	15.0	5.0	1.8
Mining	-	0.3	0.2
Construction	7.5	7.0	4.9
Business, Repair Services	1.8	2.1	3.2
Personal Services	5.6	6.1	5.4
Professional, Related Services	12.1	12.1	12.8
Entertainment & Recreation	n. a.	0.5	1.0
Finance, Insurance, Real Estate	n. a.	2.8	6.2
Transportation, Communications, Utilities	3.2	6.4	7.7
Public Administration	2.8	3.7	4.8
Industry Not Reported	8.0*	3.8	5.3

n. a. - not available

* Includes entertainment and recreation and finance, insurance, real estate.

Source: Business Fact Book, 1963, Mid-Hudson Area, Part 2, New York State Department of Commerce

Industry groups of employed persons in the above table are classified by the business of their principal employer as opposed to occupation groups (Table 3) which are based on the duties of the employed worker and not on the class of his employer nor on the industry in which his employee is classified.

Again the agricultural economy of the Town is reflected by the fact that 15% of the employed workers were in the agriculture group. This is three times higher than the percentage for Ulster County and eight times higher than New York State.

The Town also had a higher percentage of employed persons in the manufacturing, durable category which includes industries using such relatively permanent materials as wood, metal and ceramics. A lower percentage were in the manufacturing, non-durable, wholesale and retail trade.

Personal Services, that category which generally reflects the importance of resort activities was approximately the same as Ulster County and New York State.

Income

The distribution of family income reflects the type of employment and the extent of employment. It is also an index of the purchasing power of the residents. The median family income in the Town of Marbletown in 1959 was \$4,989. This was lower than Ulster County (\$5,746) and New York State (\$6,371).

TABLE 5: INCOME OF FAMILIES 1959
(by percentage of families)

	<u>Town of Marbletown</u>	<u>Ulster County</u>	<u>New York State</u>
Under \$2,000	11.2%	10.0%	7.7%
\$ 2,000- 3,999	24.4	17.5	14.4
\$ 4,000- 5,999	23.6	26.1	23.6
\$ 6,000- 7,999	21.6	21.2	21.1
\$ 8,000- 9,999	9.2	11.6	13.3
\$10,000-14,999	5.9	10.2	13.2
\$15,000-24,999	3.3	2.2	4.8
\$25,000 & over	0.8	1.1	1.9
 MEDIAN FAMILY INCOME	 \$4,989	 \$5,746	 \$6,371
 No. of Families	 917	 30,604	 4,336,041

Source: Business Fact Book, 1963, Mid-Hudson Area, Part 2, New York State Department of Commerce

Table 5 indicates that a much higher percentage of families had incomes of less than \$4,000 in 1959 compared to Ulster County and New York State. A lower percentage of families had incomes of \$8,000 and over.

The higher number of families in the lower income groups is at least partially attributable to the high number of persons in the 55-64 and 65 & over age groups and the fact that a substantial proportion of Town residents rely on agricultural activity for income (a comparatively low-wage industry). Some of the persons in these age groups are retired and would normally have lower annual incomes.

Agriculture

Agriculture has traditionally been the mainstay of the economy of Ulster County and of importance to the Town of Marbletown and presently continues to be an important factor. However, in Ulster County the number of farms decreased by 62% between 1950 and 1964 from 2,552 to 964.* The percent of total land area of the County in farms decreased from 31% in 1950 to 18% in 1964. The average size of a farm increased from 89 acres in 1950 to 136 acres in 1964. This is due to the fact that the number of small farms has significantly decreased. This trend is due partly to the change of definition of a farm* but mostly due to the regional trend of a diminishing number of small farms. The number of poultry farms in the County decreased in number from over 500 in 1950 to 115 in 1964. During the same period dairy farms decreased from over 500 to 218. The amount of cropland harvested decreased from 76,354 acres in 1950 to 50,951 in 1964, a decrease of 33%.

The number of milk cows decreased in Ulster County between 1950 and 1964 from 12,043 to 8,541. Thus the rate of decrease in number of dairy farms was greater than the number of milk cows. The number of hens (chickens four months old & over) increased from approximately 460,000 in 1950 to over 685,000 by 1964 in Ulster County.

* In 1959 the U. S. Census Bureau changed the definition of a farm.

Thus, for 1959 and thereafter, a farm was defined as any place 10 acres or more under the control of one operator or partnership if estimated sales of agricultural products amounted to \$50 or more in the year. Also, places of less than 10 acres if estimated sales amounted to \$250 or more. Previous to 1959, a farm was any place of 3 acres or more if annual value of agricultural products for home use or for sale amounted to \$150 or more. Also, places of less than 3 acres if the annual value of sales of agricultural products amounted to \$150 or more.

Ulster County is a prominent producer of several agricultural commodities: apples and sweet corn and egg production.

The Town of Marbletown in terms of agriculture followed trends very similar to Ulster County. The following table indicates that the number of farms and amount of land area in farms decreased between 1950 and 1964 but the number of acres per farm increased.

TABLE 6: NO. OF FARMS, LAND AREA IN FARMS AND ACRES
PER FARM, TOWN OF MARBLETOWN 1950, 1959, 1964

	<u>1950</u>	<u>1959</u>	<u>1964</u>	<u>% Change 1964 from</u>	
				<u>1950</u>	<u>1959</u>
No. of Farms	194	97	59	- 70%	-39%
Land Area in Farms (acres)	13,584	9,304	8,623	- 37%	- 7%
Acres Per Farm	70	96	146	+109%	+52%

Source: 1959 U. S. Census of Agriculture, Ulster County, prepared by C. A. Bratton, Department of Agricultural Economics, New York State College of Agriculture, Ithaca, New York; 1964 U. S. Census of Agriculture, U. S. Bureau of Census

The following table indicates selected agricultural statistics from the U. S. Census of Agriculture for the years 1959 and 1964.

TABLE 7: SELECTED AGRICULTURAL STATISTICS 1959, 1964
TOWN OF MARBLETOWN

	<u>1959</u>	<u>1964</u>
Number of		
Cattle & Calves	1,498	1,421
Hens & Pullets of Laying Age	n. a.	61,578
Milk Cows	847	798
Cropland Harvested (acres)	3,345	4,882
Acres of		
Alfalfa & Mixtures for Hay	641	636
Clover-Timothy & Grass Mixtures for Hay	1,015	780
Grains Cut for Hay	70	26
All Hay	1,978	1,916
Corn for Silage	306	447
Grass Silage	117	205
All Corn	700	670
Corn for Grain	381	203
Wheat	123	135
Oats	94	115
Vegetables for Sale other than Potatoes	n. a.	1,807

n. a. - not available

Source: 1959 U. S. Census of Agriculture, Ulster County, prepared by
C. A. Bratton, Department of Agricultural Economics, New York
State College of Agriculture, Ithaca, New York; 1964 U. S.
Census of Agriculture, U. S. Bureau of Census

The above table indicates that approximately 2,000 acres of land were devoted to the raising of hay in 1959 which decreased to approximately 1,900 acres by 1964. Land devoted to the raising of corn decreased slightly between 1959 and 1964. In 1964 2 farms in the Town of Marbletown were raising sweet corn crops (which is considered a vegetable rather than part of the "all corn" category) but the amount of land area devoted to the raising of sweet corn is not available because it is the policy of the U. S. Bureau of the Census that when less than 3 farms report such crop further information is not given in order to avoid disclosure.

The predominant types of agricultural activity in the Town of Marbletown are dairy farming, cattle raising, hay and corn crops.

Soil types and topography, of course, are important factors in local agriculture and the farming pattern reflects these conditions. It is the Esopus Creek valley and lower Rondout Creek valley and relatively level areas along both sides of Route 209 which are the predominant areas of cultivation. Within this area livestock farming also takes place as well as in the rolling hills of the Catskills in the western portion of the Town.

The Town of Marbletown contains 54.9 square miles which is sufficient area to accommodate increased population growth and still retain agricultural activity. This is particularly true of the Esopus and Rondout Creek flood plains which are excellent agricultural land, but which are subject to periodic flooding and therefore not acceptable for residential development purposes.

Resorts

Resorts are an important factor in the economy of the County. However, the major resort areas of the County are located in the Town of Rochester and Town of Wawarsing. This is reflected in the industry group (shown on Table 4) of personal services which includes persons employed in hotels and lodging places, etc. of 5.6% for the Town of Marbletown, but which was 14.8% in the Town of Rochester and 13.8% in the Town of Wawarsing.

The resort activity in the Town of Marbletown consists of several resorts (Mohonk Lake, Grand View Lodge & Page One Chateau) and camps (Camp Hurley and Camp Hi-on-a-hill). In addition there are approximately 200 private seasonal dwelling units.

Traditionally the Ulster County resorts have been a summer vacation area and are still primarily. However, the winter activities have been increasing. Many of the larger resort hotels now remain open all year and skiing activities have been increasing.

Considering the location of the County mid-way between the New York Metropolitan area and the Albany-Troy-Schenectady area and considering its scenic topography and improved means of transportation from the metropolitan areas, there is no doubt that the resort activity will continue to be an important part of the economy of Ulster County.

Resort activities will undoubtedly also continue in the Town and further lodge, hotel and camp development is possible.

Local Employment

The preceding discussion of labor force and employment indicates the types of establishments and industries in which the labor force of the Town are employed. The 1966 Ulster County Data Book indicates that the larger employers in the Town are Carworth Inc. (laboratory animals), Varifab, Inc. (machine shop) and High Falls Coil Co. (coils & assemblies, electronic components). Other industrial employers listed in the Data Book are the Hurley Sand and Gravel Company, Henneke Engineering Company (tools & dies, stamping), Suepfle Lumber Company, Inc. (millwork, lumber), Woodstock Packing Company (meat packing) and Jansen Lumber Mill (millwork, lumber). The Ulster County Data Book indicates that the above plants employed 307 persons in 1965. These 307 persons are not necessarily residents of Marbletown.

Agricultural enterprises and retail trade are the other major employers of Town residents. As pointed out in Table 4, 15% of the labor force was engaged in agriculture in 1960 and 10.8% in retail trade. Most of those persons engaged in retail trade as well as many other residents of the Town are employed outside of the Town of Marbletown.

Summary and Conclusions

Traditionally Ulster County has relied on agriculture and tourism for its economic vitality, but in recent years manufacturing has begun to play an important role. The 1960 labor force figures for the Town of Marbletown reflect the importance of agriculture and manufacturing on the Town. Resort activities do exist in the Town but are not as important in terms of employment.

Agriculture in the Town reflects the regional trend of a fewer number of farms, fewer acres devoted to farms but a larger number of acres per farm. This reflects a fewer number of small farms. As the number of small farms continues to decrease and larger farms typically tend toward mechanization, it is expected that fewer persons will be employed in agriculture in the future.

Future Employment Resources

In 1960, 15% of the employed persons residing in the Town of Marbletown were employed in the industry group of agriculture. One of the objectives

of the Development Plan is to try and preserve where reasonable, good agricultural land for continued agricultural use in order to maintain as much as possible this source of employment and preserve the rural character of the Town.

Resort activity in the Town of Marbletown is not now a major source of employment of Town residents. Although resort activities in the Town could increase, it is not likely that resort activities will grow to be a major source of employment for Town residents.* U. S. Census of Business statistics for selected services actually show a decrease in the number of hotels, motor hotels, tourist camps, trailer parks and camps between 1958 and 1963 from 287 to 248 in Ulster County although the dollar value of receipts increased by 47%.

As the population of the Town increases, its residents will require additional services such as schools, recreation and fire protection. The provision of these services will result in increased costs to the Town. Further industrial development will not only broaden the tax base to help pay for the increased services and facilities required by growth but will also increase job opportunities.

Most of the existing industrial plants in the Town have good access to Route 209 or Route 213. Good highway access is one of the most important considerations in industrial plant locations. The State of New York Department of Transportation is considering a relocation of Route 209 which if accomplished will improve highway access within the Town at the interchange.

An industrial district can be designed in such a manner so that traffic generated by industrial uses will not have to traverse residential areas. In addition, performance standards, site plan review and buffers can make industrial uses compatible in the Town.

Increased business activity in the Town in addition to providing local residents with goods and services will also provide a source of ratables and employment.

It is recommended that the Town as part of a zoning ordinance establish a floating industrial district which has the advantage of making many areas of the Town available for industrial use. Through review of proposals for industrial development by the Planning Board and Town Board planning standards set forth in the Development Plan and zoning ordinance can be realized.

* However, it should be noted that the Development Plan and Zoning Ordinance will permit a full range of resort activities in many areas of the Town.

DIAGNOSIS, GOALS AND OBJECTIVES

DIAGNOSIS GOALS AND OBJECTIVES

The purpose of this study is to analyze the previous studies of physical, social and economic conditions as a means of concisely identifying the assets, problems and potential problems of the Town. This analysis plus policy decisions as reflected by the Planning Board, elected officials and citizenry is the basis for the formulation of specific goals and objectives to be accomplished by the development plan and which serve as a guide for preparation of the development plan.

DIAGNOSIS

Physical

The primary asset of the Town of Marbletown is its physical setting. The Shawangunk Mountains, Catskill Mountains, Ashokan Reservoir, Esopus Creek and Rondout Creek are the major physical attributes. Both the Shawangunk Mountains and the Catskill Mountains present problems in terms of development because of their slope and lack of soil mantle. However, these mountains because of their physical development problems present an opportunity to the Town to maintain its present open or rural character to the benefit of Town residents and people of the Eastern seaboard.

The Rondout Creek and the Esopus Creek although esthetically pleasing present development problems along their banks because they are subject to periodic flooding. The areas subject to flooding, however, are excellent agricultural land and also present opportunities for park and recreation use.

Existing residential development in the Town is essentially scattered. Only the High Ridge Estate subdivision has been developed. Two other subdivisions have been filed and started but home construction has been slow. Two concentrations or hamlets exist in the Town--being Stone Ridge and High Falls. Much of the area of the Town situated between the Catskills and the Shawangunk Mountains is devoted to agricultural use. Some business uses do exist along Route 209 and Route 213 and some industrial uses exist. A rural character is evident in the Town and is generally revered by local residents. One of the prime objectives should then be to accommodate expected future growth while preserving as much as possible the rural character of the Town. No sewage disposal system exists in

the Town and only the High Ridge Estates Development located at the south-east intersection of Route 209 and Route 213 is served by a private water company. The provision of a water system and/or sewage disposal system needs to be considered for areas selected for close development (2 families per acre).

Route 209 and Route 213 are the major highways in the Town. A relocation of Route 209 to the east of its present location is being considered by the New York State Department of Transportation. Improvement of Route 213 is needed in the High Falls area and also at the jog intersection with Route 209.

The Ulster County Community College is having an impact on the Town of Marbletown. The College brings a cultural atmosphere and esthetic building to the Town but does present traffic problems and has increased the demand for rental housing.

In short, the Town of Marbletown physical setting is a major asset which the residents value. However, it is also known that the population will increase both from regional growth and demands for rental housing to accommodate college faculty and students.

Social

The past heritage of the Town has been preserved by the many historical buildings (see Esthetic Characteristics Map). The Ulster County Community College is a cultural asset to the Town. The College offers night courses which can be utilized by residents.

The population of the Town was 3,736 persons in 1966. Between 1950 and 1960 the under 15 age group showed the most significant increase. As a result of the increases of school age population in Marbletown and in adjacent Towns, the Rondout Valley Central School District which serves a major portion of Marbletown is in the process of expansion and further expansion is proposed. Recreation space in the Town is limited and additional space is needed to serve the present and future population.

A population forecast for the Town based upon County, regional, State and National factors and future planning and zoning policies and the availability of land suitable for development indicate that the population of the Town will increase to 4,500-4,800 by 1975, 5,600-6,300 by 1985 and 7,600-9,300 by the year 2000. Although the present population is expected to be doubled in the late 1990's numerically this increase can be accommodated without seriously affecting the objective of preserving the rural character of the Town.

Economic

In 1960 15% of the employed persons residing in the Town of Marbletown were employed in the Industry Group of Agriculture and 31% in manufacturing. The median family income of residents in 1959 was approximately \$750 lower than the median income of Ulster County.

In terms of agriculture the number of farms and land area per farm decreased between 1950 and 1964 but the number of acres per farm increased, indicating a trend of fewer but larger farms. Between 1959 and 1964 the number of acres of cropland increased. The predominant types of agricultural activity in the Town are hay and corn crops, the raising of cattle and dairy farming. In view of the fact that the relatively small population increases are expected compared to the large land area of the Town (54.9 square miles) and because the agricultural activities in Town tend to give the Town a rural character, provide substantial employment and benefit the region by producing agricultural products, it is another objective of the plan to preserve as much as possible the good agricultural land for continued agricultural use.

Many of the Town's residents are employed outside of the Town although some industrial establishments do exist in the Town. Another objective of the plan is to provide suitable location for future industrial uses, the purpose of which is to provide a source of employment and to provide increased ratables to help provide tax income to the Town to pay for increasing costs of services and capital improvements.

In terms of business activity provisions should be made for neighborhood business center development to service the day-to-day needs of present and future residents.

Town Planning Questionnaire

Opinions and suggestions from the property owners and residents of the Town of Marbletown were obtained by use of a questionnaire. The answers to the questions were an invaluable guide in formulating objectives and preparing the Development Plan. The results of the answers to the questionnaire were tabulated by the Marbletown Planning Board and are summarized below. Over 400 questionnaires were completed and returned to the Planning Board.

- 1) Would you be in favor of efforts to attract new industries to the Town?

Yes	233
No	98
No opinion	30

- 2) Are you in favor of attracting more stores and shops into Town?

Yes	210
Yes, but only neighborhood shopping facilities	177
No	58
No opinion	21

- 3) Are you in favor of additional parks and recreational areas in Town?

Yes	221
No	113
No opinion	62

- 4) If yes, are you in favor of:
 - a. Several parks and recreational areas placed in different parts of the Town 98
 - b. One large park and recreational area 132

- 5) What recreational facilities do you feel the Town should provide?

Ballfields	150
Picnicking Areas	171
Swimming Areas	213
Skating	177
Tennis	31

- 6) Are you in favor of:

	<u>Yes</u>	<u>No</u>	<u>No opinion</u>
a. Prohibiting Billboards	313	42	31
b. Sidewalks on Heavily Traveled Streets	246	76	40
c. Sidewalks on Local Streets	124	159	62
d. Sewage Diposal Facility	123	145	87
e. Additional Water Supply Facilities	144	119	93

- 7) Are you in favor of 2-story garden apartments locating in Town?
- | | |
|------------|-----|
| Yes | 183 |
| No | 140 |
| No opinion | 55 |
- 8) Do you feel that house trailers should be
- | | |
|------------------------------------|-----|
| a. Permitted in any area of town | 54 |
| b. Restricted to certian locations | 248 |
| c. No opinion | 26 |
- Other respondents comments as follows:
- | | |
|-------------|----|
| None at all | 50 |
|-------------|----|
- 9) Realizing that the population of the Town is going to increase, would you favor efforts:
- | | |
|--|-----|
| a. To retain as much as possible the present character of the Town | 312 |
| b. Become more urbanized | 59 |
- 10) Is there anything which you particularly like about the Town?
- | | |
|------------------|-----|
| Rural Atmosphere | 152 |
|------------------|-----|
- 11) Is there anything which you particularly dislike about the Town?
- | | |
|------------------------------|----|
| Route 209 & other poor roads | 66 |
| High taxes | 41 |
| Junked cars | 30 |
| Untidy properties | 26 |
| Trailers | 15 |
- 12) In your opinion what are the most important things which need to be done to make this a better Town?
- | | |
|---------------------------------------|-----|
| Improve roads and traffic, especially | |
| Route 209 | 135 |
| Zoning | 78 |
| Lower taxes | 39 |
- 13) Are you in favor of attracting desirable new residents to the Town through constructive planning?
- | | |
|-----------|-----|
| Yes | 265 |
| No | 36 |
| Qualified | 14 |

GOALS AND OBJECTIVES

Based upon the survey and analysis of existing conditions and trends, Town, County, State and National population and economic trends previously discussed such as population growth, changes in the younger and older age group relationship to the total population, natural increase and net in-migration, changes in number of farm sizes and expected location and needs of industrial and business uses and discussion with the planning board of various developmental alternatives, discussion of concept plans with elected officials and citizenry and based upon the results of a questionnaire sent to residents of the Town the following set of goals and objectives has been formulated. These goals and objectives establish the long range developmental policy of the Town and establish the framework for preparing the development plan.

TO PRESERVE THE RURAL CHARACTER AND APPEARANCE

As previously discussed one of the goals and objectives is to preserve the rural or open character and appearance of the Town while recognizing that the population is going to increase. This is proposed to be accomplished by the following:

By allocating good and ample sites for future residential growth in hamlet or concentrations, thus leaving the majority of the land in large lot residential use, agricultural use, vacant or wooded;

- By preserving as much as possible agricultural activity and wooded areas;
- ✓ By providing a system of flexible zoning regulations (including cluster zoning) designed to encourage physically attractive and socially desirable developments;

By protecting and enhancing the natural waterways (Ashokan Reservoir, Esopus Creek and Rondout Creek and other various streams, lakes and ponds) and scenic areas (Shawangunk Mountains and Catskill Mountains);

By prohibiting billboards;

By providing a system of open spaces and park and recreation facilities.

TO PRESERVE THE RESIDENTIAL CHARACTER

Another goal and objective of the plan is to preserve and improve the Town's residential character. This is proposed to be accomplished as follows:

By creating an orderly pattern of growth through encouragement of concentrations of new residential developments in areas which presently are or which can conveniently be served by road, utility, school and other facilities, and to discourage intensive residential development in scattered areas and areas of difficult accessibility which if developed would involve excessive costs for road improvement, road maintenance, school bus transportation and utility installation;

By regulating population densities to reflect the desired character of the Town;

- By preventing intrusion of incompatible uses in residential areas, by requiring good standards of improvements in new residential developments and by preserving, protecting and using natural beauty wherever possible;

By providing adequate public green spaces and recreation areas;

By encouraging cluster development;

By providing a variety of living environments to suit a range of tastes and needs.

TO IMPROVE THE TRANSPORTATION AND CIRCULATION SYSTEMS

It is proposed to improve the transportation and circulation system as follows:

By considering the effect of the Ulster County Community College on traffic patterns and providing for convenient circulation to and from the College;

By rearranging inconvenient intersections and reconstructing hazardous areas;

By requiring adequate amounts of off-street parking for both residential and non-residential uses;

By preventing strip business development on frontage access highways.

TO IMPROVE THE TOWN'S ECONOMIC BASE

It is the goal and objective to improve the Town's economic base:

By preserving the Town's agricultural activity;

By providing sites for compatible industries (but always keeping in mind that the predominant character of the Town is residential);

By providing sites for resort activities;

By providing sites for neighborhood business development and highway business development;

By preserving and enhancing the natural beauty and man-made environment, thus assuring the maintenance and increase of property values.

DEVELOPMENT PLAN

LAND USE PLAN

Residential

The residential land use plan is divided into two densities. One is a density of not more than 2 families per acre called Medium Density Residential on the Development Plan; the other is not less than 2 acres per family called Rural Residential. The guiding principles used in selecting the residential land use plan densities and locations were the overwhelming number of residents who want to preserve the existing rural character and charm of the Town; 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. The plan densities and locations are also designed to carry out the objectives stated in the previous section of this report.

One of the areas selected for medium density residential use (2 dwelling units per acre) is an area which utilizes the existing Marbletown elementary school as a focal point. This medium density residential area includes the hamlet of Stone Ridge at the Route 209 and County Road 213 intersection, includes the High Ridge Estates subdivision at the southeast intersection of existing State Route 209 and 213, the subdivision west of Pine Bush Road and extends northward along the proposed relocation of Route 213 west of Route 209. This medium density residential classification also includes the area along both sides of Route 213 east of the High Ridge Estates subdivision extending eastward to High Falls.

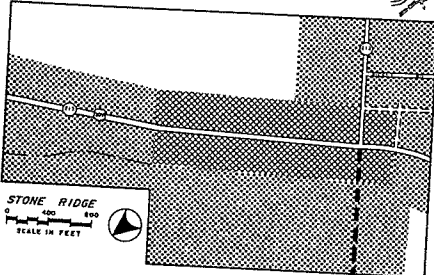
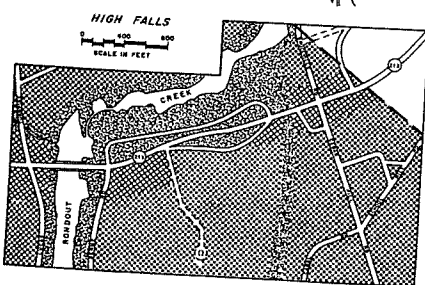
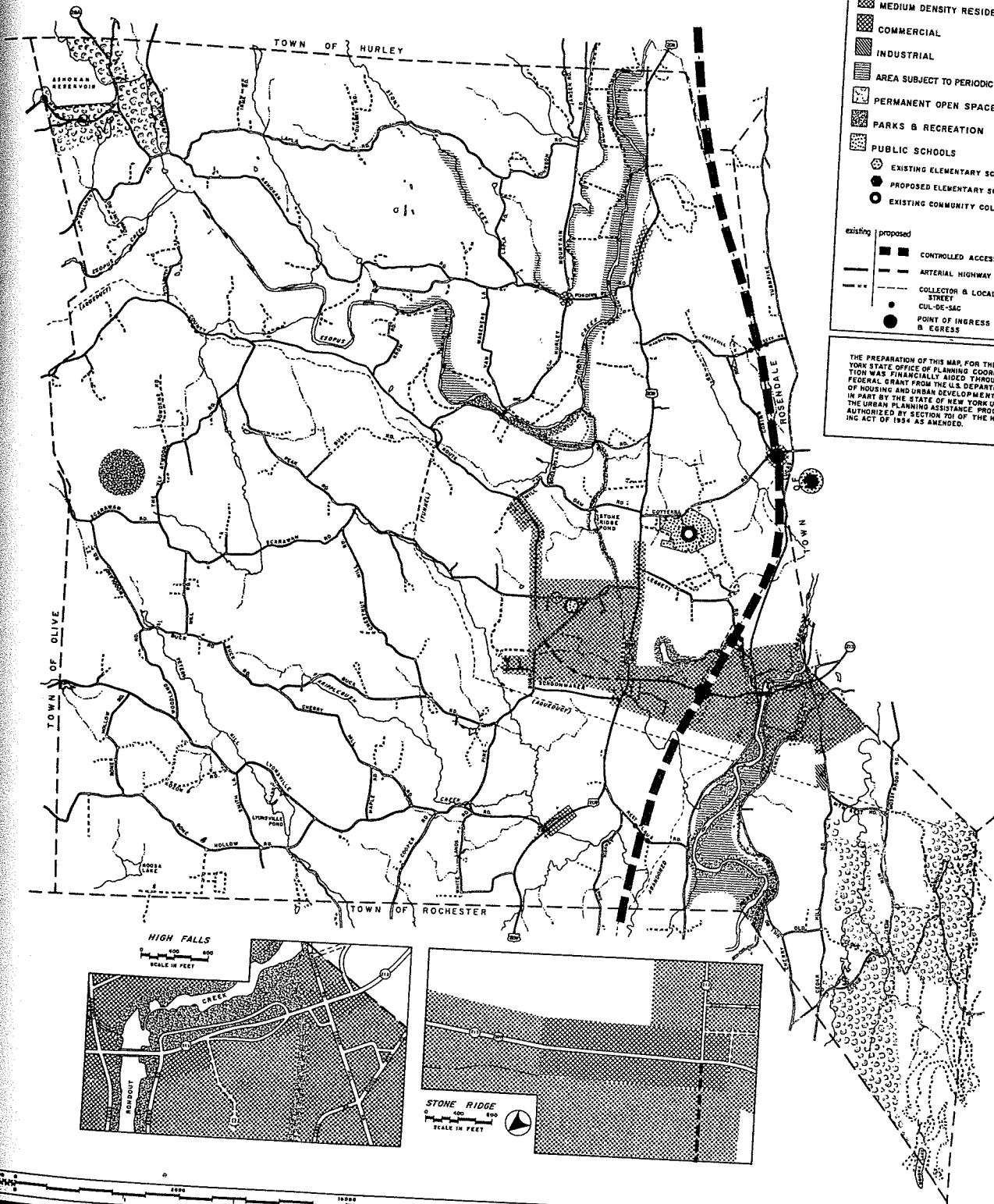
The other areas selected for medium density residential use (2 dwelling units per acre) includes the hamlet of High Falls generally located south of Route 213.

These medium density residential areas are

- 1) of acceptable soil types;
- 2) of good topography (less than 10% slope);
- 3) close to major routes of travel (Route 209 and Route 213);
- 4) close to existing and potential business areas;

- LEGEND**
- RURAL RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL
 - AREA SUBJECT TO PERIODIC FLOODING
 - PERMANENT OPEN SPACE
 - PARKS & RECREATION
 - PUBLIC SCHOOLS
 - EXISTING ELEMENTARY SCHOOL
 - PROPOSED ELEMENTARY SCHOOL
 - EXISTING COMMUNITY COLLEGE
- existing proposed**
- CONTROLLED ACCESS HIGHWAY
 - ARTERIAL HIGHWAY
 - COLLECTOR & LOCAL ACCESS STREET
 - CUL-DE-SAC
 - 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 1954 AS AMENDED.



TOWN OF MARBLETOWN
TOWN PLANNING BOARD

DEVELOPMENT PLAN

EDWIN A. ANTHONY CITY PLANNERS, INC.

OCTOBER 1955

- 5) reasonably close to schools (practically all of the area west of Route 209 is within 1/2 mile of the Marbletown elementary school);
- 6) areas in which a medium density residential type of development now exists or in which new subdivisions of a medium density residential development have taken place;
- 7) areas which can reasonably be serviced by utilities, if necessary.

These medium density residential areas contain a gross acreage of 1,300 acres. They could by themselves accommodate the expected population increases in the Town until the turn of the century. They also provide an alternative type of living environment for persons presently residing in Town or who will be moving into Town. They are economical in terms of being near the major highway system and thus will not overburden the existing Town road system with additional traffic volumes. Many of the children, particularly west of Route 209 are within walking distance of the elementary school thus saving transportation cost.

The major portion of the Town has been classified as rural residential (not less than 2 acres per dwelling unit). Included in the rural residential density are:

- 1) areas of land slope of 10-15% and 15% and over;
- 2) areas of poor soil types considering the ability of the soil to absorb sewage effluent from septic tanks;
- 3) areas served by a rural road system which can not accept significant increased traffic volumes which would result from higher density use without substantial improvement; such improvements would result in increased costs to the Town;
- 4) areas which are not now served by sewer or water facilities and which would be extremely costly to service with utilities because of rock conditions;
- 5) areas of esthetic quality which should be preserved in their natural state as much as possible.

Also included in the rural residential density are areas of the Town which do have acceptable topography and soil conditions and convenient access to major highways but which are presently used for agricultural purposes and

are classified as agricultural lands of high level of intensity* or which are presently developing at a rural residential density and in which it is the developmental policy of the Town to continue the rural residential character.

It should be noted that the density as expressed in terms of 2 acres per family is a minimum. If someone chooses to live on 3, 5 or 10 or more acres this is perfectly consistent with the Plan and with the effectuating zoning ordinance.

The area of the Town east of Pine Bush Road, west of the Rondout Creek and south of the medium density residential area proposed along Route 209 and Route 213 is an area of good topography, generally acceptable soil types, but is also excellent agricultural land. It is basically this area of Town in which the agricultural uses should remain to preserve some of the rural quality of the Town. This area will not be zoned exclusively for agricultural use but will permit a reasonable residential use of the land; however, with the provision that the density be not less than 2 acres per dwelling unit. As pointed out in the goals and objectives section of this report, one of the objectives of the Development Plan is to preserve as much as possible the agricultural activity in the Town. This is proposed to be accomplished by classifying such land as Rural Residential and requiring low residential densities and by using flood plain zoning.

The area east of the Esopus Creek flood plain, west of the proposed relocation of Route 209 and north of the medium residential area is also of relatively good topography and generally acceptable soil types. However, in this area of the Town it is the developmental policy of the Town to preserve the existing character which is essentially rural residential.

The area of the Town west of the Esopus Creek, west of the medium density residential area around the Marbletown elementary school west of Pine Bush Road and the hamlet of Kripplebush being the area of the Town composed of the rolling hills of the Catskills is also in the rural residential classification. This is the portion of the Town in which the slopes exceed 15% in many areas and most of the soil has been classified as poor (being composed of rock outcrops and many areas which have only a thin mantle of soil over bedrock). This is also the area of Town which contains basically a rural road system. Many of the Town roads can not accept increased traffic volumes without significant improvement. One of

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the objectives of the plan is to require rural residential densities in order not to overburden these roads with additional traffic volumes and thus to minimize expenditures for Town road improvements. Finally a rural residential classification will also tend to preserve the rural atmosphere and natural beauty which presently exists.

The remaining area in the rural residential classification is the portion of the Town east of the Rondout Creek flood plain and the hamlet of High Falls, composed basically of the Shawangunk Mountains. This area contains land with slopes of over 15% and poor soil types. The pattern of land use now reflects a rural type of development and the plan proposes to continue this type of land use pattern.

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

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 area can remain in its 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. Marbletown 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. These 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.

The rural residential areas, particularly the Catskill Mountains and the Shawangunk Mountains, will also permit resort activities such as camps, lodges, and resort hotels. However, these uses will 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 the establishment of dormitories and multi-family dwellings to serve college students, faculty and other persons and families. In addition the Town should consider permitting in locations near the College commercial uses oriented to serving the College. No specific site is shown on the plan, but proposals could be permitted after review by the Town by means of a rezoning. Desirably the commercial uses which could include book stores, restaurants and other services should be combined with dormitories to form a unified college oriented development.

Commercial

As the Town of Marbletown increases in population the need for business facilities will increase. The fact that the Ulster County Community College is now in operation has already increased demands for business uses in Town.

The objectives of commercial facilities in the Town are to supply the residents and students with day-to-day goods and services and to provide facilities for the travelling public. Another consideration is to plan for business uses in clusters particularly along Route 209.

Additional neighborhood shopping areas, that is those designed to provide goods and services such as grocery store, hardware, drug store, book stores, cleaners, luncheonette, barber shop, etc., are proposed.

The plan proposes business development along Route 209 generally between the Town Hall on the north and the State Route 213 and Route 209 intersection on the south. This area is presently undeveloped, has good access and is centrally located to serve the medium density residential areas. Although businesses do exist at Stone Ridge along Route 209 north of the Town Hall site, a compact grouping does not exist, sufficient off-street parking is not available to several of the business uses and residential uses are interspersed preventing growth of this business area. Furthermore, 8 of the existing business uses are mixed residential and business in the same building and some of the business uses will be adversely affected by the relocation of Route 213 and Route 209. The Plan proposes that this existing Stone Ridge business area eventually be devoted to residential use rather than business use and that a new business area be developed in the area previously mentioned along Route 209 between the Town Hall and the State Route 213 and Route 209 intersection. The function of the proposed business area is to serve as a neighborhood business center serving surrounding residential areas. Some of the facilities will undoubtedly also be used by college students.

A neighborhood business center is also proposed along State Route 213 west of the Rondout Creek on the south side, and west of the High Falls power plant on the north side of Route 213. Business uses do exist in this area but room for expansion is available. This business area is also proposed to function as a neighborhood business center. A neighborhood business area is also proposed on Hurley Mountain Road at its intersection with Ashokan Road and Fording Place.

The plan recognizes the existing business uses at the Route 213 and Lucas Turnpike intersection and on Route 213 east of the abandoned New York, Ontario and Western Railroad as a highway business and general business area. The Plan proposes a highway business grouping along existing Route 209 in the area of the Kripplebush Road intersection.

A business area to serve as a highway business location and neighborhood business center is also proposed at the intersection of the proposed relocation of Route 209 and Cottekill Road. This area is shown in a generalized location due to the fact that the finalized alignment of Route 209 has not been established. The function of this business area will be to serve the travelling public with services and also to serve adjacent residences, college students and faculty with goods and services.

The amount of neighborhood business space proposed in the Development Plan is related to the estimated future population of the area to be served by the neighborhood business center plus provision of additional business space for general business and other businesses serving the travelling public.

The principles used in determining business locations were:

- 1) to prevent strip business development along major routes by proposing clusters of business development.
- 2) to provide sites with adequate depth to enable buildings to be setback at least 35 feet from the highway right-of-way line and to provide adequate amounts of off-street parking;
- 3) to provide sites conveniently located to serve the adjacent residential areas and the travelling public.

In the design of business areas the following principles should be observed:

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

- 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) buffers as spelled out in the zoning ordinance should be provided between business uses and adjacent residences.

Industry

The advantage of industry to the Town is twofold. First, as the Town increases in population the need for additional services such as schools, recreation, roads, fire protection, etc. will increase. Research or non-nuisance industrial plants, on the other hand, do not directly increase the school population which is the largest expenditure for services but generally pay a relatively high tax because of the large investment. Therefore these industrial uses can provide a source of ratables to help pay increasing costs of services for the Town. Secondly, industrial uses provide a source of employment. A 50-75 acre site of industry will satisfy employment for an estimated 1/2 of the Town resident labor force up to the year 1985 using a standard of 25 employees per acre.

The Development Plan shows only the existing Verifab plant on Mountain Rest Road as industrial. The Development Plan does not show any specific new sites for industry; however, sites on the east side of Lucas Turnpike between Cottekill Road and Route 213 will become more attractive to industry when the Route 209 relocation is effectuated. Because of the limited marketability of land for industrial uses exclusive industrial zoning (excluding from industrial districts incompatible uses such as residential uses) of vacant land is not recommended. To zone exclusively for industrial and related uses to the exclusion of residential uses could mean that an owner of industrially zoned land may not be able to make a reasonable use of his property due to the fact that industrial uses are not forthcoming and also because residential uses are prohibited. In order to provide space for new industrial uses but also to make sure a reasonable use of land is available to property owners the zoning ordinance utilizes a "floating" industrial district. This provision will allow establishment of an industrial site, provided that the proposal conforms exactly to the Town standards of density, lot coverage, landscaping, off-street parking, loading, buffers, setbacks and absence of nuisances as spelled out in the Ordinance. The floating industrial zone will not be allowed in any section of the Town but only as an alternative to other uses in predetermined locations. The required reviews by various Town officials can guarantee that only desirable and compatible plants can be established on appropriate site.