

DEVELOPMENT PLAN

for the

TOWN OF HURLEY, NEW YORK

PREPARED BY

BROWN & ANTHONY CITY PLANNERS, INC.

JANUARY 1969

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

TOWN OF HURLEY, NEW YORK

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Francis L. Brown, P.E., ASCE
Harry A. Anthony, Ph.D., AIA, AIP
Joseph K. Murphy, AIP, RLA
Robert C. Kren, AIP
Robert Geneslaw, Assoc. AIP
Matthew J. Delany, B.Ec.Sc., D.P.A.

Mr. Charles T. Lanigan, Director
New York State Office of Planning Coordination
488 Broadway
Albany, New York 12207

January 1969

Dear Mr. Lanigan:

We are pleased to submit the DEVELOPMENT PLAN for the TOWN OF HURLEY, NEW YORK. This report is the fulfillment of the Urban Planning Assistance Project Contract No. C23049 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.

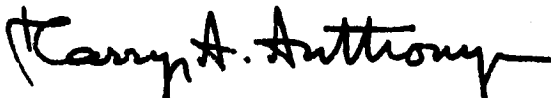
This report contains all of the required contract material except the proposed zoning ordinance and amendments to the subdivision regulations which were printed and distributed separately.

Monthly meetings were held with the Planning Board and local elected officials to discuss existing conditions and trends and to formulate goals, objectives and the Development Plan contained herein.

We wish to acknowledge the assistance we received from State and local officials, the Planning Board members and private citizens who have 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 Hurley is located in Ulster County on the eastern edge of the Catskill Mountains within the Mid-Hudson area of New York State. New York City, which is within 100 miles, can be reached in 2 - 2 1/2 hours driving time; Albany is within 50 miles and requires only 1 - 1 1/2 hours driving time.

The Town covers an area of 29.8 square miles. Hurley is bounded on the north by the Town of Woodstock, on the east by the Town of Kingston and Town of Ulster, on the south by the Town of Rosendale and on the west by the Town of Marbletown and Town of Olive all of which are within Ulster County.

VICINITY STUDIES

Although a political boundary line separates the Town of Hurley from adjacent Towns, Hurley is an integral part of the region in which it is located and interaction in terms of commercial, industrial and recreational activities exists between the residents of the Town of Hurley and adjacent areas.

The effect of land use policy decisions made in adjacent communities can be felt in Hurley and vice versa. For example, the location of the IBM plant in the Town of Ulster had considerable effect on the Town of Hurley in terms of residential development.

The City of Kingston has had a long history as a principal retail, service and employment center for a large part of New York State west of the Hudson River. The City of Kingston is easily accessible from the Town of Hurley via Route 28 from the hamlet of West Hurley and Route 209 from the hamlet of Hurley. Thus the City of Kingston functions as the primary urban center providing services not available locally.

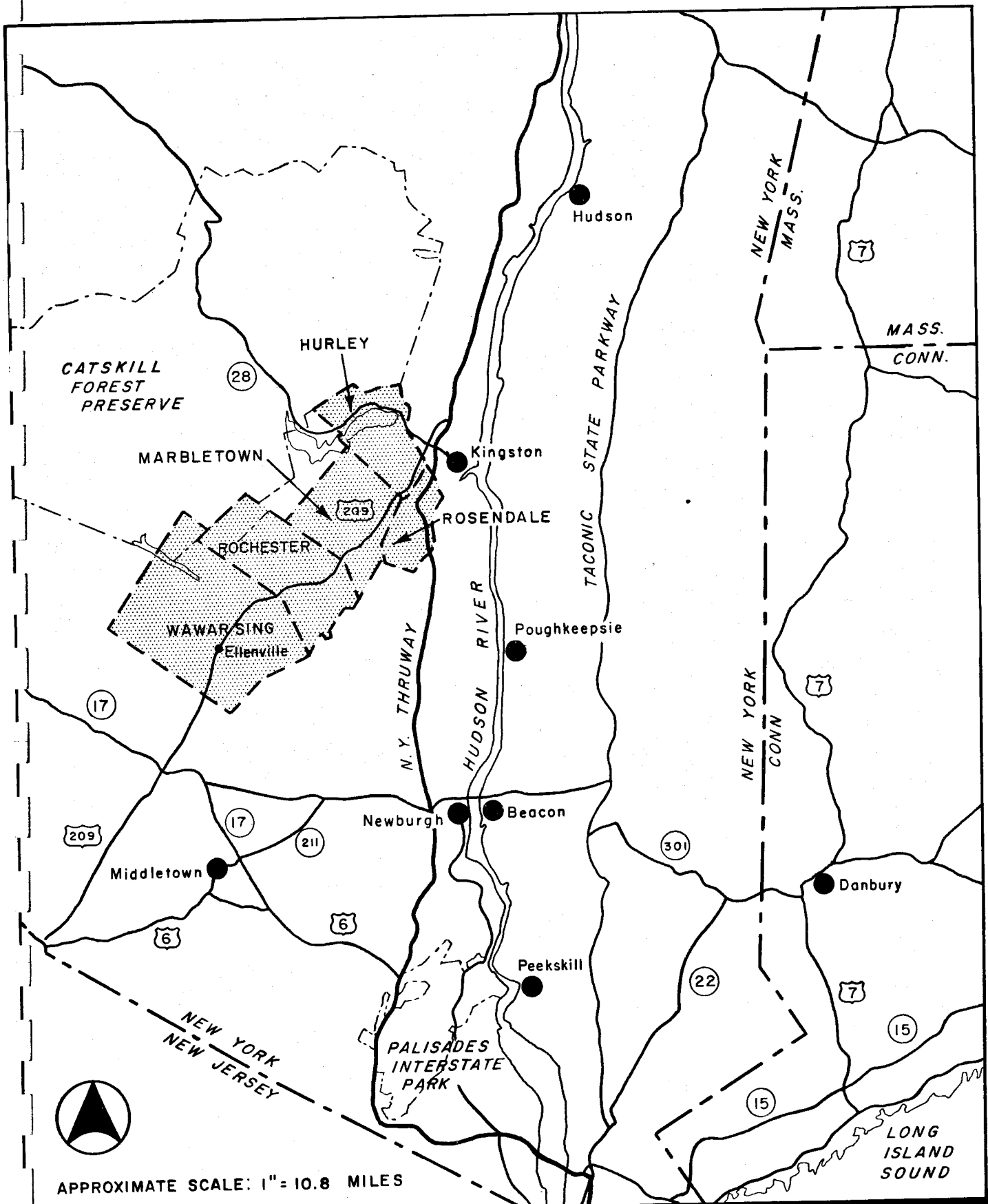
This Retail Trade Area* extends from the Town of Highland in the south to the Village of Ellenville in the southwest, to the Town of Shandaken in the northwest, to the Ulster County line in the north and to the Hudson River in the east. The total population in this area was over 100,000 persons in 1960 and is expected to grow to 131,900 by the year 1980**.

A shopping habit survey made by the Kingston Chamber of Commerce in cooperation with the New York State Department of Commerce based upon a sampling questionnaire indicated that over 85% of the non-resident respondents (respondents living outside of the City of Kingston) were from the Town of Ulster, Saugerties, Woodstock, Marbletown, Rosendale, Esopus and Hurley. These towns plus the City of Kingston itself form the primary retail trade area for the Kingston Business community.

The future growth and its relative geographic distribution will undoubtedly follow the trends already in evidence; i. e., very minimal increases in

* Defined as the area from which the downtown business area receives 85% to 90% of total retail volume.

** Raymond and May Associates, and Larry Smith & Co, Marketability, and Land Utilization Study, 1961



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REGIONAL LOCATION

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the City of Kingston and great expansion in the surrounding areas. As will be indicated in the population analysis section of this report both the Town of Hurley and Town of Ulster have significantly increased in population in the last decade while the City of Kingston increased by only 1.5% or 443 persons between 1950 and 1960.

The same pattern is also true in the present distribution of new retail and wholesale establishments, resulting in a diffusion of economic activities. However, this scattering of new facilities does not blanket the County in a uniform spread but rather is concentrated near the older center.

A similar shift can also be observed in the location of new job opportunities. Kingston is declining as a focus of employment with industrial uses being established in neighboring towns. The most important example, of course, is the IBM plant which located in the Town of Ulster and created 5,000 additional jobs. Since the residents of the region accept long journeys to work, their houses and places of work are often far apart, and the impact of a new industrial use can be far-reaching geographically.

Thus it becomes clear that the Kingston region shows a most definite tendency of diffusion out of the central city into the suburban area. However, the area as a whole shows vigorous growth and potential, irrespective of the trends of the central city itself. Thus the Town of Hurley will be drawn more and more into the economic life of the region.

From the above discussion it can be seen that the geographic proximity of the Town of Hurley to the City of Kingston, the proximity of the New York State Interchange and the improvements of Route 28 and Route 209 in the Town of Hurley and adjacent communities give the Town of Hurley definite advantages in terms of economic growth.

Another basic influence on the economy of the region is the Catskill Mountain resort area. All of the Town of Hurley west of Hurley Mountain Road is within the "blue line" of the State Park which encompasses almost 580,000 acres with slightly more than 230,000 acres owned by the State. Much of the State owned land occupies relatively inaccessible mountain tops and steep slopes of the Catskill Mountains.

The State Constitution requires that this preserve shall be forever kept as wild forest lands. The major value of the Catskill Forest Preserve is for watershed protection, outdoor recreation and enjoyment of natural scenery--mountains, woods, creeks and trails*.

* Ulster County Data Book, 1966

The Ashokan Reservoir, the major portion of which is in the Town of Hurley is a scenic point of interest. The Ashokan Reservoir and the Esopus Creek also provide fine trout fishing. Within the Town of Hurley local gun clubs have lands posted for use by club members.

Seasonal dwellings
Although several lodges and some seasonal dwellings do exist in the Town of Hurley, the Town is not significantly resort oriented. However, the main entrance to the Upper Catskills is provided by Route 28 which runs northwest from the New York Thruway Interchange through the Town of Hurley and penetrates deep into the mountains. The Town of Hurley is taking on the characteristics of a suburban community and the resort activities prominent in towns to the north and west are not as prevalent in the Town of Hurley.

Planning for the Town of Hurley should take into account the suburbanization and economic potential previously mentioned. However, planning for the Town of Hurley must also respect the resort economy in adjacent Towns, the fact that the area west of Hurley Mountain Road in the Town is within the "blue line" and in fact several Forest Preserves are now owned by the State withing Hurley and particularly must recognize that Route 28 is the major access to the Upper Catskills. The danger signals of indiscriminate development are now evident in other areas where the neon lights of motels and bill boards dominate the attention of the motorist to the loss of the natural amenities of the area.

*Census of
1960 U. S. Housing*

PHYSICAL CHARACTERISTICS

Topography and Streams

The natural terrain has influenced the location and extent of development in the Town of Hurley. This is evidenced by the sparse development in the portions of the Town west of Hurley Mountain Road which is characterized by rugged topography. Furthermore roads in this area have been built observing topography. Similarly, the flood plain of the Esopus Creek is primarily used for agricultural purposes. Very few buildings have been erected in the flood plain because of the flood hazard. The area east of Route 209 is composed of gently rolling topography with only small areas having a slope of over 15% and even these areas are scattered and do not significantly hamper development. It is within this area of the Town that many new developments have taken place. Undoubtedly this new development was influenced by the advantageous physical condition as well as the advantageous geographic location (being near the City of Kingston, the New York Thruway interchange and Route 209). Even with modern construction equipment future development within the Town will have to respect physical characteristics such as steep slopes and areas subject to flooding.

The highest elevation in the Town is 1,940 feet which is located on Tonski Mountain in the extreme northwest portion of the Town. The Ohayo Mountains parallel the northern most boundary of the Town and range in peak elevations from 1,200 to over 1,900 feet. The highest elevation in the portion of the Town south of the Ashokan Reservoir is 942 feet being located between Route 28A, Steenkill Road and Baker Road. The lowest elevation is approximately 150 feet which is located along the Esopus Creek at the point where it crosses the boundary between the Town of Hurley and the Town of Ulster.

The Esopus Creek flows through the Town from south to north. Several streams flow from the western portion of the Town into the Esopus Creek. One stream and several intermittent streams flow from the eastern portion of the Town into the Esopus Creek. Topography and streams are shown on the Topographic Map.

In terms of physical characteristics the Town can be divided into four distinct areas.

The first is the flood plain of the Esopus Creek. The Esopus Creek extends from its confluence with the Hudson River at Saugerties to its beginning in the Town of Shandaken. Flooding of the Esopus Creek has been scattered along its entire 60 mile reach as well as along its tributaries.

The greatest floods of record on the Esopus Creek were in March 1951 and October 1955 and in August 1933*. The flood of March 1951 caused the worst flooding and has a 65 year frequency.

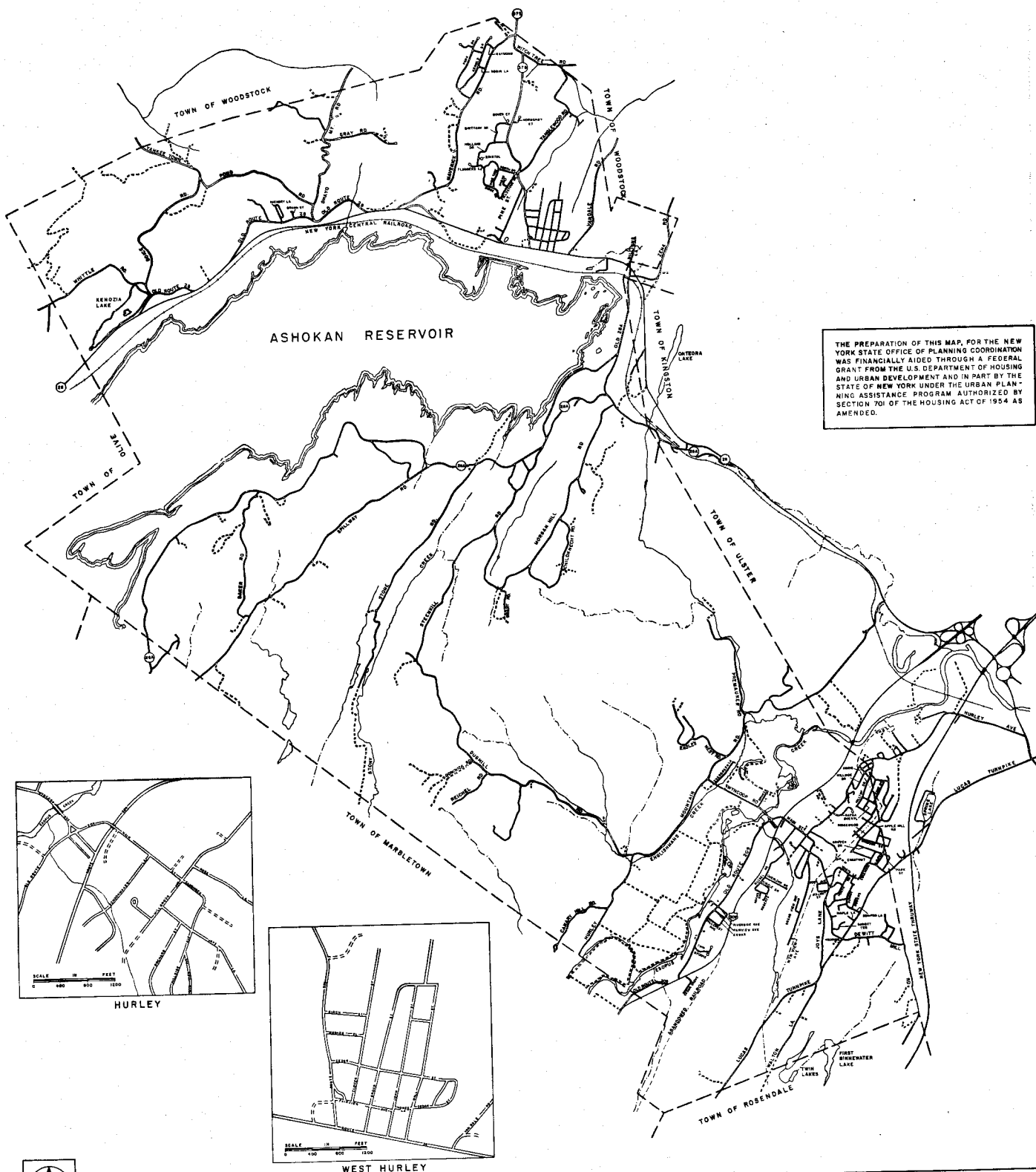
The high water mark of the March 1951 flood in the City of Kingston and the Town of Ulster area was 155.6 feet above mean sea level. Thus lands along the Esopus Creek at or below an elevation of 155.6 feet in the vicinity of the Town of Ulster and Kingston were under water.

In order to establish the limits of the area within the Town of Hurley subject to flooding from the Esopus Creek this high water mark of 155.6 feet was used plus an additional 4.4 feet to a total elevation of 160 feet above mean sea level. This additional 4.4 feet provides an additional margin of safety above the 1951 flood level of 155.6. Thus all the area at or below an elevation of 160 feet along the banks of the Esopus Creek in the Town of Hurley has been established as the area subject to periodic flooding. (See Drainage Map)
#4

The Ashokan Dam situated 33.5 miles above the mouth of the Esopus Creek, was constructed by the City of New York and was operationally complete in 1917. The reservoir has a water surface of 8,315 acres and an available capacity of 390,000 acre-feet. The use of the Ashokan Dam as a flood control facility to reduce flooding downstream was considered by the U. S. Army Corps of Engineers. However, it is the policy of the New York City Department of Water Supply, Gas and Electricity to store the maximum amount of water available and New York City is unwilling to consider any use of the facility to permit some flood control storage. Thus this plan can not be effected. However, the Ashokan Reservoir does level off the peak discharges of major floods below the dam by delaying the flows in surcharge storage and at times by storage of large volumes of flood waters. During the flood of March 30-31, 1951, the storage in the Ashokan Reservoir reduced the peak discharge at Kingston by nearly 40% from an estimated 56,000 cubic feet per second to 34,000 cubic feet per second*.

All of the area along the westerly bank of the Esopus Creek extending to Hurley Mountain Road is flat. Very few buildings exist in this area and the area is devoted to raising corn (this includes areas both above and below the 160 foot elevation).

* Esopus Creek and Tributaries, New York, Survey Report For Flood Control, U. S. Army Corps of Engineers, N. Y. C., N. Y., Oct. 1962



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.



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TOWN OF HURLEY
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TOPOGRAPHIC MAP

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The second area is west of Hurley Mountain Road and South of Route 28. Immediately west of Hurley Mountain Road the land rises abruptly in some areas at slopes of 50% (a vertical increase of 1 foot for each horizontal distance of 2 feet). These steep slopes immediately adjacent to the west side of Hurley Mountain Road limit access into the portion of the Town west of Hurley Mountain Road. The topography of this area is rugged with many areas having slopes of more than 15% and 10-15% (see Land Suitable for Development Map). Other sections are swampy. Included in this area is the Ashokan Reservoir and its watershed.

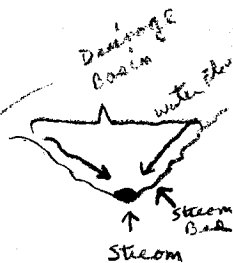
The third area is the area north of Route 28 which includes the Hamlet of West Hurley. Much of this area west of Maverick Road is composed of slopes exceeding 15% being part of the Ohayo Mountains. The area including and surrounding the Hamlet of West Hurley is composed of much more gentle topography and generally has slopes of less than 10%. Within this area new developments have been taking place in the areas of advantageous topography.

The fourth area is east of Route 209. To the east of Route 209 the land rises gently and reaches an elevation of approximately 420 feet in the southeast portion of the Town. Only a small portion of this area has slopes of over 15% and the land form can be described as gently rolling which is suitable for development from a topographic point of view.

Areas having a slope of less than 10% are suitable for practically any developmental purpose as far as topography is concerned. Slopes of 10-15% require considerable site improvements (grading of lots and roads, etc.) which make large scale developments of small lot size in many cases uneconomical. Areas having a slope of 15% and over can generally be regarded as unsuitable for intensive development.

Drainage Basins

The stream and the area between crests of hills bordering a stream form a drainage basin. The significance of a drainage basin is that a sewerage system serving a development which is within a drainage basin will generally operate on a gravity system. The advantage of a gravity system is that expensive pumping stations and force mains can be held to a minimum.



Within the area north of the Ashokan Reservoir the western 2/3's of this area drains from the crest of the Ohayo Mountains south toward the Ashokan Reservoir. The eastern 1/3 of this area, which includes the hamlet of West Hurley drains from south to north. The streams in this area flow north toward the Kingston Reservoir.

Within the area west of Hurley Mountain Road the most western portion drains south toward the Town of Marbletown and eventually to the Esopus Creek and the eastern portion drains in an easterly direction in a series of basins toward the Esopus Creek.

Within the area east of Route 209 the major portion drains in a northerly direction toward the Esopus Creek. The remaining area (the south east portion of the area east of Route 209) drains toward the Rondout Creek.

Soils

Another physiographic influence on development has been and will continue to be the quality of sub-soils. The steep topography, rock outcrops and a shallow mantle of soil covering bedrock have discouraged farming in the Town of Hurley in many areas. However, the notable exception is in the lands adjacent to the Esopus Creek. This land is flat and is composed primarily of Barbour Silt Loam--which is classified as good cropland*. This area is devoted primarily to the raising of corn.

Today, soil analysis in the Town of Hurley is not concerned with agricultural potential, but rather must consider the quality of soils for building purposes and sewage absorption. The ability of the soil to absorb sewage effluent becomes a critical consideration for the guidance of future growth.

Soil types within the Town have been classified as poor or acceptable based upon the abilities of the soil to absorb sewage effluent from a close development (see Land Suitable for Development Map). Poor soils are those which will present problems in terms of ability to absorb sewage effluent from septic tanks from a close development. The most common problems with soils classified as poor is that bare rock is exposed, the soil mantle covering bedrock is very shallow or the area is swampy.

The fact that a major portion of the Town is classified as having poor soil types has an important bearing on future land uses. Within those areas having poor soil types lots of adequate size to handle sewage effluent should be established in order to prevent health problems. Within the areas classified as having acceptable soil types smaller lot sizes can be allowed providing other factors such as topography and geographical location are acceptable.

* U. S. Department of Agriculture, Soil Survey of Ulster County, New York, 1940

All of the areas are not, of course, of equal deficiency or acceptability. Conditions within an area mapped as a particular soil type can vary. Therefore a carefull review and analysis of each specific site proposed for development is required by competent authorities--the County Health Department--to determine whether septic tanks are feasible at all and, if they are, what the size of the leaching field and/or the total lot size should be.

The Land Suitable for Development Map indicates those areas of the Town in which the land slope is 10% - 15% and over 15%. Included in these areas of steep slope are significant rock outcroppings which cause this severe land slope. For example, the land abutting the west side of Hurley Mountain Road has a land slope of over 15%. However, this land slope is composed of rock outcroppings which in many cases extend over 100 feet in height over Hurley Mountain Road. These rock outcroppings present development problems in that they can not economically be graded to a more reasonable slope. Similar areas of significant rock outcroppings exist along both sides of Eagles Nest Road and in the Ohayo Mountains north of the Ashokan Reservoir. Areas of shale and boulder outcropping also exist throughout the West Hurley area and the area of the Town west of Hurley Mountain Road and south of the Ashokan Reservoir. These latter sections of the Town are shown as part of the areas of poor soil types on the Land Suitable for Development Map.

EXISTING LAND USE

Functional Interrelationships

As was indicated by the population study the period between 1950 and 1965 was a period of over 200% population increase in the Town of Hurley. This population increase has, of course, resulted in land that was formerly vacant now being used for residential purposes. This increase in residential land use has not been followed by a significant increase in commercial land use. Although a new neighborhood business center has been constructed in West Hurley, residents of Hurley still travel to Kingston and nearby centers for goods and services.

The Town of Hurley is located in the Mid-Hudson Area. It is also situated in proximity to a New York Thruway interchange. The New York Thruway connects the New York Metropolitan area to the south with the Albany-Troy-Schenectady Metropolitan area to the north. Expected growth of these metropolitan areas will bring increased population and economic activity into the Mid-Hudson area. As part of the Mid-Hudson area, Hurley and adjacent communities can be expected to receive a share of this growth just as they did in the early 1960's as a result of the new IBM plant.

Kingston has long been the center of activity of the Ulster County and Mid-Hudson area. In 1950, 30% of the population of Ulster County resided within the City of Kingston. Kingston has been the center of shopping, cultural activities and employment. However, after 1950 the City of Kingston 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 Marlborough. 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.

Industrial development in the Kingston area (primarily IBM) has been the major contributor to the population increases in the Town, however, significant industrial development has not taken place within the Town of Hurley.

Tourism and agriculture have traditionally been the mainstay of the economy of Ulster County. Only a limited amount of resort activity is located within the Town of Hurley. It is within the southwest portion of Ulster

County that the major portion of the tourist activity is located. Agricultural activity in Hurley is basically confined to the Esopus Creek flood plain. Within the County agricultural activity in terms of apple orchards is located near the Hudson River while other suitable sections of the Esopus Creek, Rondout Creek and Wallkill River are used for corn crops.

The pattern established of a declining agricultural activity, limited growth 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. Population growth in these adjacent municipalities will be followed by commercial development and in some municipalities also by industrial development.

In summary the Town of Hurley is now developing into a suburban community. Residential use is the predominant type of land use activity. Commercial and industrial uses are few but can be expected to increase in the future. Agricultural uses and some resort activities exist in the Town but are not mainstays of the economy.

Residential

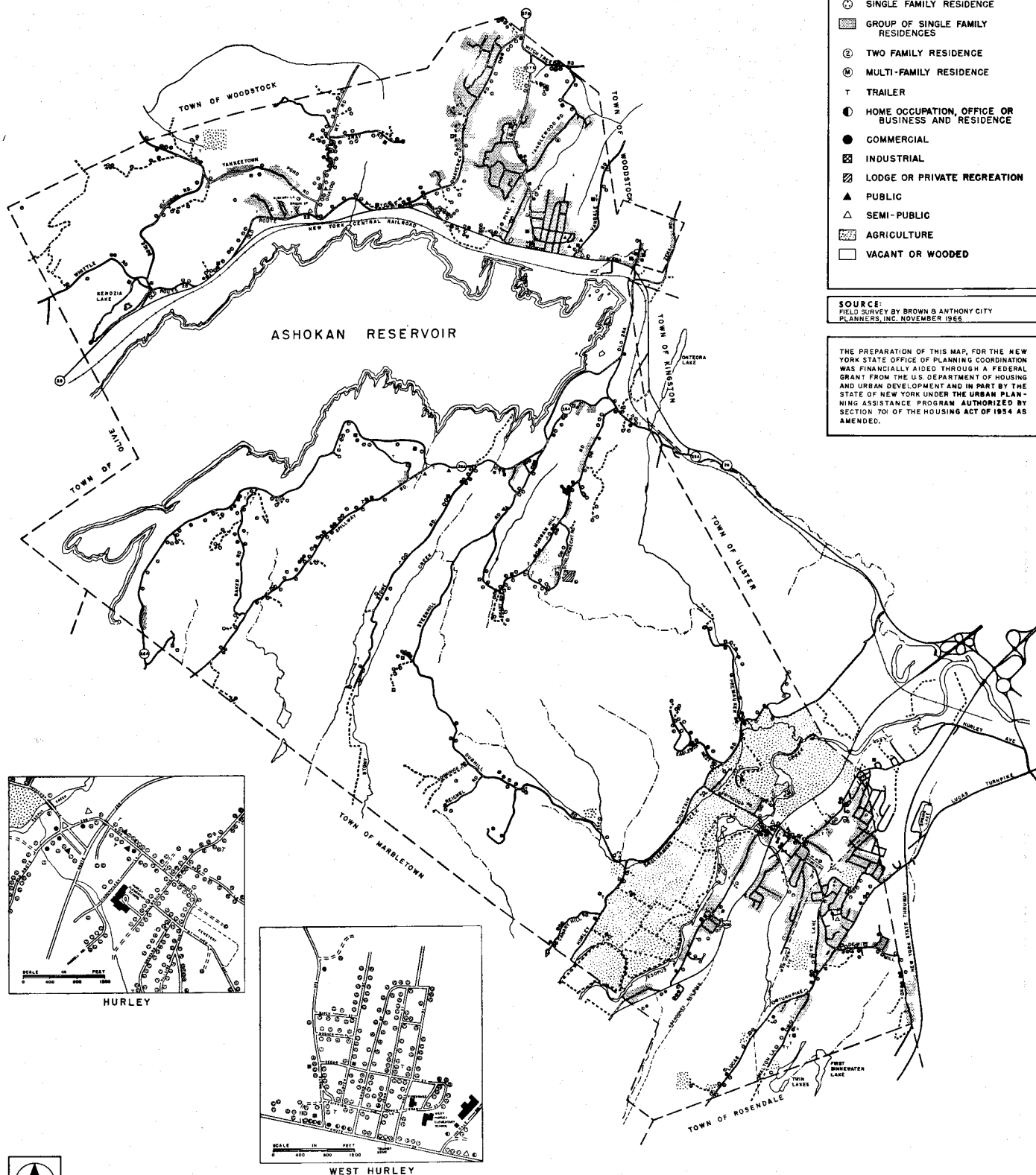
Two nuclei of development existed in the Town prior to 1950--the hamlets of Hurley and West Hurley. Residential developments have been taking place in proximity to these nuclei. In West Hurley residential development has grown to the north of the West Hurley center. Residential developments on the west side of Maverick Road and between Maverick Road and Route 375 (Hurley Ridge Estate) are the two largest. Other residential development has been on both sides of Tanglewood Road and Pine Street. A major portion of the above mentioned development has been on lots of 1/2 acre and larger. Development in the West Hurley Center is on lot sizes of approximately 15,000 sq. ft. although some lots of smaller size do exist.

The Hurley center development was first started in the Main Street area where 17 of the existing buildings are now of historic significance. More recent developments have been to the east of the Hurley center. As pointed out previously topography in this area is gently rolling and soil types are classified as acceptable. Residential lot size in these recent developments have been 10,000 - 15,000 sq. ft. with the majority of the lots being approximately 15,000 sq. ft. in area.

Other residential uses in the Town are scattered. North of Route 28 residences have been built along Ohayo Mountain Road, Yankeetown Pond Road and Boice Road. Small residential developments exist just north of Route 28 and west of Ohayo Mountain Road. Homes also exist along the north side of Route 28. Many of the existing home sites in this area north of Route 28 provide a spectacular view of the Ashokan Reservoir.

In the area of the Town south of the Ashoken Reservoir and west of Hurley Mountain Road development is very sparse. Most of the residences are along Route 28A, Spillway Road and Morgan Hill Road. Again particularly along Route 28A home sites offer a good view of the Ashokan Reservoir.

Between Hurley Mountain Road and Route 209 several small residential developments exist. Two are located just north of Wyncoop Road. The development off Wyncoop Road nearest Route 209 and a portion of the more westerly development off Wyncoop Road are below an elevation of 160 feet (the elevation at and below which flooding of the Esopus Creek will occur).



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EXISTING LAND USE

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MARCH 1967

Other residential development exists along Lucas Turnpike and DeWitt Mill Road. A recent small residential subdivision now exists on the north side of DeWitt Mill Road between Lucas Turnpike and Town of Ulster boundary.

Practically all of the dwellings in the Town are single family residences. Seventeen apartment units exist in garden apartments as part of the Hurley Ridge development. These 17 units are located so that access does not have to traverse a single family residential area. Four other structures were found during the land use survey to contain more than one dwelling unit. Two contained two units and two were multi-family (3 families or more).

It should be noted that 35 seasonal dwelling units were also found during the land use survey. Approximately one-half of these exist at Ohler's Mountain Lodge, Morgan Hill Lodge and Spillway Lodge. Others are located north of Route 28, Route 28A and Spillway Road, being generally the sparsely developed sections of the Town.

Fifty-two trailers were found during the land use survey which were being used as living quarters. Within the developed section of West Hurley (Hurley Ridge Estates, the subdivision on the west side of Maverick Road, along Tanglewood Road and Pine Street and the older West Hurley area at the northeast intersection of Route 28 and Route 375) 3 trailers presently exist.

In the area of the Town east of the Esopus Creek 14 trailers presently exist. Eight of these 14 are located in developed residential areas and 6 are located along the southern portion of Walton Lane (a sparsely developed area). Due to the fact that the number of trailers located in residential areas is relatively small the adverse effects of trailers on adjacent homes is not a serious problem.

Sixty-six percent of the trailers are located in the sparsely developed sections of the Town (west of the Esopus Creek, generally west of Maverick Road and east of Van Dale Road). Because of the sparse residential development in these areas the existing trailers are not causing problems.

There is no grouping of trailers in the Town which can be described as a trailer park.

Commercial

Commercial land uses in the Town occupy a small proportion of the Town's area. The pattern of commercial uses is for the most part dispersed and scattered. Although the population of the Town has increased significantly since 1950, the growth of business uses has not kept pace.

There exist more restaurants and luncheonettes in the Town than any other type of business activity. There are ten restaurants and luncheonettes plus 2 vacant buildings which were formerly restaurants. Seven of these are located along Route 28 to serve the travelling public.

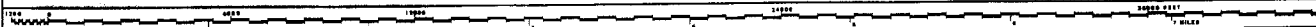
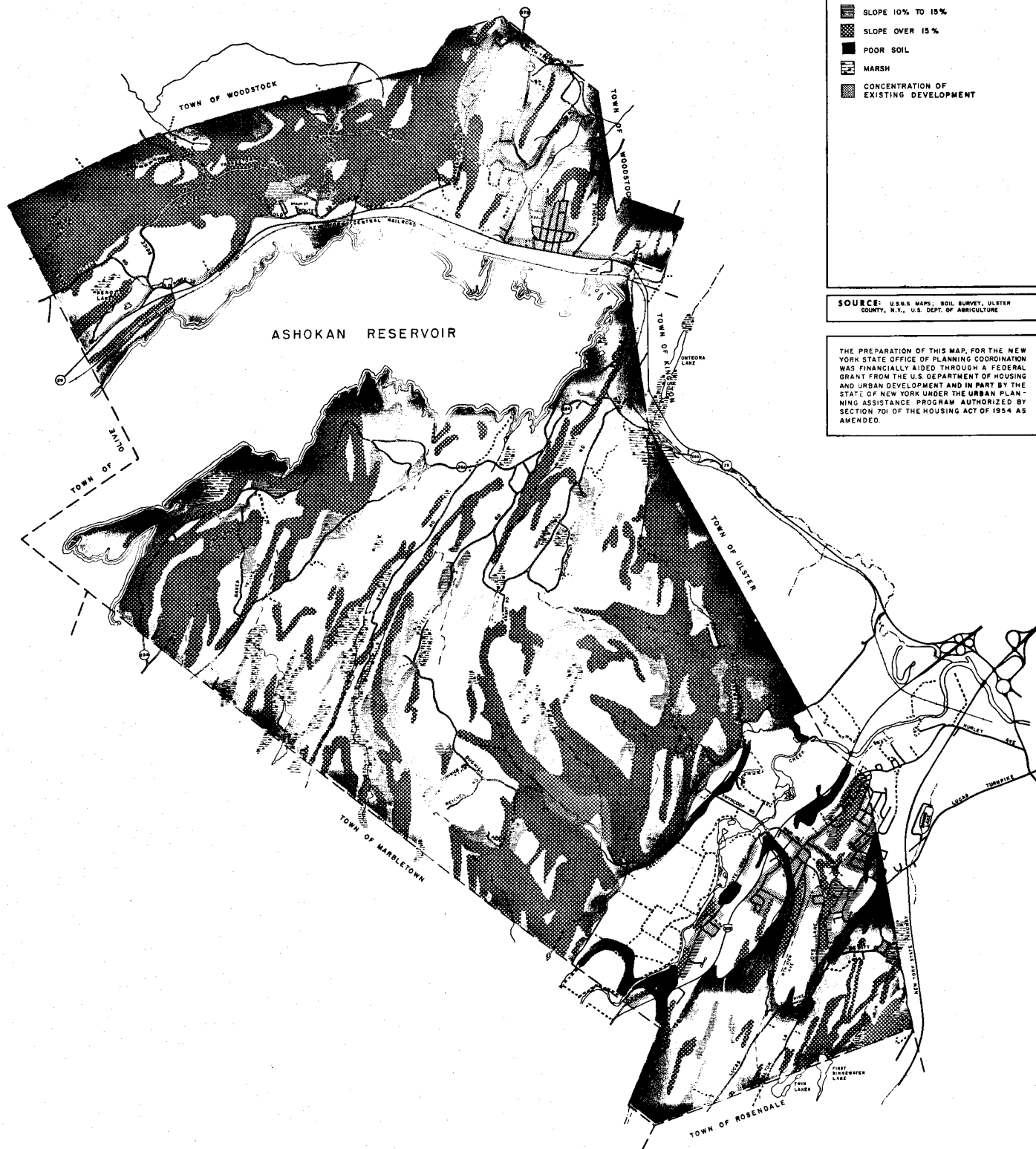
Highway oriented uses (gasoline stations and motels) are located primarily along Route 28 and at the intersection of Wyncoop Road and Old Route 209.

Only one area can be considered as a retail business area and that is the small shopping area composed of a pharmacy, grocery store, liquor store and bank located on Route 375 opposite Pine Street in West Hurley. This area has adequate off-street parking and is well located to serve as the neighborhood center for the West Hurley area.

In Hurley a group of business uses exist at the intersection of Wyncoop Road and Old Route 209 but as previously mentioned these are composed of gasoline stations (2), grocery store (1), hotel (1), and auto repair (1). Along Main Street in Hurley there exists 1 bank, a post office, a restaurant and a vacant drug store.

A small supermarket exists on the west side of Lucas Turnpike just south of the Town of Ulster boundary.

A majority of the remaining business uses are offices and businesses which are operated from a residence with the residence being the predominant use. Real estate offices, contractor's offices, office of an insurance broker, beauty shop, sales of antiques, gift shop and sitn'knit constitute the majority. Several mixed uses (uses in which the business activity is at least as important as the residential use) exist in the Town. The operation of a business or office from the home is economical and considering professional offices of a doctor, lawyer, architect is traditional. However, the operation of a business or office from the home in a residential area should be controlled to make sure that the character of the area remains residential and to avoid adverse impacts (such as signs, lights, parking, traffic and outdoor storage) on adjacent residential properties. In addition two used car lots, one on Spillway Road and one on Route 28A, auto part sales, kennel, boat sales, and saddle and horse equipment sales exist.



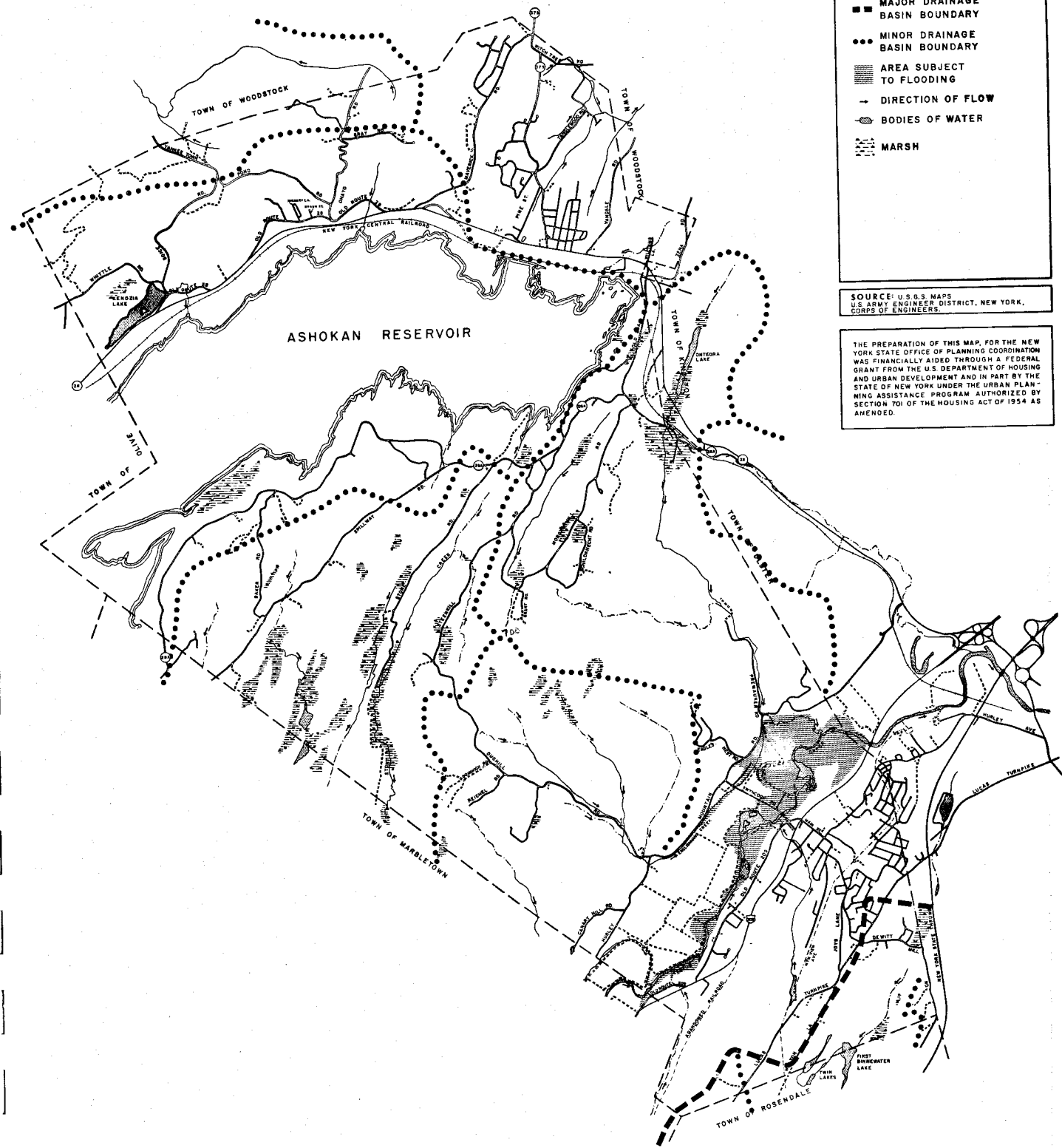
5

TOWN OF HURLEY
TOWN PLANNING BOARD

LAND SUITABLE FOR DEVELOPMENT MAP

BROWN & ANTHONY CITY PLANNERS, INC.

JUNE 1967



LEGEND

- MAJOR DRAINAGE BASIN BOUNDARY
- ... MINOR DRAINAGE BASIN BOUNDARY
- ▨ AREA SUBJECT TO FLOODING
- DIRECTION OF FLOW
- BODIES OF WATER
- ▨ MARSH

SOURCE: U.S.S. MAPS
U.S. ARMY ENGINEER DISTRICT, NEW YORK,
CORPS OF ENGINEERS

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.

From the above discussion of types of uses it becomes obvious that the residents of the Town of Hurley do a major portion of their shopping outside of the Town. Undoubtedly the City of Kingston draws many Hurley residents.

The existing commercial uses in the Town of Hurley are oriented to serve the travelling public and to serve the day-to-day needs of the resident population. However, this latter function is limited and needs to be increased particularly in the area of the Town east of the Esopus Creek. The existing commercial uses present no problem of traffic congestion. Although several business uses do exist in predominantly residential areas, problems caused by the incompatibility of business and residential uses are not at all serious. The main concern is for the future development of the Town. There will be increased demands for goods and services as evidenced by the neighborhood business center on Route 375 in West Hurley. These new businesses should be located in areas convenient to the resident population and on streets which can accommodate the traffic generated by the business uses. It is important that commercially zoned districts and commercial uses be located within a rational framework to insure that they will best serve the needs of the public. 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 travelling through the Town. These uses have definite locational demands in that they must be along main traffic arteries. Route 28 and the points of ingress and egress from the Route 209 relocation are areas in which highway oriented uses can be expected to locate.

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 would seem to be present at this time and pressure will grow for such centers as the population increases. As previously mentioned a group of stores on Route 375 opposite Pine Street in West Hurley presently exists which can be classified as a neighborhood center. There is a need at the present time for such a neighborhood center in the area of Town east of Route 209.

The third type of commercial activity is the community shopping center. The City of Kingston is presently functioning as a community shopping center for Hurley residents. It is quite possible that in the future major Town-wide or even region-wide 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. In the long-range future such a center could locate on Route 28 and serve the Towns of Hurley, Woodstock and other areas to the west.

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.

Industrial

Industrial uses play a very minor part in the land use pattern of the Town. Junk yards and contractor's equipment storage yards constitute the most frequent type of industrial use. A small quarry exists on the north side of Route 28. The manufacture of electronics equipment, electric motor repair, furniture making and firearms manufacturing constitute the industrial uses in which manufacturing or processing within a building takes place.

In terms of location the electronic equipment manufacturer has direct access from Route 28, however, the firearms manufacturer and retail sales outlet is located near Route 28 but vehicles must utilize Williams Street from Route 28 to the plant and retail outlet. Williams Street also provides access to 14 single family homes some of which abut this industrial and commercial use which is an undesirable situation.

The junk storage and contractor's equipment storage areas pose no serious problem of incompatibility with adjacent uses. These uses are relatively few in number (4 areas of junk storage and 3 contractor's equipment storage) and except for the contractor's equipment storage area on Vogts Lane in the hamlet of Hurley are located in the sparsely developed sections of the Town. These uses are further discussed in the Environmental and Building Conditions Section of this report.

The economic implication 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.

Other Uses

In addition to above uses there exist four lodges, the game association headquarters and a recreational area adjacent to Kenozia Lake. The New York Central Railroad is located just south and parallel to Route 28. An electric power substation is located on the south side of Route 28.

In terms of semi-public uses 6 churches and 1 cemetery are located within the Town. In terms of public uses there exist 3 post offices, 3 schools, 4 fire stations, the Town Hall and Library and Town highway department and dump. These Town facilities will be discussed more thoroughly in a later section of this report.

An electric power line running generally in a north south direction is located in the eastern portion of the Town.

Agriculture

The area on both sides of the Esopus Creek extending to Hurley Mountain Road on the westerly side is used for the raising of corn. Land along the Esopus Creek below an elevation of 160 feet is subject to flooding. A vacant tract of land west of Lucas Turnpike, east of Hurley Avenue and north of DeWitt Mill Road is also used for raising corn. A chincilla ranch and dairy farm also exist on the west side of Hurley Mountain Road. Several small poultry farms are also located in the Town.

Only a small percentage of the land area of the Town is devoted to agricultural use.

Vacant

A major portion of the Town is vacant land, most of which is woodland. The New York City Department of Water Supply, Gas and Electricity owns all of the land north of Route 28A and south of the old alignment of Route 28 with the exception of a triangular parcel of property on the south side of Route 28 between the Maverick Road and Route 375 intersections. 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 cannot 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*.

Certain parcels of land the majority of which are located between Route 28A and Hurley Mountain Road are owned by the State of New York as part of its forest preserve. (See Esthetics Characteristics Map)

Statistical Analysis of Land Uses

As a result of the land use survey taken in November, 1966 the following numbers of land use occurrences are shown on the Existing Land Use Map.

	<u>No. of Occurrences</u>	<u>No. of Dwelling Units</u>
Residential (Total)	1,925	1,953
Single Family Residences**	1,863	1,863
Two Family Residences	4	8
Multi Family Residences	5	29
Tourist Home	1	1
Trailer	52	52
<hr/>		
Mixed Commercial & Residential Uses	27	
(includes home occupations)***		
Commercial	31	
Public	13	
Semi-Public	7	
Lodge or Private Recreation	10	
Industrial	16	

** Includes 35 single family seasonal units and 16 vacant single family units

*** Residential use of building is counted as a residence

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

* 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

The total area of the Town is 29.8 square miles or 19,072 acres. 6.3% of the area of the Town is used for agricultural purposes. The predominant type of land use is single family residence.

Spatial Distribution of Land Uses

As pointed out previously two nuclei of development existed in the Town of Hurley prior to 1950 and new developments have extended from these nuclei. 1960 U. S. Census of Population census tract information indicates the following distribution of the 1960 population.

	<u>Total Population</u>
North of Route 28A	1,417
East of Route 209 relocation	1,943
Between Route 201 relocation and Route 28A	<u>1,166</u>
	4,526

Source: U. S. Census of Population

By 1965 the population had increased to 6,135 persons. This growth has taken place primarily in the areas north of Route 28A and east of the Route 209 relocation.

Commercial land uses as previously noted are primarily located along Route 28, Route 375 and at the Wyncoop Road-Route 209 intersection. Industrial uses are a small part of the land use pattern of the Town and at this time no industrial district as such exists. The major agriculture use in the Town is in the flood plain of the Esopus Creek.

ANALYSIS OF ENVIRONMENTAL AND OTHER BUILDING CONDITIONS

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

At the time of the last housing census in April of 1960 there were 1,668 housing units within the Town. The land use survey found 1,953 housing units of which 35 were seasonal and 16 were vacant. Fifty-two trailers were being used as housing units.

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

TABLE 1: CONDITION OF HOUSING UNITS, 1960

	<u>Town of Hurley</u>		<u>Ulster County</u>	<u>New York State</u>
	<u>Number</u>	<u>%</u>	<u>%</u>	<u>%</u>
Sound	1,526	91	81	86
Deteriorating	109	7	14	11
Dilapidated	<u>33</u>	<u>2</u>	<u>5</u>	<u>3</u>
Total Housing Units	1,668	100%	100%	100%

Source: U. S. Census of Housing, 1960.

Housing in the Town is almost exclusively (over 96%) in single family units. New housing units are becoming the dominant residential type. In 1960, 45% of all housing units in the Town were less than ten years old; and approximately 285 have been added since the 1960 census. The median value of owner occupied units in 1960 as reported by the U. S. Census was \$16,700 which was the highest of any community in Ulster County.

The visual exterior survey of the buildings in the Town indicates that there is no concentration of blight in the Town. Eleven buildings were found to be in poor condition and occur in isolated instances particularly

in the area of the Town west of the Esopus Creek and south of Route 28. No blight problems exist in the substantially built-up portion of the Town (hamlets of Hurley and West Hurley).

As pointed out in the existing land use section of this report some buildings contain mixed commercial and residential uses and an industrial manufacturer and contractor's equipment storage yard are located in residential areas. However, the problem of incompatible land uses cannot be regarded as serious. The main concern is for the future. Continued establishment of areas of junk storage, contractor equipment yards and other incompatible uses in predominantly residential areas can be the seeds of the deterioration. Within the older section of West Hurley (at the northeast intersection of Route 375 and Route 28) the residential buildings are basically in sound physical condition but because there are many older buildings the establishment of incompatible land uses could quickly lead to deterioration.

The Town of Hurley through provisions of a zoning ordinance should give this needed protection to the residential areas in the Town from the intrusion of incompatible land uses and also provide sites for commercial and industrial uses.

The 1960 U. S. Census of Housing indicated that 2% or approximately 30 housing units were in trailers in the Town. The land use survey conducted in 1966 found 52 trailers being used for 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 parks from communities particularly communities in which large undeveloped areas exist. Rather than relying on trailer bans as the answer to the problem, adequate standards in 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.

In summary, the physical condition of buildings in the Town is generally good. The environmental problems of areas of junk storage, contractor's equipment storage and incompatible land use arrangements are not serious. In fact the overall environment of the Town is excellent. The physical characteristics of the Town are pleasing as is the historical area along Main Street and the design of new residential subdivisions, particularly in West Hurley.

ESTHETIC CHARACTERISTICS

The physical setting of the Town of Hurley is worthy of special recognition. Its natural assets--particularly the Ashokan Reservoir, Ohayo Mountains and steep slopes along Hurley Mountain Road contrasted to the adjacent level area along the banks of the Esopus Creek--are very pleasing to residents and visitors. Also of particular significance are the historic buildings in Hurley center along and near Main Street.

As previously pointed out spectacular views of the Ashokan Reservoir are possible from the mountainous areas north of Route 28. Homes have been and are being built along Ohayo Mountain Road, for example, to take advantage of this view. The drive along Route 28A in Hurley affords opportunities for scenic views of the Ashokan Reservoir. Homes along the south side of Route 28A take advantage of the view. All of the property north of Route 28A is owned by the New York City Department of Water Supply, Gas and Electricity and remains in its natural state.

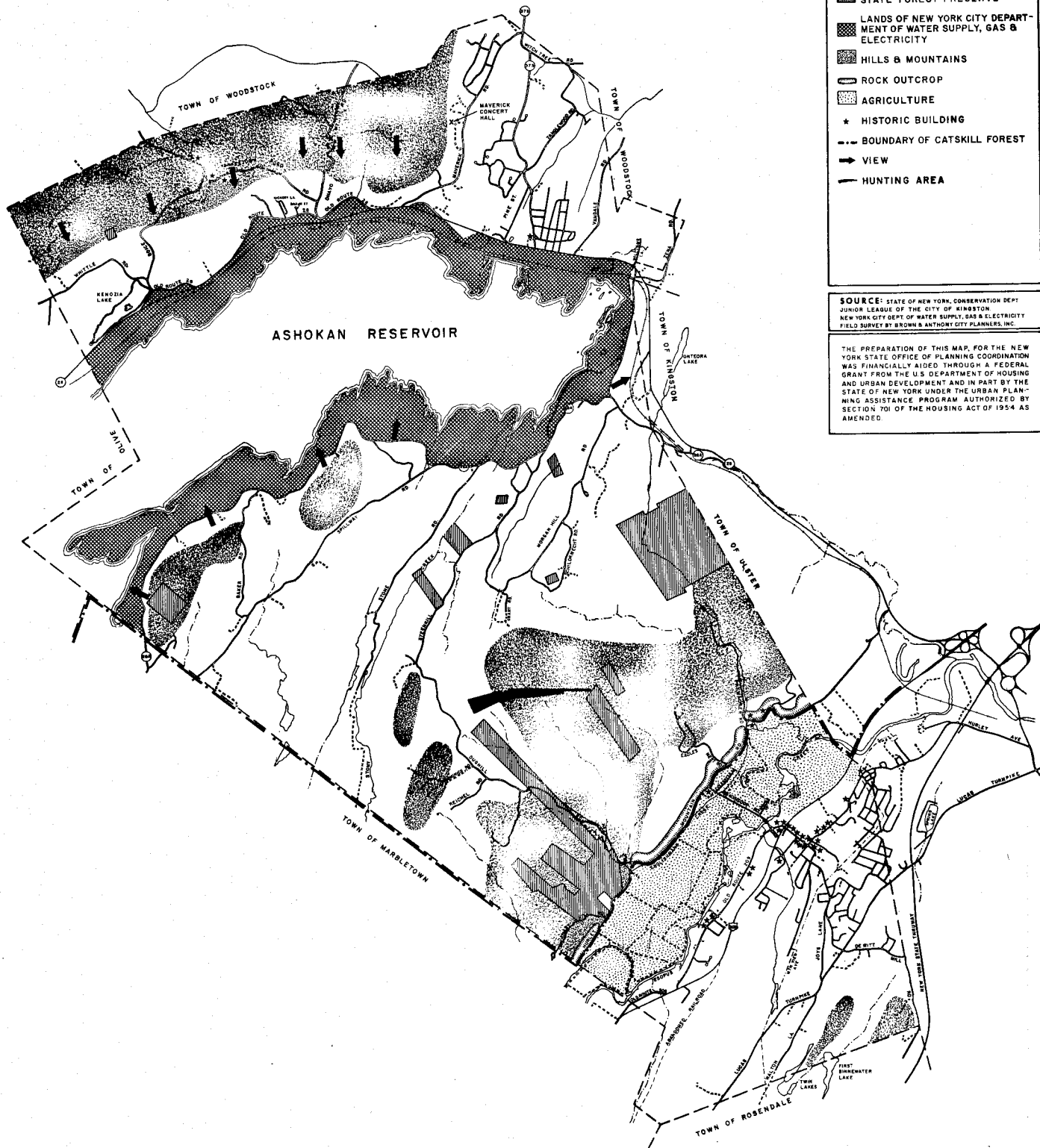
The Ohayo Mountains to the north of Route 28 form an impressive background to the reservoir. These mountains are wooded as is a predominant portion of the Town which adds to its esthetics. At the intersection of Route 28A and Steenkill Road a parking area is available to give motorists a view of the hilly, tree covered lands to the east.

Crop lands extend to the banks of the Esopus Creek. It is important that this Creek be protected against undesirable development and against pollution of its waters.

Immediately to the west of Hurley Mountain Road the land abruptly rises exposing rock slopes. At one point a waterfall is formed by a stream running from the west to its confluence with the Esopus Creek. Further to the west of Hurley Mountain Road, New York State has purchased several tracts which remain in their natural state. Dughill Road just west of its intersection with Hurley Mountain Road passes through one of these forest preserves which contains many evergreen trees which form a scenic drive.

All of the Town of Hurley except the area directly east of Hurley Mountain Road is within the Catskill Forest Preserve. However, a major portion of the land within the Catskill Forest Preserve is privately owned. Those areas owned by the State are shown on the Esthetic Characteristics Map.

The past heritage of the Town is reflected in 36 historical structures which front on Main Street just east of Route 209 and in other locations in the



LEGEND

- STATE FOREST PRESERVE
- LANDS OF NEW YORK CITY DEPARTMENT OF WATER SUPPLY, GAS & ELECTRICITY
- HILLS & MOUNTAINS
- ROCK OUTCROP
- AGRICULTURE
- HISTORIC BUILDING
- BOUNDARY OF CATSKILL FOREST
- VIEW
- HUNTING AREA

SOURCE: STATE OF NEW YORK, CONSERVATION DEPT.
JUNIOR LEAGUE OF THE CITY OF KINGSTON
NEW YORK CITY 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.

Town. The Main Street area is recognized as a "historic site" by the U. S. Department of Commerce and the 17 buildings fronting on Main Street and Old Route 209 near Main Street have been placed into a historic zoning district to preserve the character of this area.

One of the objectives of the Development Plan will be to preserve the esthetic appeal of the natural features of the Town as much as possible. This can be accomplished through large lot zoning (1 acre or larger) in areas which contain significant natural features, particularly the Ohayo Mountains and area of the Town west of the Esopus Creek and south of Route 28. Another reason for large lot zoning is the soil type and topographic problems which these areas present.

Both in the larger lot areas and smaller lot areas (2-3 families per acre) the cluster zoning technique can be used to preserve natural features and provide open space.

Finally, the Esopus Creek and its tributaries are assets to the Town in terms of esthetics and also in terms of storm drainage. Portions of the Esopus Creek should be preserved in public ownership for park and recreation use and public ownership, rights-of-way or easements should be obtained along streams particularly in the higher density areas to preserve their drainage function.

In summary, the physical setting of the Town provides a pleasing framework which must be preserved and used to advantage by future man-made developments.

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 and areas of steep slopes, which now form a pleasing part of the Town, will take on a more unique significance as an open space preserve as more and more land is developed. The preservation of these areas in their natural state will benefit both present and future generations.

TRAFFIC AND TRANSPORTATION ANALYSIS

As has been pointed out previously, the physical development of the Town of Hurley 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 Hurley and private.

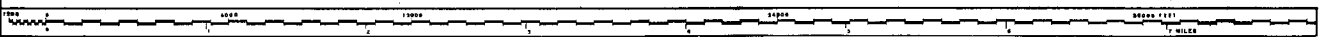
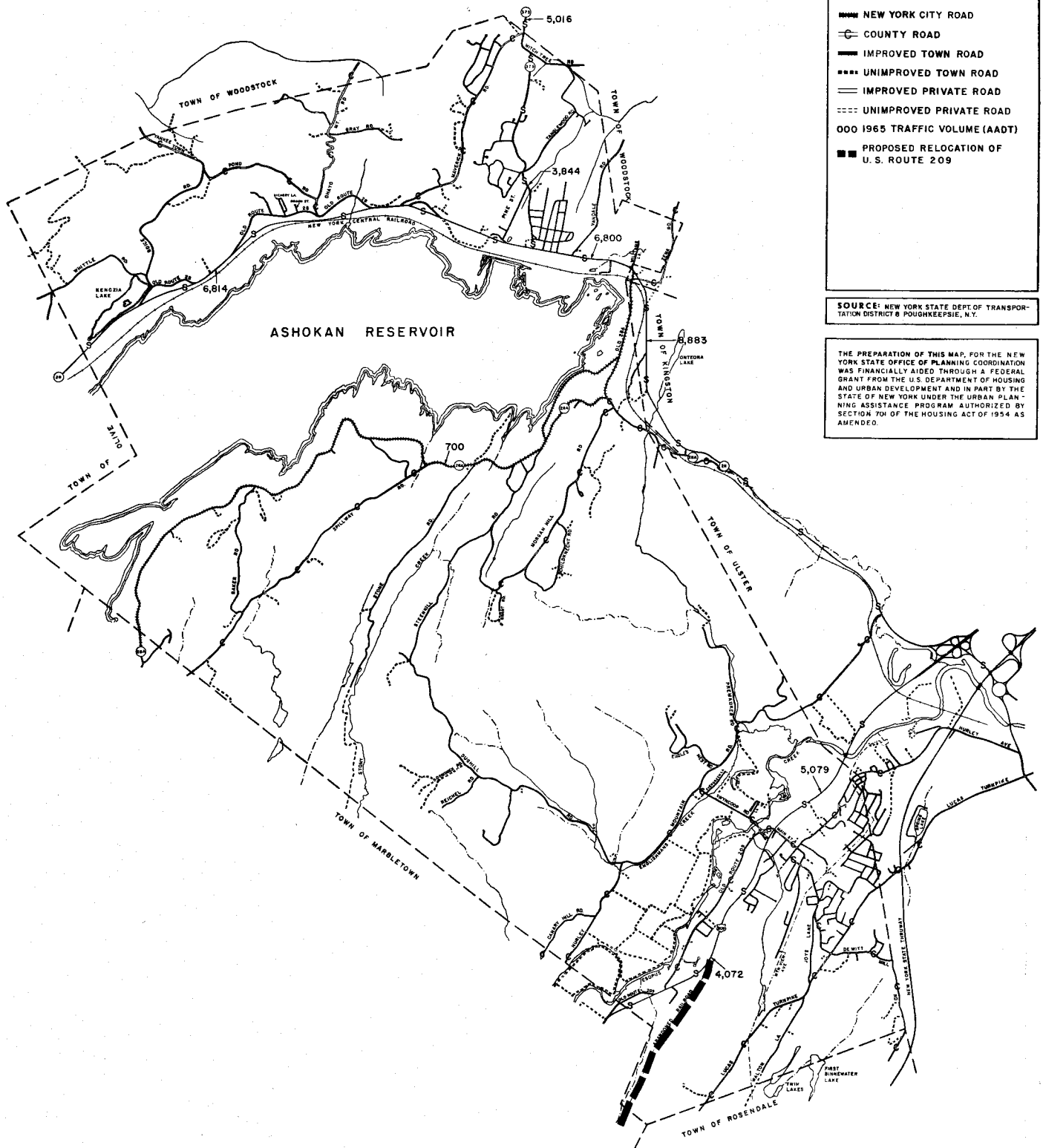
The total mileage of public roads is as follows:

State routes	12.57 miles
County roads	22.19 miles
Town	<u>44.72 miles</u>
Total	79.48 miles

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

The New York Thruway although not located in the Town of Hurley has an interchange in the Town of Ulster at Route 28. This interchange is also located very near to the Route 209 and Route 28 cloverleaf interchange.

State Route 209, a controlled access highway through the Town of Hurley, which runs in a general north-south direction has been relocated and improved to follow the abandoned New York, Ontario and Western Railroad. North of the New York Central Railroad in the Town of Ulster Route 209 is a 4 lane highway. South of the railroad and through the Town of Hurley it is 2 lanes but provision for widening to 4 lanes has been made by leaving extra space at the Main Street overpass. Further relocation of the southern portion of Route 209 following the right-of-way of the abandoned New York, Ontario and Western Railroad is proposed by the New York State Department of Transportation in the Town of Hurley. This proposal is shown on the Traffic and Transportation Map. The major problem posed by this further relocation of Route 209 is the need for an additional east-west crossing of this relocation in the Town of Hurley. This problem is discussed further in a later section of this report. Due to the fact that this proposed highway will be controlled access and has provision for widening to 4 lanes it can adequately handle future traffic volumes expected



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TOWN OF HURLEY
TOWN PLANNING BOARD

TRAFFIC & TRANSPORTATION MAP

BROWN & ANTHONY CITY PLANNERS, INC.

OCTOBER 1967

during the range of the Development Plan. 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 intersections.

To the north of Hurley Route 209 crosses the Hudson River via the Kingston Rhinecliff Bridge. South of Hurley Route 209 traverses Ulster County passing through Ellenville and south into Pennsylvania and the Pocono Mountain resorts.

State Route 28 from the Town leads to the New York Thruway interchange and the City of Kingston, a major shopping and employment center. To the west Route 28 proceeds toward the Catskill resorts and then in a northwesterly direction to Oneonta. Route 28 has been realigned in several locations in the Town of Hurley resulting in improved horizontal alignment and greater sight distances. East of its intersection with Route 375, Route 28 is 4 lanes and west of Route 275, Route 28 is 2 lanes.

State Route 375 begins at Route 28 in Hurley and extends northward to Route 212 in Woodstock. It is 2 lanes for its total length. This route is undoubtedly subject to seasonal fluctuations of traffic volumes so that the peak 24 hour period may well be considerably higher than 5,000 vehicles as shown on the next table. The master plan for the Town of Woodstock points out that Route 375 is often congested in the Town of Woodstock at the intersection of Route 375 and Route 212. The Woodstock Growth Plan proposes a "By-Pass Route" to relocate Route 375 west of its present alignment. This proposed route would start at Route 28 in Hurley and would join Route 212 at Bearsville. However, new residential development in Hurley make this proposed "By-Pass Route" through Hurley impractical.

State Route 28A in the Town of Hurley follows the south bank of the Ashokan Reservoir. It is two lanes throughout Hurley. 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. Route 28 and 28A together completely encircle the Ashokan Reservoir. Route 28A affords a scenic drive through Hurley.

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

The following table shows the 1964 and 1965 AADT (average annual daily traffic) for the State routes within Hurley. An AADT 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 had lower winter volumes and summer volumes much higher.

1964 and 1965 AADT on State Routes - Town of Hurley

<u>Route</u>	<u>Location</u>	<u>1964 AADT</u>	<u>1965 AADT</u>
209	north of Main Street	4,884	5,079
209	south of Main Street	3,200	4,072
28	Route 209 to 28A Stony Hollow	8,542	8,883
28	Route 28A Stony Hollow to Route 375	7,199	6,800
28	Route 375 to 28A Boiceville	6,544	6,814
375	Route 28 to Maverick Road	-	3,844
375	Maverick Road to 212	4,538	5,016
28A	Route 28 Stony Hollow to Route 213	-	700

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

The County roads within the Town are: Old Route 209, Wyncoop Road, DeWitt Mill Road, Lucas Turnpike, Hurley Mountain Road, Spillway Road, Morgan Hill Road from Route 28A to south of Grant Road, Zena Road, Maverick Road, Ohayo Mountain Road and Yankeetown Pond Road. These roads function as collector streets in the Town carrying intermunicipal traffic or carrying traffic from the local street system to the State highways.

Old Route 209 in Hurley has been de-emphasized since the relocation of Route 209. Along Main Street and Old Route 209 near Main Street are 17 historical buildings which since the relocation of Route 209 front on a lightly travelled street thus preserving the residential atmosphere. However, Main Street at the present is the only grade separated crossing of relocated Route 209 in the Town. Similarly, Wyncoop Road is the only crossing of the Esopus Creek between Route 28 and Old Tongore Road in Marbletown.

Although at the present time Route 209 can be crossed at grade in the area just south of Main Street, once Route 209 becomes 4 lanes with a median dividing strip, this at-grade crossing will no longer be possible. Should Wyncoop Road be blocked by a flood for example and/or should Main Street be blocked access from the eastern portion of the Town to the western portion and vice versa becomes circuitous. This situation is potentially dangerous. Thus it is important in the development of a circulation plan to give consideration to a second crossing of both the relocated portion of Route 209 and the Esopus Creek. A suitable site for such crossing is south of Main Street and Wyncoop Road.

The Town Roads have the principal function of providing access to individual properties and function to carry traffic to the collector streets and state highways.

The condition of major roads is good. As previously noted Route 28 and 209 have been relocated and improved. Several town roads were in need of resurfacing at the time of the land use survey (Nov. 1966).

The New York Central Railroad, Catskill Branch, passes through the Town of Hurley, entering the Town south of Route 28 and paralleling Route 28 on the north side of the Ashokan Reservoir. There are no stations or freight sidings in the Town. Except for the triangular area formed by Route 28A, old Route 28A and the Town of Hurley and Town of Kingston boundary, property on both sides of the Railroad in Hurley is owned by the New York City Department of Water Supply, Gas and Electricity.

Express bus service to Albany or New York City is available from the City of Kingston. The Kingston-Pine Hill Trailways runs buses on Routes 28, 28A and 375 in the Town of Hurley from Kingston to Woodstock, Phoenicia, Fleischmanns, Margaretville, Delhi, Oneonta and Cooperstown.* The Arrow Bus Lines, Lester Lines, Inc., and Eagle Bus Lines utilize Route 209 between Kingston and Ellenville. From the City of Kingston buses run to Saugerties, Poughkeepsie, New Paltz and Ellenville.

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

The only firm criteria readily available to establish the need for air transportation facilities is the National Airport Plan which lists forecasted

* Source: Ulster County Data Book, 1966

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.

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.

* 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

** 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)

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

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

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

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

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

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

* 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".

Economic Considerations

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

Even consideration of present economic conditions within the area for which Brown & Anthony City Planners, Inc. are preparing development plans (Towns of Hurley, Marbletown, Rochester, Wawarsing and the Town and Village of Rosendale) present a picture of limited industrial and commercial activity. The major industrial operation within this area is Channel Master, Inc.; however, a private airport to serve this industrial facility has been constructed in the Town of Wawarsing adjacent to the Sandburg Creek. Economic considerations for an airport must involve present and future resort activities, air taxi service, personal, recreational and instruction flying and the stimulation of industrial activities as a result of an airport on a County wide basis. Such a detailed study is beyond the scope of this report but some observations can be made.

- 1) The relocation of industry has been a significant factor in accounting for the continuing growth of business flying. To the extent that a community is otherwise attractive to an industry, air transportation may well be the critical factor which affects the choice of location.* However, this is not to say that the establishment of an airport by itself will attract more industry but only that an airport is one of the factors which certain industries consider before choosing a site for plant location.
- 2) A new Sullivan County airport is now under construction on a 300 acre site approximately midway between Monticello and Liberty. The airport will have a runway of 6,300 feet with expansion to 10,000 feet. One of the primary purposes of this airport is to attract new resort business.** This airport will be serviced by the Mohawk airlines jet

* 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

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.

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

Site and Feasibility

The proper approach to an airport in Ulster County is 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 Hurley 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 Hurley would not be as expensive, it would still involve a considerable sum of money. Therefore, airport sites have not been shown on the Hurley 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 Hurley 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. De-

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

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

pending 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).

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 airports shown on the National Airport Plan as sound capital investments for possible expenditures of Federal monies under the Federal-Aid Airport Program. This program will pay up to 50% of the project cost for public airport development. Privately owned airports, however, are not eligible for Federal assistance under the Federal-Aid Airport Program.

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

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

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

An airport can be beneficial to the resort industry of Ulster County and the availability of an airport is one of the factors which certain types of industries (primarily those in need 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.

COMMUNITY FACILITIES STUDY

School Facilities

The Town of Hurley is divided into three school districts: The Onteora Central School District, Kingston Consolidated School District and Hurley Common No. 6. Three schools are located in the Town--the West Hurley Elementary School (Onteora Central School District) south of Cedar Street in West Hurley, the Hurley Elementary School (Kingston Consolidated School District) south of Main Street and the Hurley No. 6 school located on Route 28A east of Spillway Road.

Enrollments in the Onteora Central School District for the years 1960, 1966, 1967 and an estimated enrollment by the Onteora Central School District for the year 1970 are as follows:

TABLE 2: ONTEORA CENTRAL SCHOOL DISTRICT
ENROLLMENTS 1960, 1966, 1967 & 1970 ESTIMATED

<u>Grade</u>	<u>1960</u>	<u>1966</u>	<u>1967</u>	<u>% Increase 1960-1967</u>	<u>Est. 1970</u>	<u>% Increase 1960-1970</u>
K	187	283	256			
1	210	251	283			
2	176	236	245			
3	218	256	235			
4	136	255	249			
5	158	241	249			
6	163	210	231			
K-6	1,248	1,732	1,748	40%	1,980	59%
7	176	240	219			
8	171	199	234			
9	145	210	208			
10	116	151	165			
11	62	144	167			
12	92	150	128			
7-12	762	1,094	1,121	47%	1,450	90%
K-12	2,010	2,826	2,869	43%	3,430	71%
Special	12	13	21		12	
TOTAL	2,022	2,839	2,890	43%	3,442	70%

Source: Onteora Central School District

Significant increases have taken place between 1960 and 1966 and 1967. Further increases are forecasted by 1970. All grade groups are forecasted to increase but the 10-12 age group is forecasted to increase by over 150% over the 1960 enrollments. This reflects the post war "baby boom" which has previously swelled the grade schools, but are now of high school age.

The Onteora High School which serves grades 7-12 is located in the Town of Olive. It is estimated that 800 of the 1967 enrollment of 2,869 in grades K-12 were from the Town of Hurley.

The West Hurley Elementary School was erected in 1964 and has a capacity of 590 pupils. Its enrollment in 1967 was 541. This school is located on a 32 acre site.

The 1967 Enrollments by grade at the West Hurley Elementary School are as follows:

TABLE 3: 1967 ENROLLMENTS, WEST HURLEY ELEMENTARY SCHOOL

<u>Grade</u>	<u>Enrollment</u>	<u>No. of Groups</u>
K	75	4 (2 classrooms)
1	95	4
2	78	3
3	70	3
4	68	3
5	82	3
6	73	3
Total K-6	541	23

Source: Onteora Central School District

The design of the West Hurley Elementary School allows for the addition of 10 more classrooms without major changes to the existing school plant. The recreation facilities at the school consist of a ballfield adjacent to the firehouse and a playground across the street from the firehouse. The policy of the Board of Education is to allow these recreation facilities to be used by neighborhood children during non-school hours. Consideration by school officials is being given to construction of new recreational facilities at the West Hurley Elementary School in the area of the site to the rear of the school building. *

*Source: Principal, West Hurley Elementary School, Onteora Central School District

TABLE NO. 4: KINGSTON CONSOLIDATED SCHOOL DISTRICT
ENROLLMENTS SINCE 1964-65 AND FORECAST TO 1974-75

Grade											% Increase 1964-65 to		
	1964- 1965	1965- 1966	1966- 1967	1967- 1968	1968- 1969	1969- 1970	1970- 1971	1971- 1972	1972- 1973	1973- 1974	1974- 1975	1969-70	1974-75
K	1,010	1,030	1,050	1,052	1,090	1,110	1,130	1,150	1,170	1,190	1,210		
1	832	848	865	916	899	916	932	949	966	983	1,000		
2	789	807	823	820	856	872	889	904	921	937	954		
3	748	789	807	828	839	856	872	889	904	921	937		
4	770	741	781	819	815	831	847	863	880	895	912		
5	730	770	741	746	799	815	831	847	863	880	895		
6	717	730	770	752	781	799	815	831	847	863	880		
7	707	717	730	741	741	781	799	815	831	847	863		
8	689	707	717	730	770	741	781	799	815	831	847		
9	741	792	813	781	840	886	852	898	919	937	956		
10	720	701	752	774	788	805	851	821	868	891	909		
11	657	684	666	714	735	749	765	808	780	825	846		
12	626	599	625	614	657	678	694	711	753	729	771		
Special	205	220	235	219	265	280	295	310	325	340	355		
K-6	5,596	5,715	5,837	5,933	6,079	6,299	6,316	6,433	6,551	6,669	6,788	13%	21%
7-9	2,137	2,216	2,260	2,252	2,351	2,408	2,432	2,512	2,565	2,615	2,666	13%	25%
10-12	2,003	1,984	2,043	2,105	2,180	2,232	2,310	2,340	2,401	2,445	2,526	11%	26%
K-12 plus Special	9,941	10135	10375	10509	10875	11119	11353	11595	11842	12069	12335	12%	24%

Source: Kingston Consolidated School District

Enrollments in the total Kingston Consolidated School District since 1960 and a forecast by the Kingston Consolidated School District are as shown on Table 4.

Significant increases are forecasted for the Kingston Consolidated School District. The total K-12 is forecasted to increase significantly by 1975. Grades 10-12 show the most significant forecasted growth increase of 26% between 1964-65 and 1974-75.

The following table indicates the enrollment at the Hurley Elementary School for the period ending October 7, 1960, October 28, 1966 and September 18, 1967.

TABLE 5: ENROLLMENT AT HURLEY ELEMENTARY SCHOOL
1960, 1966 & 1967

<u>Grade</u>	<u>1960</u>	<u>1966</u>	<u>1967</u>
K	90	102	96
1	74	88	99
2	60	100	85
3	71	66	93
4	67	78	76
5	57	73	72
6	<u>34</u>	<u>57</u>	<u> </u>
Total	453	564	521

Source: Kingston Consolidated School District

In 1967 school children from Hurley in grade 6 began attending the Edson School on Merlina Avenue in the City of Kingston.

In addition there are an estimated 350 grade 7-12 students in the Kingston Consolidated School District from the Town of Hurley.

The Hurley Elementary School was erected in 1955 with additions in 1960 and is located on a 3 3/4 acre site. It is presently operating at capacity. Due to the site size limitation further additions to the Hurley Elementary School are not contemplated. Instead increased enrollments from Hurley will be accommodated by the Edson School located in the City of Kingston. Children in the Town of Hurley including K-6 enrollments generally from

the Rolling Meadows and Elmendorf subdivisions will be transported to the Edson School. This solution will serve the needs for the short range future but if enrollments continue to increase an additional elementary school serving grades K-6 will be needed. Two elementary schools are in the planning stage in the Kingston Consolidated School District. One is proposed for the Rifton section of the Town of Esopus and another for the Zena section of Woodstock.

There are two junior high schools serving grades 7-9 and a high school serving grades 10-12 all located in the City of Kingston. In addition a new junior high school has been constructed in Lake Katrine.

The Hurley Common School District No. 6 (Boulevard School) had an enrollment of 18 pupils in 1960, increased to 19 pupils by 1966. This school serves grades K-6 and all of the enrollment is from the Town of Hurley. The school building contains two rooms and was originally constructed in 1913.

The Hurley elementary school is centrally located to serve the Hurley section of the Town. However, this school is located on a small site (3 3/4 acres) which does not allow for expansion of the school building or adequate recreation facilities. Conversely, the West Hurley elementary school is located on a large site (32 acres) which allows for expansion. This school is conveniently located to service the existing development and areas of potential development is West Hurley.

Ulster County Community College

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

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

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

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

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

Public Recreation Facilities

The inventory of public park and recreation facilities in Hurley is limited to the Hurley and West Hurley elementary schools which have playground areas adjacent to the school buildings.

The State of New York owns several parcels of land as part of the Catskill Forest Preserve in Hurley as shown on the Esthetic Characteristics Map. These areas are in their natural state.

The open areas of Ulster County presently provide recreation areas in terms of hiking, horseback riding, scenic drives, hunting and fishing, etc. Hunting areas are posted in the western portion of the Town of Hurley and the Ashokan Reservoir and Esopus Creek provide fishing.

At the present time there is a lack of public recreation space. However, to some extent this lack is made up by the relatively undeveloped nature of the Town.

Children and adults can still hike through the woods, camp, picnic and organize baseball and football games on land that is undeveloped. However, this situation will not remain static. As more developments take place less and less accessible open space will be available. Also as

more developments take place the population will increase and the demand for "active" and "passive" facilities will increase. Active facilities include ball fields, playgrounds, tennis courts, etc. where recreation activity is physical. Passive facilities are park areas which should utilize a natural area for picnicking, walking, horseback riding and where a visual relief from man made environment can be enjoyed. The planning proposals should include an adequate allotment of land for both active and passive recreation for both present and future generations. 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. "

Public and Administrative Facilities

The Town of Hurley at the present time has no building which serves as Town offices and Town meeting hall. The library on Main Street is used for meeting of boards but for public hearings the school facilities are used in order to meet space demands. The Town Clerk's office is in his home on Russell Road.

The Town Highway Department and Town Dump are located on Steenkill Road. The site is composed of 11.8 acres. The Highway Department and Town Dump are located in a relatively undeveloped section of Town and vacant tracts of land abut the Highway Department and Dump site. Steenkill Road and Dug Hill Road provide access to both the Hurley and West Hurley sections of the Town.

The Town of Hurley is served by two Fire Districts. The Hurley Fire District serves the area of the Town generally east of Hurley Mountain Road. The fire station for this district is centrally located in the district near the intersection of Route 209 and Wyncoop Road. The remainder of the Town is served by the West Hurley Fire District with fire stations located in Ohayo Mountain Road north of the intersection with Yankeetown Pond Road, in West Hurley at the intersection of Cedar Street and Wall Street and south of the Ashokan Reservoir on Spillway Road near the Route 28A intersection. All of the closely developed sections of the Town (hamlets of Hurley and West Hurley) are within 2 miles of a fire station and practically all other areas of the Town are within 2 miles of a fire station. The optimum 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 Hurley Library is located on Main Street and contains 2,500 volumes. The West Hurley library is located on Route 28 and contains 6,000 volumes. Both are members 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.**

Three post offices are located in the Town; one in Glenford on old Route 28, another in West Hurley on Route 28 and the third in Hurley on Main Street.

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

Six churches are located in the Town of Hurley.

The major community facilities problem in Hurley is the lack of a Town Hall or Town offices. The Town of Hurley has grown to be one of the larger municipalities in the County of Ulster. Only the City of Kingston and Saugerties and the Towns of Lloyd, Esopus and Ulster are larger. The Development Plan for the Town should consider a site for future Town offices and consider its cost as part of a capital improvement program.

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

** Ulster County Data Book, 1966

Summary and Conclusions

The design of the West Hurley elementary school allows for addition of 10 more classrooms without major changes to the existing school plant.

The Hurley elementary school is operating at capacity and K-6 children from the Rolling Meadows and Elmendorf subdivisions will attend the Edson School in the City of Kingston. This solution to overcrowding will serve the needs of the short range future, but continued enrollment increases will necessitate another elementary school in the Kingston Consolidated School District.

Public recreation facilities are limited. There is a need for active recreation facilities in terms of ballfields and playgrounds and this need will increase as the population increases.

As the Town increases in population more personnel, boards and agencies will be needed to administer Town business and as this happens consideration will have to be given to a Town Hall to serve as office space for Town officials and employees and to provide meeting space for boards and agencies.

PUBLIC UTILITIES AND SERVICES

In terms of utilities a portion of the Town of Hurley is served by 5 private water companies. There is no sanitary sewer system within the Town. The Town is served by the Central Hudson Gas and Electric Company and by the New York Bell Telephone Company.

Of the five private water companies in the Town of Hurley 3 are located in the area of Town east of Route 209 being the Hurley Water Company, Elmen-dorf Water Company and Rolling Meadows Water Company. The areas and sizes of mains are shown on the Water Distribution Map. The Hurley Water Company is composed of main sizes ranging in sizes from 1 1/4" to 6". The Elmendorf and Rolling Meadows Water Companies are primarily composed of 4" and 6" mains. The small main sizes in the Hurley Water Company have been the obstacle to consolidating these three companies into one district. These small mains will have to be replaced with larger mains in order to have adequate pressure and to supply an expanded area.

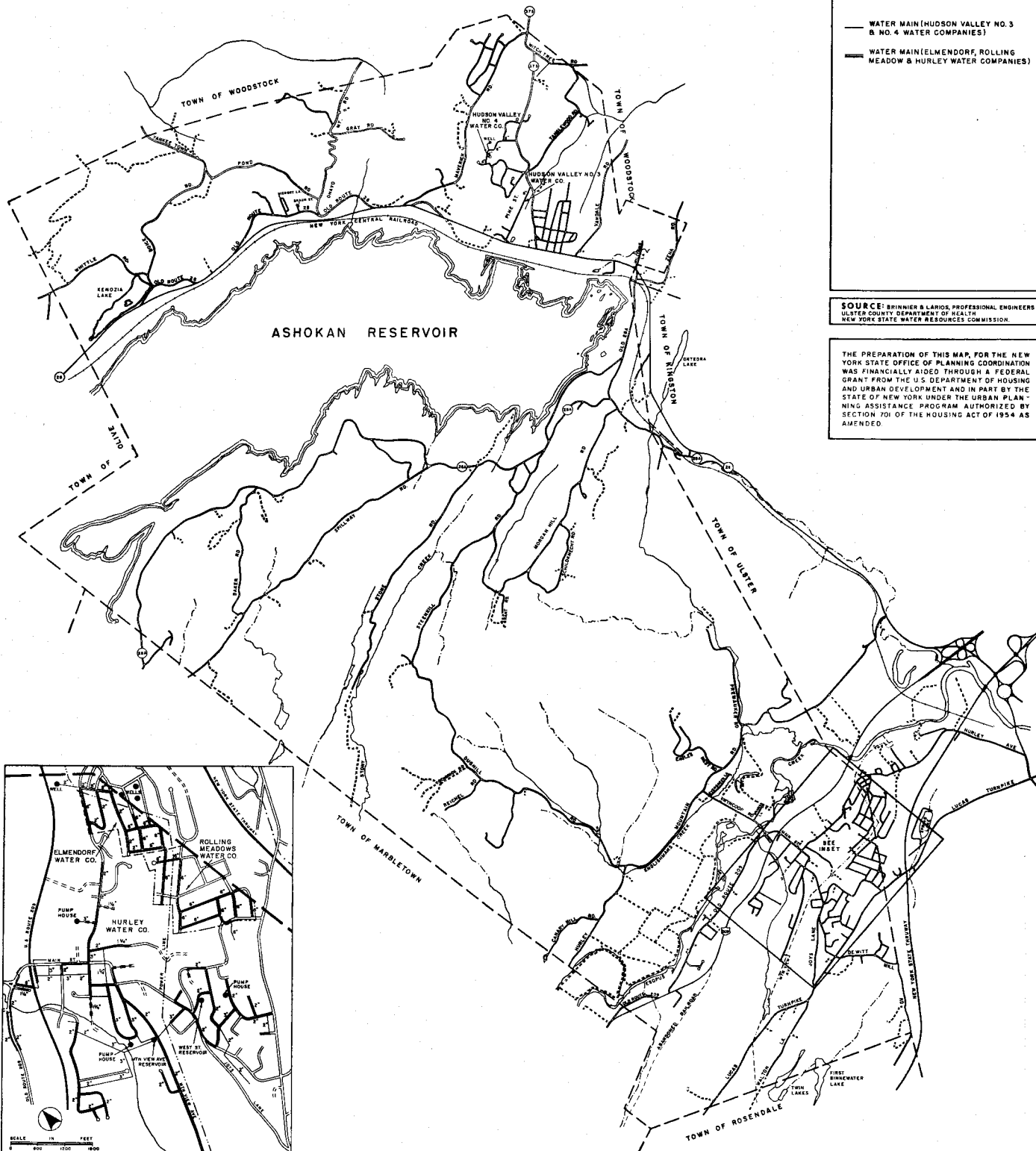
Two other areas of the Town north of Route 28 are served by private water companies being Pine Street served by the Hudson Valley Water Company #3 and a portion of the Hurley Ridge subdivision between Route 375 and Maverick Road is served by the Hudson Valley Water Company #4.

The source of water for all of these companies is wells.

All sewage disposal in the Town is handled by on-lot disposal. In areas of the Town where lot sizes are large (1/2 - 1 acre and larger) and are likely to remain so, individual wells and septic tanks are adequate and will continue to be adequate. A large lot size is needed to permit healthful operation of both well and septic tank and to provide space for the relocation of the septic tank if necessary in the future.

In areas of more intensive development (either existing or contemplated), individual wells and septic tanks can cause problems: a) as pollution of the soil takes place and as needed maintenance of the septic tank increases and b) 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 installations under even the most favorable conditions.* This is particularly true of areas of more intensive development.

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



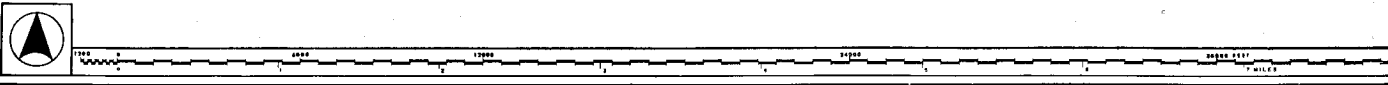
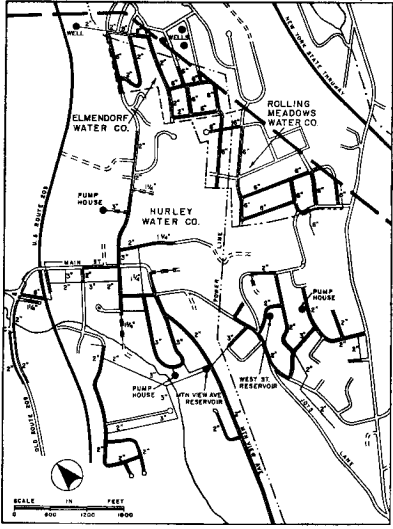
LEGEND

— WATER MAIN (HUDSON VALLEY NO. 3 & NO. 4 WATER COMPANIES)

— WATER MAIN (ELMENDORF, ROLLING MEADOWS & HURLEY WATER COMPANIES)

SOURCE: SPINNIER & LAROS, PROFESSIONAL ENGINEERS
 ULSTER COUNTY DEPARTMENT OF HEALTH
 NEW YORK STATE WATER RESOURCES COMMISSION

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 101 OF THE HOUSING ACT OF 1954 AS AMENDED



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

A site for the disposal of refuse is provided by the Town adjacent to the Town Highway Department on Steenkill Road. The Town of Hurley does not provide a refuse collection service, however, private collectors within the Town may dispose of their refuse at the Town Dump. Both open dumping and open burning are now prohibited by State regulation. 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. Part of the Public Utilities and Services Plan section of the Development Plan report will make recommendations for new or modified refuse disposal procedures.

In terms of the implication of the existence or absence of utilities for planning, electric and telephone service can be extended to practically any section of the Town. However, 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-site facilities will be located not only because of the remoteness of the site but also because of the rock conditions in the area which will make installations of utilities very expensive particularly sewers where gravity flow is important, a lot size sufficient to accommodate individual on site facilities must be provided. 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 water systems. Thus consideration of the location of drainage basin boundaries within which an economical gravity flow system can be utilized are of importance. It should also be noted that the installations of utilities can be made the responsibility of the developer of the subdivision.

POPULATION ANALYSIS
AND FORECAST

POPULATION ANALYSIS AND FORECAST

Population History

The population of the Town of Hurley has increased consistently since 1930. Between 1930 and 1950 the population increased numerically by less than 500 persons per decade. However, between 1950 and 1960 the population increased from 1,980 to 4,526--an increase of approximately 130%. This rate of growth was 4.6 times higher than the rate of growth of Ulster County and approximately 10 times higher than the rate of growth of New York State.

The adjacent Town of Ulster which separates the Town of Hurley from the City of Kingston increased in population from 4,411 in 1950 to 8,448 in 1960. This represents an increase of approximately 90%.

This increase in population in both the Town of Hurley and the Town of Ulster is attributable to the suburban growth of both Towns due to their geographic proximity to the City of Kingston.

The 1965 population of the Town of Hurley was 6,135. This represents an increase of approximately 35% in 5 years.

The following table shows the population history of the Town of Hurley since 1930:

TABLE 1: POPULATION HISTORY, TOWN OF HURLEY

<u>Year</u>	<u>Population</u>	<u>Percent Change</u>
1930	1,168	
		+ 31.0%
1940	1,530	
		+ 29.4%
1950	1,980	
		+128.6%
1960	4,526	
		+ 35.6%
1965*	6,135	

* special census by U. S. Bureau of the Census

Source: U. S. Census of Population

TABLE 2:

POPULATION CHANGE, TOWN OF HURLEY,
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					
HURLEY	1,530	1,980	+29.4	4,526	+128.6
Ulster*	3,993	4,411	+10.5	8,448	+ 91.5
Rosendale**	2,548	2,950	+15.8	4,228	+ 43.3
Olive	1,320	1,463	+10.8	1,999	+ 36.6
Woodstock	1,983	2,271	+14.5	3,836	+ 68.9
Marbletown	2,543	2,364	- 7.0	3,191	+ 35.0
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
New York State	13.5 mil.	14.8 mil.	+10.0	16.8 mil.	+ 13.2

* includes Lincoln Park

** includes Village and Town of Rosendale

Source: U. S. Census of Population

The above table indicates that the rate of growth of the Town of Hurley has consistently been higher than the neighboring communities, the City of Kingston, Ulster County and the State of New York. Numerically, the increase between 1950 and 1960 was exceeded only by the Town of Ulster when comparing the Town of Hurley to adjacent communities.

Age and Sex Distribution

The following table shows a comparison of age groupings for the Town of Hurley and Ulster County for 1960:

TABLE 3:

AGE GROUP DISTRIBUTION TOWN OF HURLEY
COMPARED TO ULSTER COUNTY

	<u>Town of Hurley</u>		<u>Ulster County</u>	
	<u>1960</u>		<u>1950</u>	<u>1960</u>
	<u>Number</u>	<u>%</u>	<u>%</u>	<u>%</u>
Under 5	673	14.9	8.7	10.8
5-14	896	19.8	13.7	17.9
15-24	347	7.6	13.3	12.1
25-34	824	18.2	13.6	13.2
35-44	597	13.2	14.2	12.5
45-54	448	9.9	13.1	11.6
55-64	393	8.7	11.5	9.8
65 & over	348	7.7	11.9	12.1
Total	4,526	100.0	100.0	100.0

Source: U. S. Census of Population

The above table shows significant differences in age groupings between the Town of Hurley and Ulster County in 1960. A much higher percentage of the total population of the Town of Hurley is in the under 5 and 5-14 age groupings which comprise the pre-school and a major portion of the school age population. Similarly a much higher percentage of the total population of the Town of Hurley is in the 25-34 and 35-44 age groups. 31.4% of the population of Hurley in 1960 was between the ages of 25-44 compared to 25.7% for Ulster County.

All other age groups for the Town of Hurley and particularly the 15-24 and 65 and over age groups are a lesser percentage of the total population when compared to Ulster County.

The Town of Hurley has the population characteristics of a suburban community and is composed of young and middle aged families with school age children and particularly pre-school age children. (Note that the age group, under 5, was approximately 15% of the total population in 1960.)

TABLE 4: AGE AND SEX DISTRIBUTION OF TOTAL POPULATION - TOWN OF HURLEY 1950 and 1960

	Town of Hurley			
	1950		1960	
	Number	%	Number	%
Under 15	444	22.4	1,569	34.7
15-24	227	11.5	347	7.6
25-54	809	40.8	1,869	41.3
55-64	249	12.6	393	8.7
65 & over	251	12.7	348	7.7
Total	1,980	100.0	4,526	100.0

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

Table 4 again reflects the growth between 1950 and 1960 in the number of pre-school and school age persons and persons in the 25-54 age group. However, as shown by Table 3 a major portion of the persons in the 25-54 age group are between the ages of 25-44.

TABLE 5: AGE AND SEX DISTRIBUTION, TOWN OF HURLEY 1960

	Total Population		Males		Females	
	Number	%	Number	%	Number	%
Under 5	673	14.9	370	16.0	303	13.7
5-14	896	19.8	483	20.9	413	18.7
15-24	347	7.6	172	7.4	175	7.9
25-34	824	18.2	381	16.5	443	20.0
35-44	597	13.2	312	13.5	285	12.9
45-54	448	9.9	226	9.8	222	10.0
55-64	393	8.7	196	8.5	197	8.9
65 & over	348	7.7	172	7.4	176	7.9
Total	4,526	100.0	2,312	100.0	2,214	100.0

Source: U. S. Census of Population

The Town as a whole has a larger number of males than females: 51.1% - 48.9%. Both the age groups of under 5 and 5-14 are characterized by a higher proportion of males; while the age group 25-34 has a higher proportion of females.

Natural Increase and Net In-Migration

The population of a community can grow in two ways: through natural increase--the excess of birth 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 571 births to residents and 303 deaths of residents resulting in a natural increase of 268. Between 1950 and 1960 the total population of the Town increased by 2,546. Subtracting the natural increase from the total population increase results in 2,278 persons which was the net in-migration. Natural increase accounted for 10.5% of the population increase between 1950 and 1960 while the net in-migration accounted for 89.5%. This pattern was different from the County as a whole where natural increase accounted for one-third of the population increase.

The relationship between natural increase and net in-migration points out the rapid suburbanization of the Town which is taking place.

TABLE 6:

NATURAL INCREASE, TOWN OF HURLEY
1950-1966

<u>Year</u>	<u>Resident Births</u>	<u>Resident Deaths</u>	<u>Net Gain</u>
1950*	29	19	10
1951	26	31	-5
1952	44	27	17
1953	38	36	2
1954	36	34	2
1955	37	20	17
1956	56	30	26
1957	83	34	49
1958	98	33	65
1959	93	30	63
1960*	31	9	22
Total 1950-1960	571	303	268
1960 remainder*	95	29	66
1961	140	33	107
1962	92	33	59
1963	101	32	69
1964	99	31	68
1965	98	43	55
1966	107	42	65

* Census figures are as of April 1 of the census year and natural increase figures are for the calendar year. Therefore the 1950 figures were adjusted to 3/4's of that years total and the 1960 figures were adjusted to 1/4 of the year's total.

Source: New York State Department of Health

TABLE 7:

NATURAL INCREASE AND NET IN-MIGRATION,
TOWN OF HURLEY 1950-1960

Population	1960	4,526	
	1950	1,980	
Change 1950-1960		2,546	100.0%
Natural Increase		268	10.5%
Net In-Migration		2,278	89.5%

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 Hurley, adjacent communities, Ulster County and the State of New York.

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

	<u>Population in Household</u>	<u>Persons Per Household</u>
Town of		
HURLEY	4,526	3.38
Ulster*	8,425	3.40
Rosendale**	4,179	3.17
Olive	1,992	2.96
Woodstock	3,820	2.86
Marbletown	3,175	3.09
City of Kingston	28,496	2.97
Ulster County	113,976	3.16
New York State	16.3 mil.	3.11
* includes Lincoln Park	** includes Village and Town of Rosendale	

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

The number of persons per household for the Town of Hurley is exceeded in the above table only by the Town of Ulster. As mentioned previously, the Town of Hurley and Town of Ulster have experienced similar population growth between 1950 and 1960. This relatively high figure of number of persons per household for the Town of Hurley reflects the high percentage of pre-school and school age children previously discussed. Typically, the household size of suburban communities is larger than urban or rural communities. Note the lower household size for the City of Kingston and Ulster County as a whole.

Length of Residence

The following tables indicate the changes which have taken place in the Town of Hurley between 1950 and 1960 and reflects the trend of suburbanization.

TABLE 9: YEAR MOVED IN TOWN OF HURLEY

<u>Year Moved Into</u>	<u>Percent of Total Housing Units</u>		
	<u>Town of Hurley</u>		<u>Ulster County</u>
	<u>Number</u>	<u>%</u>	<u>%</u>
1954 - March 1960	791	59.0	50.5
1940 - 1953	418	31.2	30.5
1939 or earlier	<u>132</u>	9.8	19.0
Total Occupied Housing Units	1,341		

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

TABLE 10:

YEAR STRUCTURE BUILT - TOWN OF HURLEY

<u>Year Structure Built</u>	<u>Percent of Total Housing Units</u>		
	<u>Town of Hurley</u>		<u>Ulster County</u>
	<u>Number</u>	<u>%</u>	<u>%</u>
1950 - March 1960	739	44.3	23.8
1940 - 1949	225	13.5	13.3
1939 or earlier	<u>704</u>	42.2	62.9
Total Housing Units (1960)	1,668		

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

59% of the families residing in the Town of Hurley in 1960 moved into their residence between 1954 and March 1960. Some of these families, of course, moved into housing units formerly occupied by other families as evidenced by the fact that approximately 45% of all housing units existing in the Town of Hurley in 1960 were constructed between 1950 and 1960. However, the percentage of all housing units constructed in the Town of Hurley between 1950 and 1960 significantly exceeds the comparable figure of 23.8% for Ulster County.

Estimate of Current Population

The January 1, 1967 estimate of current population was 6,635. The current estimate was made by counting the occupied housing units in the Town as shown on the existing land use map and multiplying by 3.4 persons per occupied housing unit.

Seasonal Fluctuation of Population

The population of the Town is subject to some fluctuation due to seasonal influx. The land use survey found that 35 seasonal dwelling units exist in the Town. When these are occupied in the summer the population increases by 100-125 persons. In addition there are three resort lodges and the Twin Lake Mountain House which when occupied in the summer probably add several hundred more people.

The seasonal influx of population to the Town of Hurley is not great, being less than 500 persons. The estimated influx during the summer months is 300-400 persons when the resorts are operating at or near capacity.

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. Population in the Town is concentrated at the hamlets of Hurley and West Hurley. New residential developments have taken place at both of these hamlets. The area of the Town west of Route 209 and south of Route 28 is relatively sparsely developed.

Summary

The Town of Hurley has grown from a population of approximately 2,000 persons in 1950 to over 6,100 persons in 1965. This rapid population increase, resulting primarily from net in-migration, has changed the population characteristics of the Town from rural to suburban. A majority of the persons residing in the Town are young and middle-aged couples with school age and pre-school age children. The large number of children per family has caused the number of persons per household to be one of the largest in Ulster County. The percentage of families who have moved to their 1960 residence in the Town between 1954 and March 1960 exceeds the comparable percentage for Ulster County and the percentage of all housing units constructed between 1950 and 1960 in the Town exceeds by almost two times the comparable percentage for Ulster County.

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 11: POPULATION HISTORY & 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 Counties, 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 102,568 persons. The forecasted growth trend by 5 year increment is as follows:

TABLE 12: POPULATION INCREASES, 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 13:

COMPONENTS OF POPULATION INCREASE, ULSTER
COUNTY 1960 - 1995

<u>Year</u>	<u>Population</u>	<u>Numerical Increase</u>	<u>Net- 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 13 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 14:

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 14 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 relationship 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 relationships plus assumptions concerning the future form the basis for a population forecast for the combined 5 Towns and Village.

TABLE 15: 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-village and inmates of the Catskill Reformatory

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

Source: U. S. Census of Population

Table 15 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 15 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 increases of the 5 Towns and Village and the population increases of Ulster County between 1930 and 1965.

TABLE 16: 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 Increase of 5 Towns & Village as a % of Numeri- cal Increase of Ulster County</u>
1930	80,155		11,122		
		6,862		2,260	32.9
1940	87,017		13,382		
		5,604		1,125	20.1
1950	92,621		14,507		
		26,183		5,675	21.7
1960	118,804		20,182		
		16,424		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 16 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 5 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, 180 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 5 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 17:

POPULATION FORECAST 5 TOWNS AND VILLAGE
COMBINED

Year	Ulster County	Numer- ical In- crease	Population of 5 Towns and Village	Popula- tion 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			1,125	20.1
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		23,730	17.5		
		23,968			6,250- 8,250	
1975	159,196		30,000-32,000	19-20		Range
		27,970			7,000-10,000	of
1985	187,166		37,000-42,000	20-22		25%
		34,206			8,500, 12,000	to
1995	221,372		45,500-54,000	20-24		35%
		18,628			4,500- 7,000	
2000	240,000*		50,000-61,000	21-25		

* projection 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., Buf-
falo, , N. Y.

The following forecast for the Town of Hurley is based upon the forecast for Ulster County and the combined 5 Towns and Village. Consideration is given to the fact that the Town of Hurley is situated closer to the New York Thruway and the City of Kingston than the other 4 Towns and Village and is expected to receive larger population increases than the other Towns and Village except the Town of Wawarsing. The forecast is also based upon regional considerations such as the location of the Town between the New York Metropolitan area and the Albany Troy Schenectady area, and State considerations including the location of the Town in the New York Thruway corridor and near the Hudson River corridor in which a major portion of the growth of New York State is expected.

Also considered in the preparation of the population forecast were planning and zoning policies of the Town of Hurley and adjacent municipalities and the fact that land suitable for development in the Town of Hurley and adjacent municipalities is available.

TABLE 18: POPULATION FORECAST TOWN OF HURLEY

<u>Year</u>	<u>Population</u>
1930	1,168
1940	1,530
1950	1,980
1960	4,526
1965	6,135
1975	7,800- 8,300
1985	9,600-10,800
1995	11,800-13,800
2000	13,000-15,700

Source: 1930, 1940, 1950, 1960 U.S. Census of Population, 1965
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.

POPULATION

FORECAST

10

POPULATION

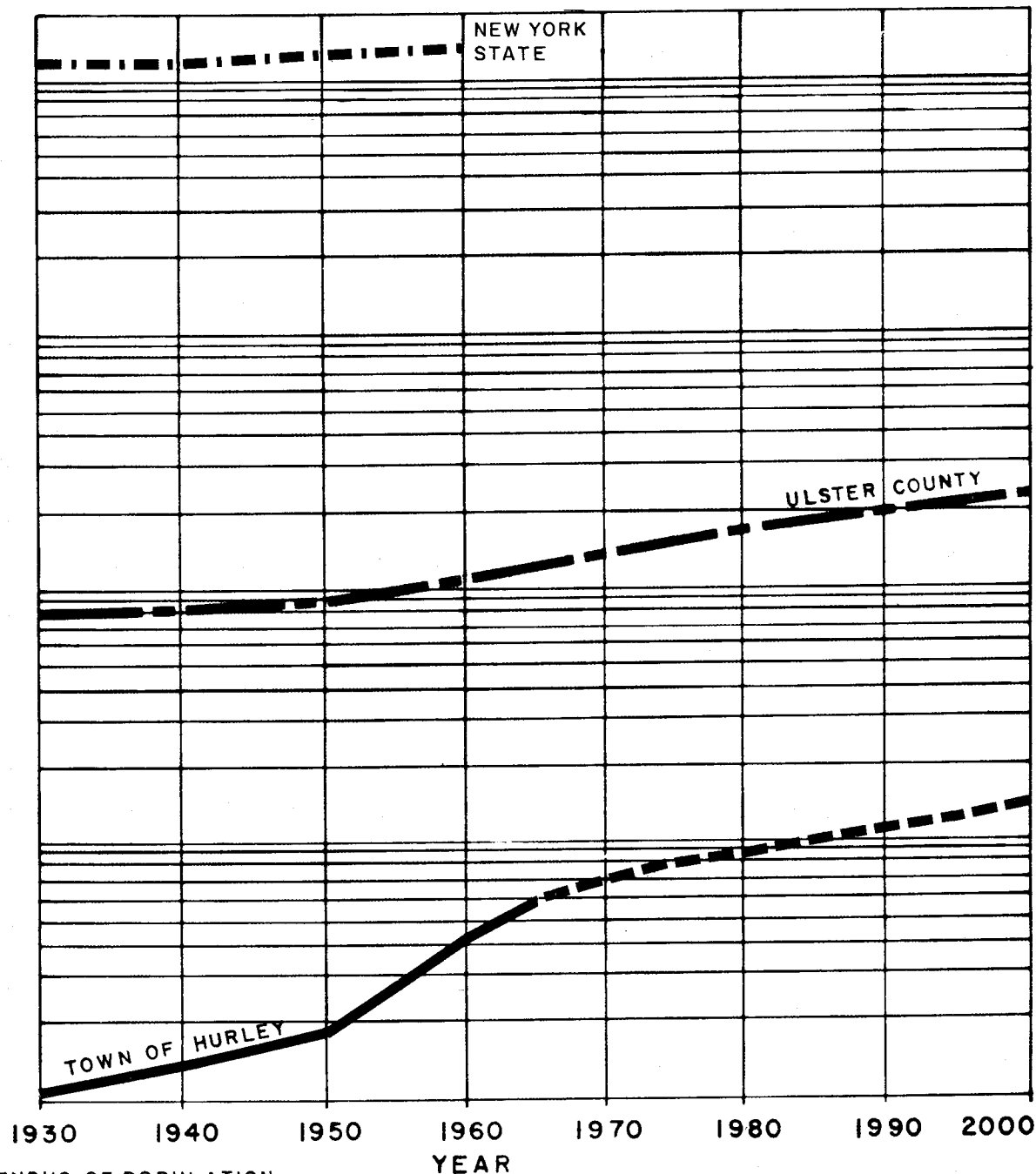
10,000,000

1,000,000

100,000

10,000

1,000



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

TOWN OF HURLEY
TOWN PLANNING BOARD

BROWN & ANTHONY
CITY PLANNERS INC.

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 Hurley. 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 Hurley is located in the center of the Mid-Hudson Area. The region is defined by the New York State Department of Commerce as the seven counties of Columbia, Dutchess, Green, Orange, Putnam, Sullivan and Ulster. The study 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 1964.

Agriculture continues to be an important segment of the economy of 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, Shawangunk 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 percent for the Mid-Hudson Area and 60 percent for Ulster County.

Labor Force

The labor force is defined as the total number of persons 14 years and older who are employed or actively seeking employment. In 1960 the labor force was 1,650 of the total population of 4,526. The labor force participation rate--the percentage of the total population 14 years old and over who are in the labor force--was 54.7%. This compares with 53.7% for Ulster County, 52.9% for the Mid-Hudson Area* and 56.5% for New York State.

The composition of the labor force, however, differs from the norm. Females accounted for only 25.7% of the labor force as contrasted with 32.2% for Ulster County, 32.9% for the Mid-Hudson Area and 34.5% for New York State. The reason for this could very well be that the family income in the Town of Hurley is sufficiently high (Hurley has the highest median family income in Ulster County, see Table 5) that wives do not have to work plus the fact that families have a high percentage of children and in these cases wives normally would not work. The Town of Hurley also had a much larger percentage (85.0%) of the total males 14 years old and over in the labor force when compared with Ulster County figures of 70.2% and New York State figure of 77.3%. This reflects the age group distribution of the population previously described. In 1960 a much smaller percentage of the total male population (14.8%) was in the age groups, 15-24 and 65 and over when compared with Ulster County of 23.6% and New York State of 21.5%. These are the age groups which include males generally not in the labor force.

* includes Columbia, Dutchess, Greene, Orange, Putnam, Sullivan and Ulster Counties.

The unemployment rate for the Town of Hurley was 4.5% in 1960. This 4.5% compares to 6.0% for Ulster County, 5.5% for the Mid-Hudson Area and 5.2% for New York State. The higher unemployment rate for Ulster County had resulted in part from a general decline in the manufacture of apparel and related products.

TABLE 1: LABOR FORCE 1960, TOWN OF HURLEY

Total Population 14 years old and over	3,019
In Labor Force	1,650
% in Labor Force	54.7%
Total Males 14 years old and over	1,489
In Labor Force	1,266
% in Labor Force	85.0%
Total Females 14 years old and over	1,530
In Labor Force	424
% in Labor Force	27.7%
Total Employed Workers	1,575
Unemployed Workers	75
Unemployment Rate	4.5%
% of Females in total labor force	25.7%

Source: Business Fact Book, 1963, Mid-Hudson Area, Part 2, N. Y. S.
Department of Commerce

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

	<u>Town of Hurley</u>	<u>Ulster County</u>	<u>New York State</u>
Professional, Technical	18.0%	13.9%	12.5%
Farmers, Farm Managers	0.8	2.6	0.9
Officials, Proprietors (excl. farm)	13.0	8.7	9.0
Clerical	13.5	12.7	18.1
Sales	10.9	5.9	7.3
Craftsmen, Foremen	16.3	13.8	12.4
Operatives	10.4	21.4	18.1
Service (private household)	3.2	1.9	2.1
Other Service	5.4	8.7	9.3
Laborers (incl. farm foremen)	3.0	6.1	4.2

NOTE: percentages add to less than 100.0 because "occupation not reported" is not included.

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

The Town of Hurley had a much higher percentage of its employed persons in the Professional, Technical (accountants, teachers, physicians, etc.), Officials, Proprietors (corporation, management men, union officials, store owners, etc.), Sales (advertising agents, insurance brokers, salesmen, etc.) and Craftsmen, Foremen (construction craftsmen, metal craftsmen, mechanics, etc.) occupation groups. These occupation groups are generally the highest salaried groups and this is reflected in income figures for the Town of Hurley.

The occupation category of Farmers and farm managers is a much smaller percentage of the total employed persons than Ulster County. This again illustrates the trend of suburbanization of the Town as previously noted. The proximity to the City of Kingston and the industrial plants in the City of Kingston have influenced this transition from a rural to a suburban community.

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

	<u>Town of Hurley</u>	<u>Ulster County</u>	<u>New York State</u>
Private Wages and Salary Workers	70.9%	72.8%	77.9%
Government Workers	12.6	12.0	11.7
Self-Employed Workers	14.9	13.9	9.8
Unpaid Family Workers	1.6	1.3	0.6

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

The class of worker category--private wage and salary workers--was a smaller percentage than Ulster County and New York State. Government workers were a somewhat higher percentage although the percentage difference is not significant. The category of self employment workers (businessmen, professional and farmers, etc.) was a higher percentage than Ulster County and a much higher percentage than the State of New York. As previously noted a high percentage of the employed persons in the Town of Hurley were in the occupation groups of professional, technical and official, proprietors in which groups a generally high number of self-employed persons can be expected.

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

	<u>Town of Hurley</u>	<u>Ulster County</u>	<u>New York State</u>
Manufacturing, Durable	23.6%	21.4%	14.0%
Manufacturing, Non-Durable	5.5	12.4	14.6
Wholesale Trade	5.4	2.5	4.4
Retail Trade	14.5	14.2	13.9
Agriculture	1.3	5.0	1.8
Mining	0.3	0.3	0.2
Construction	11.2	7.0	4.9
Business, Repair Services	1.5	2.1	3.2
Personal Services	6.4	6.1	5.4
Professional, Retail Services	9.9	12.1	12.8
Entertainment & Recreation	n. a.	0.5	1.0
Finance, Insurance, Real Estate	n. a.	2.8	6.2
Transportation, Communication, Utilities	5.6	6.4	7.7
Public Administration	4.4	3.7	4.8
Industry not Reported	10.5*	3.8	5.3

n. a. - not available

* includes entertainment and recreational 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 workers are classified by the business of their principal employer as opposed to occupation groups (Table 2) 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 employer is classified.

The Town of Hurley had a higher percentage employed in the manufacturing of durable goods, but a lower percentage in non-durable goods. The manufacturing, durable goods, includes industries using such relatively permanent materials as wood, metal and ceramics, while, manufacturing, non-durable goods include those processing more perishable items--paper, rubber, leather, foods, textile, printing, chemicals. A higher percentage is also employed in the construction industry and a somewhat higher percentage in wholesale trade.

A lower percentage of the employed persons residing in the Town are employed in the industry groups of agriculture and professional and related services. As previously noted the professional and technical occupation group composed a much higher percentage of the total employed persons residing in the Town of Hurley than in Ulster County as a whole or New York State. The reason for the difference is that a professional person, for example, an accountant, is classified under the occupation group (Table 2) by the type of work performed and thus is placed in the professional, technical group. However, an accountant who is employed by a manufacturing firm is classified in Table 4 (industry group) not by the type of work performed but by the business of his employer and thus is classified in the manufacturing group.

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 Hurley in 1959 was \$6,806 which was the highest in Ulster County and one of higher family income levels in the Mid-Hudson Area.

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

	<u>Town of Hurley</u>	<u>Ulster County</u>	<u>New York State</u>
Under \$2,000	7.4%	10.0%	7.7%
\$ 2,000- 3,999	13.1	17.5	14.4
\$ 4,000- 5,999	19.1	26.1	23.6
\$ 6,000- 7,999	27.6	21.2	21.1
\$ 8,000- 9,999	11.3	11.6	13.3
\$10,000-14,999	16.5	10.2	13.2
\$15,000-25,999	4.6	2.2	4.8
\$25,000 & over	0.3	1.1	1.9
 MEDIAN FAMILY INCOME	 \$6,806	 \$5,746	 \$6,371

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

The distribution of family income for 1959 indicates a lower percentage of families in the 3 categories of under \$6,000 when compared with Ulster County and New York State. The Town of Hurley had a much higher percentage of families in the \$6,000 - \$9,999 category and the \$10,000 - \$14,999 category. A higher percentage of the families were in the \$15,000 - \$24,999 income group category when compared to Ulster County but the percentage was approximately equal to New York State. A smaller percentage of the families were in the \$25,000 and over income group. Thus the family income in the Town of Hurley is higher than Ulster County and reflects the previously described higher paying occupation groups, and the lower unemployment rate in 1960.

Agriculture

Agriculture has traditionally been the mainstay of the economy of Ulster County and is of importance today. 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 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 statistics for the Town of Hurley and Rosendale 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 1959, but the number of acres per farm increased.

TABLE 6: SELECTED AGRICULTURAL STATISTICS 1950-1959
TOWN OF HURLEY & TOWN OF ROSENDALE (combined)

	<u>1950</u>	<u>1959</u>	<u>% Change</u>
No. of Farms	129	64	-50%
Land Area in Farms (acres)	8,776	5,404	-38%
Acres Per Farm	68	84	+24%
No. of Farms reporting milk cows	61	22	-64%
No. of milk cows	375	234	-38%
No. of cattle & calves (1959)		368	
Sweet corn - acres (1959)		618	
Hay - acres (1959)		637	

Source: Census of Agriculture 1959, Ulster County prepared by C. A. Bratton Department of Agriculture Economics New York State College of Agriculture

The amount of land area in farms even when considering Hurley and Rosendale together is one of the smallest areas devoted to farms of the Towns in Ulster County. Only the Town of Esopus and the Towns of Kingston and Ulster combined has smaller land areas devoted to farms in 1959.

As pointed out previously a smaller percentage of the labor force was employed in agriculture in the Town of Hurley when compared with Ulster County.

TABLE 7: SELECTED AGRICULTURAL STATISTICS, 1964
TOWN OF HURLEY, TOWN OF ROSENDALE, TOWN
OF ESOPUS (combined)

	<u>1964</u>
No. of Farms	53
Land Area in Farms (acres)	6,547
Acres Per Farm	124
Cropland Harvested (acres)	2,568
All Corn (acres)	356
Alfalfa & Mixtures for Hay (acres)	204
Clover, Timothy & Mixture for Hay (acres)	293
All Hay (acres)	650
Hens & Pullets of Laying Age (No.)	76,946
Cattle & Calves (No.)	269
Milk Cows (No.)	119
Vegetables for Sale (acres)	1,074
Sweet Corn (acres)	1,052

Source: 1964 U. S. Census of Agriculture, U. S. Bureau of the Census.

The above table is not comparable to the information given in Table 6 due to the fact that the Town of Esopus was included with the Towns of Hurley and Rosendale in 1964 while in 1950 & 1959 the Town of Esopus was not included. However, even though the Town of Esopus is grouped with the Towns of Hurley and Rosendale the number of farms still decreased between 1959 and 1964. It should be noted that the category of "all corn" does not include sweet corn which is considered a vegetable.

A major portion of the agricultural activity in the Town of Hurley is within the flood plain of the Esopus Creek. This land as previously discussed in the physical characteristics studies is subject to periodic flooding. This land is therefore not suited for development but is suited to the primary purpose to which it is now devoted--that is the raising of corn. The lands along the Esopus Creek valley are barbour silt loam soils which are excellent agricultural lands.

Local Employment

The preceding discussion of labor force and employment indicates the types of establishments and industries in which the labor force in Hurley is employed. The major portion of Hurley residents who are participating in the labor force are employed outside of Hurley. Job opportunities are quite limited in the Town. As pointed out previously, Hurley is now primarily functioning as a suburban community--exporting its labor force to adjacent centers of employment.

There is very little manufacturing activity within the Town. Only three industrial establishments are reported in the 1966 Ulster County Data Book. These three establishments together employ less than 75 persons. Very little employment exists in retail trade and service business. As pointed out in the discussion of land use the number of business uses in the Town is relatively small and it is quite likely that many are operated by the owner with perhaps one or two employees.

As pointed out in Table 4 of this section 1.3% of the employed persons or approximately 20 were employed in the agricultural industry group.

Future Employment Resources

The employment in agriculture is presently very small and is not expected to increase in the Town of Hurley in the future. Resort activities in the Town could increase somewhat but are not expected to be a major source of employment.

Hurley can continue its present trend of suburbanization and increasing economic dependence for employment outside of the Town or it can attempt to attract industry into the Town. Hurley is relatively close to the New York State Thruway interchange and has several major state routes within the Town. Also several areas of the Town which are relatively flat and near these state routes are still vacant. These factors of available suitable land plus the proximity to major transportation arteries are critical for industrial development. An industrial district can be designed in such a manner so that traffic will not have to traverse a residential area. In addition, performance standards, site plan review and buffers can make industrial uses compatible in the Town.

As the Town continues to grow, 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.

Industrial development within the Town will not only broaden job opportunities but will also broaden the tax base to help pay for the increased services and facilities required by a growing Town.

A similar beneficial effect on ratables and employment will occur from increased business activity within the Town. Increased business activity will benefit local residents by providing more shopping convenience.

It is recommended that the Town as a matter of policy provide sites in the Town for industrial development. This can be accomplished through zoning specifically for industrial uses or through the floating industrial district concept. This latter means of making land available for industrial development is particularly advantageous to a Town which has abundant vacant land such as Hurley. The floating industrial district as part of a zoning ordinance will allow land to be used for industrial purposes only after review of a proposal by the Planning Board and Town Board. In this manner planning consideration including landscaping, buffer and off-street parking as well as consideration of the suitability of the particular site for industrial use can be reviewed before the industrial district is established.

DIAGNOSIS, GOALS AND OBJECTIVES

DIAGNOSIS GOALS & 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

In 1950 the population of the Town of Hurley was 1,980. A special census indicated that 6,185 persons resided in Hurley in 1965, an increase of over 200% between 1950 and 1965. This significant increase is at partially attributable to the IBM plant locating in the Town of Ulster adjacent to the Town of Hurley. Thus since 1950 the Town has been changing from a rural community to a suburban community. Several residential developments have been completed in the vicinity of the West Hurley and Hurley hamlets.

In terms of physical characteristics the Town can be divided into several distinct areas. The general area east of Route 209 is suitable for development and much of the post 1950 development has taken place in this area. The same is true of the area generally along and east of Maverick Road and north of Route 28. This area has also been subject to recent developments but generally on larger lot sizes than the area east of Route 209. The remaining areas of the Town being the area generally west of Maverick Road and north Route 28 is composed of very rough topography (the Ohayo Mountains) and the area generally west of the Esopus Creek is composed of the flood plain of the Esopus Creek and the rolling hills of the Catskills. The Catskill area also contains many areas of rugged topography. The banks of the Esopus Creek are subject to periodic flooding.

The Ohayo Mountains and rolling hills of the Catskill, the Esopus Creek and Ashokan Reservoir and various streams and wooded areas are physical characteristics which give the Town of Hurley an esthetic quality. Many

of these wooded and sloping areas can and have been used to advantage for residential development. For example, the recent residential developments north of the hamlet of West Hurley are attractive because of the rolling topography and the fact the many trees have been preserved. Other residences in Hurley have been built to take advantage of the view of the Ashokan Reservoir.

These physical characteristics are assets to the Town. They give the Town a unique character and attractiveness and should be preserved for present and future generations.

Although the population of the Town increased by over 200% between 1950 and 1965 business uses have not increased in proportion. The demand for neighborhood business facilities is only partially fulfilled by the development of a neighborhood business center on Route 375. Very few industrial uses exist in the Town.

In terms of traffic and transportation Route 209 has been relocated in the Town and further relocation is contemplated. However, the need for an east-west route over or intersecting the proposed relocation extension is necessary for convenient circulation and safety. Another crossing of the Esopus Creek would also be desirable for reasons of safety because only one crossing in the Town presently exists. Should this one crossing of the Esopus Creek be blocked in time of an emergency a circuitous route would have to be followed by emergency vehicles.

A sewage disposal system does not exist in the Town, but several areas in Hurley and West Hurley are served by private water companies.

In summary, the Town possesses certain physical characteristics which should be preserved because they give the Town its character. This objective is to some extent self effectuating because the steep slopes of the Ohayo Mountains prevent intensive development, the land around the Ashokan Reservoir is owned by the New York City Department of Water Supply, Gas and Electricity and will not be developed, the banks of the Esopus Creek are subject to flooding and should not be intensively developed and the State of New York owns several large and small tracts of land in the area of the Town west of Hurley Mountain Road.

Another objective of the development plan is to create an orderly pattern of growth through continuation of concentrations of residential developments in certain parts of Town. As pointed out previously new developments have taken place close to the Hurley and West Hurley hamlets. Continuation of the close development (2-3 families per acre) in these

areas which can conveniently be served by roads, schools, utilities and other facilities is economical when compared with scattered close developments particularly in areas of difficult accessibility. Scattered close development, will involve excessive cost for road improvements, school bus transportation and possibly utility installations.

Social

The historic background of the Town is reflected in the many historic buildings in the Town. A concentration of stone houses exist on Main Street and on old Route 209 near Main Street.

In addition to the population increase which has taken place, significant changes have also taken place in the age groupings. The under 15 age group between 1950 and 1960 increased from 22.4% of the total population to 34.7% of the total population. The increase in the under 15 age group was 44% of the total population increase between 1950 and 1960. 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 indicates that the population of the Town is expected to increase to 7,800-8,300 by 1975, 9,600-10,800 by 1985; and 13,000-15,700 by the year 2000. Although the present population could double by the late 1990's, this population increase can be accommodated without seriously affecting the preservation of the important physical characteristics of the Town.

As a result of the expected continued growth of the school age population further expansion within the Onteora School District and Kingston Consolidated School District will be necessary. Recreation space to serve both the present and future population is needed.

Economics

The population increase in Hurley since 1950 has raised the median family income. The 1959 median family income of \$6,806 was the highest in Ulster County and one of the higher median family incomes in the Mid-Hudson Area. The 1960 labor force characteristics of the Town indicate a higher number of residents of the Town were in the higher paying occupation groups of professional, technical, officials, proprietors (excl. farm), sales, craftsmen, foremen.

Agricultural employment is not an important segment of the labor force being 1.8% of the employed persons compared to 5.0% for Ulster County.

At this time an important policy decision faces the Town. Very little industry presently exists in the Town. Hurley presently exports its labor force to employment centers in adjacent municipalities. Employment in agriculture will not increase because of the physical characteristics of the Town. Some resorts do exist in the Town, but the major resort activities are to the south and west of Hurley and it is unlikely that employment in terms of resort activity will significantly increase. Thus Hurley can continue to be primarily a dormitory Town or it can attempt to attract industry into the Town. The Town has the advantage of Route 209 passing through it which leads directly from the Thruway interchange. Sites of good topography are also presently available. In addition to providing local employment, the advantage of industry to Hurley would be to increase its tax base to help pay for costs of services and capital improvements. Through zoning and proper site selection the impact of industry on the Town can be minimized. Performance standards and a permitted use list can control the types of industry which could locate in the Town and their operation. Zoning and site selection can also control the access routes and require buffers between the industrial uses and any adjacent residential areas.

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 and discussions with the Planning Board of development alternatives, discussion of concept plans with the Planning Board and elected officials and public hearings with the citizenry 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 physical development plan.

TO PRESERVE THE CHARACTER AND APPEARANCE OF THE TOWN

Realizing that the Town will continue to increase in population it is the objective of development plan to preserve as much as possible the physical attributes of the Town. This is proposed to be accomplished as follows:

By allocating good and ample sites for close development (1/2 acre per dwelling unit and less) in concentrated areas, thus leaving adequate amounts of land in larger lot residential use, agricultural use, vacant and wooded;

By preserving as much as possible the wooded areas of the Town and particularly encouraging trees to remain in residential subdivisions;

By providing a system of flexible zoning regulations (including cluster zoning) designed to encourage physically attractive developments;

By protecting and enhancing the natural waterways (Ashokan Reservoir, Esopus Creek and tributaries) and scenic areas (Ohayo 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 by the following:

By creating an orderly pattern of growth through encouragement of concentration 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 intensively 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 environment to suit a range of tastes and needs.

TO IMPROVE THE TRANSPORTATION AND CIRCULATION SYSTEM

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

By anticipating the further relocation of Route 209 and its effect on the east-west road system;

To propose new roads where needed for the safety and convenience of the residents;

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

By preventing strip business development along frontage access highways.

TO IMPROVE THE TOWN'S ECONOMIC BASE

It is the goal and objective of the development plan to improve the Town's economic base as follows:

By providing opportunities for further resort activities;

By providing sites for further business development;

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

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

DEVELOPMENT PLAN

DEVELOPMENT PLAN

The Development Plan is a map and accompanying textual description and proposals setting forth the development policy for the Town of Hurley. It is the end result of the survey and analysis of existing physical, social and economic conditions and diagnosis of trends and future needs. It is designed to effectuate the goals and objectives established in the previous section, transportation facilities and community facilities which are designed to serve the anticipated population in the future.

The Development Plan for the Town of Hurley is designed to meet the needs of the Town with a forecasted population of 9,600-10,800 by the year 1985 (the target date or range of the planning period), however, with the realization that this population will continue to increase to 13,000-15,700 by the turn of the century.

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

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

LAND USE PLAN

Residential

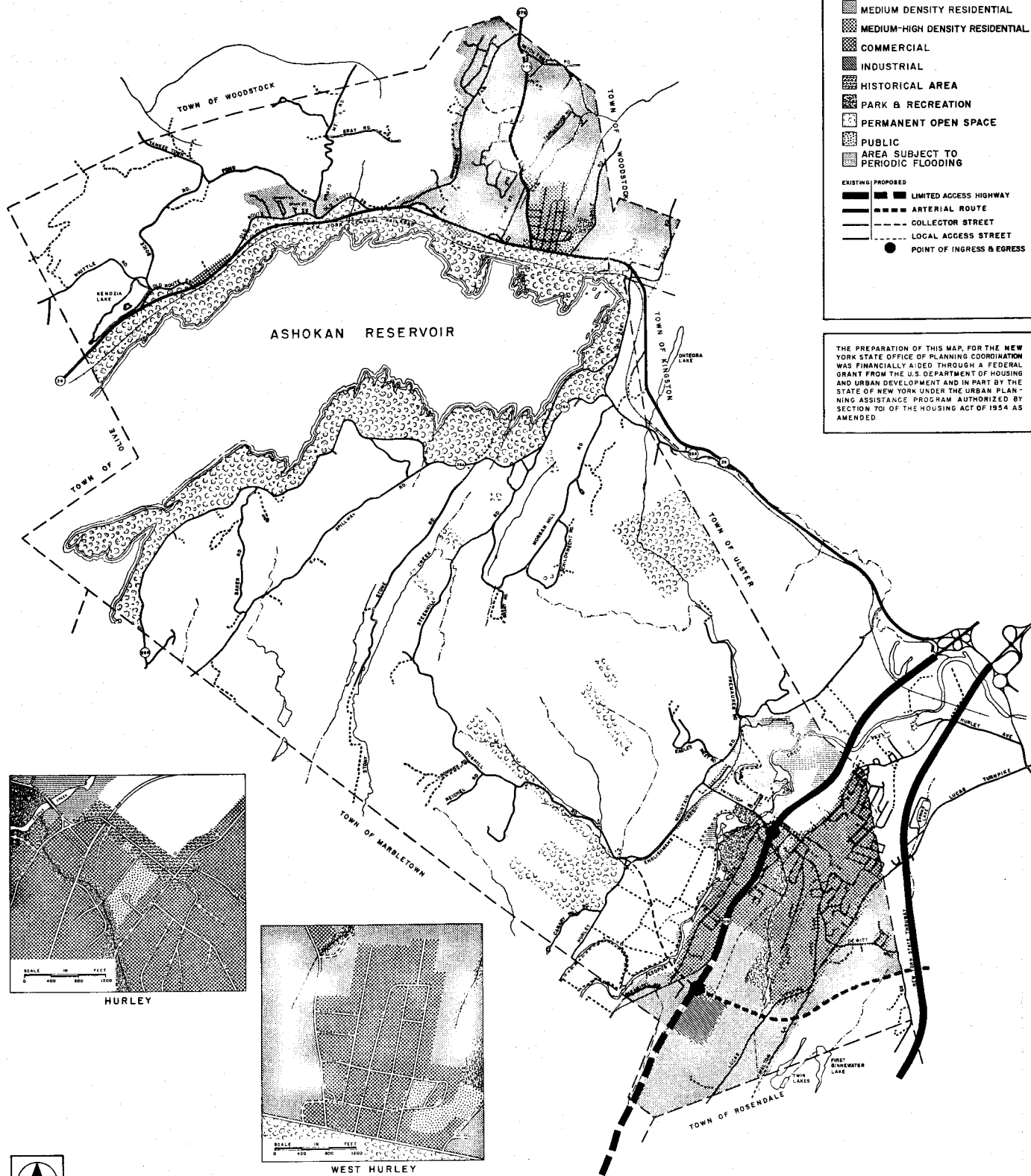
The residential land use plan is divided into three densities (number of families per acre). The densities include approximately 3 families per acre called medium - high density, an intermediate density of 2 families per acre, called medium residential and a density of 1 family per acre called low density residential. The guiding principles used in selecting the residential land use plan densities and locations were the physical characteristics of topography, soil conditions, drainage basins and areas subject to flooding; existing development and existing and proposed facilities including schools and convenient access to major roads and shopping areas. The plan densities and locations are designed to carry out the objectives stated in the previous section of this report.

The residential land use plan recognizes that the Town of Hurley is composed of two separate hamlets being Hurley (generally east of the Esopus Creek) and West Hurley (north of Route 28). The concentrations of development in these hamlets is close to major routes of travel and served by elementary schools. These existing concentrations of development are used as the focal point of the plan and represent the highest density of residential development (approximately 3 families per acre) with lower density residential developments being proposed generally concentrically from these existing hamlets. This system is economical in terms of concentrations of population being near to schools, existing major routes of travel and these concentrations can be served by utilities.

In the hamlet of Hurley the existing development has a predominant lot size of 15,000 square feet per housing unit and this pattern of development (approximately 3 families per acre) is extended to include present vacant areas to the south of the existing development. The developed and vacant areas included in the medium - high density are of acceptable soil types, less than 10% slope and within an area that generally slopes and thus drains in a northwest direction toward the Esopus Creek. Thus this area of the Town can reasonably be served by a sewer system. The total gross acreage of the Hurley area shown as medium-high residential density is approximately 1,000 acres.

sewer system

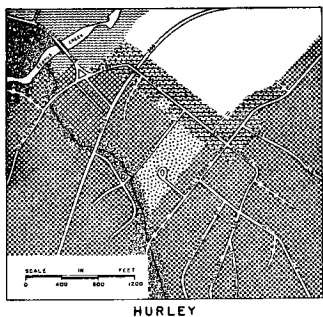
In the hamlet of West Hurley only the older homes in the West Hurley hamlet northeast of the intersection of Route 28 and Route 375 are included in the medium - high residential density (3 families per area).



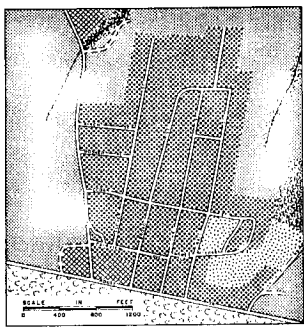
LEGEND

- LOW DENSITY RESIDENTIAL
- ▨ MEDIUM DENSITY RESIDENTIAL
- ▤ MEDIUM-HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- ▧ INDUSTRIAL
- ▩ HISTORICAL AREA
- PARK & RECREATION
- PERMANENT OPEN SPACE
- ▬ PUBLIC AREA SUBJECT TO PERIODIC FLOODING
- EXISTING PROPOSED
- LIMITED ACCESS HIGHWAY
- ARTERIAL ROUTE
- COLLECTOR STREET
- LOCAL ACCESS STREET
- POINT OF INGRESS & EGRESS

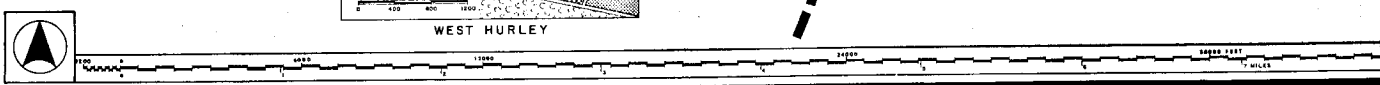
THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND IN PART BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED



HURLEY



WEST HURLEY



Soil conditions in practically the whole area of the Town north of Route 28 are characterized by surface stones and shale, shallow depth to bedrock and slow permeability which has been classified as poor soil regarding its ability to absorb sewage effluent from septic tanks. Therefore, only the previously mentioned older portion of the West Hurley hamlet which is now developed at a density of approximately 3 families per acre is shown on the plan in the medium - high residential density. This area contains approximately 115 gross acres of land.

Because of these soil conditions the remainder of the area of the Town north of Route 28 has been placed into the medium density residential classification (2 families per acre) or low density residential classification (1 family per acre).

The area of the Town generally located between Maverick Road (but including the property fronting on the west side of Maverick Road and also including the subdivision on the west side of Maverick Road) east to the Town of Woodstock has been placed in the medium density residential classification.

The classification reflects the type of development which has been taking place in this area being the subdivisions on the west side of Maverick Road, Hurley Ridge Estates, the subdivisions along Tanglewood Road and along Pine Street. However, considerable vacant land still exists. This area is composed of reasonable topography (generally less than 10%) has good access to highways (Route 28 and 375) but because of the soil conditions a medium density residential classification is necessary.

The existing subdivisions at the intersection of Yankeetown Pond Road, Ohayo Mountain Road and Old Route 28 and similar land of reasonable topography on the east side of Ohayo Mountain Road at its intersection with Old Route 28 has also been placed in the medium density residential classification.

In the Hurley section of the Town, land to the south of the medium - high density residential area is proposed for medium density residential use. This area is predominantly vacant, is of reasonable topography, has good access to major roads and highways but the soil covering over much of the area is only a few inches thick with bare rock exposed in many areas. Thus a lower density than provided in the medium - high residential area to the north is necessary.

The remaining residential areas of the Town are proposed for low density residential use (maximum density of one family per acre). These

areas are composed of generally rough topography (10-15% and over 15% slope), areas of poor soil types and are the areas farthest from the existing and proposed concentrations of developments. It is also these areas of the Town being the Ohayo Mountains and the rolling hills of the Catskills west of the Esopus Creek that give the Town a special esthetic character-istic which should be perserved as much as possible. It is expected that the land in these low density residential areas will be only partially de-veloped during the range of the Development Plan.

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

Cluster develop.
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 recreation purposes. The undeveloped land can be owned and maintained by a property owners association or where 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 outcroppings. In these areas the developable land can be used for the home sites while the undevelopable areas can remain in their natural state.

Resort activities will also be permitted by the zoning ordinance in the Town in the low density residential areas including camps, lodges, resort hotels and commercial recreation but these uses and their locations in the low density residential areas 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.

Commercial

The Development Plan proposes additional areas in Town for commercial uses. Hurley has rapidly increased in population since 1950 but commercial development has lagged and is only now beginning to increase. The

need in the Town of Hurley is for neighborhood business areas to serve the resident population with day to day goods such as hardware stores, grocery stores, drug stores, cleaners, bakeries, variety stores, etc. This type of facility has been built on Route 375 opposite Pine Street in West Hurley.

Another type of necessary business activity is highway businesses composed of gasoline stations, motels and restaurants to serve the travelling public and also bowling alleys, warehouses, furniture stores, building supply centers and other commercial enterprises which generally require large space for storage and parking.

Kingston is the prime shopping area and will continue to play an important business role in the future. However, new business uses grouped to form shopping centers have been locating on the major highways in Towns adjacent to Kingston such as along Route 28 in the Town of Ulster. This type of development is typical of what is happening around many older cities because of the abundant sites along major highways which are available outside of the older cities. The highways provide good access and the large sites afford adequate amounts of off-street parking. It is possible that during the range of the Development Plan a shopping center may develop in Hurley along Route 28 and the Development Plan makes provision for this.

North of Route 28 a neighborhood business area now exists on the south side of Route 375 just south of the Tanglewood Road intersection and this area plus additional space for expansion is the neighborhood business center designed to serve the resident population in the West Hurley area.

The land fronting on the south side of Route 28 except for a triangular parcel west of Route 375 is owned by the New York City Department of Water Supply, Gas and Electricity and is not available for development. Land on the north side of Route 38 and Old Route 28 is also owned by the New York City Department of Water Supply, Gas and Electricity. The fact that much of the frontage of Route 28 is owned by the City of New York and will remain in its natural state is advantageous to the Town of Hurley because it prevents strip business development and provides for a scenic drive. However, adequate sites for business development are available.

Business areas shown on the plan are on the north side of Route 28 at the Route 375 intersection which is now composed basically of highway oriented businesses. Another highway business area is proposed on the

north side of Route 28 just east of Kenozia Lake. The proposed business areas on both the north and south side of Route 28 between Maverick Road and Route 375 could also develop with some highway oriented uses but it is in these areas that a shopping center is possible. The land abutting Route 28 is relatively flat. Route 28 itself provides good access and a shopping center could serve population to the west of the Town of Hurley, the Town of Hurley residents and Woodstock residents.

In Hurley, Route 209 as relocated is a controlled access highway and the further relocation will also be controlled access; thus direct access from the highway to abutting properties is not possible.

✓ A neighborhood shopping area is proposed on both sides of Lucas Turnpike north of DeWitt Mills Road. A business area between relocated Route 209 and Old Route 209 at the intersection of Wyncoop Road is also proposed. This is presently devoted to predominantly highway business uses. Access to these business uses and any further business development should be from Old Route 209 and/or Wyncoop Road and no direct access from Route 209 should be permitted.

✓ A neighborhood shopping area is also proposed at the intersection of the proposed relocation of Route 209 and the proposed east-west street system. Because of its location along proposed Route 209, highway oriented uses can also be expected. The site should be zoned for business after the relocation of Route 209 and the east-west arterial street have been completed. This proposed commercial area plus the Lucas Turnpike commercial area are designed to serve the Hurley area of the Town with neighborhood shopping facilities.

Industry

✓ The Development Plan proposes a site for industrial development at the southeast intersection of the proposed interchange of the proposed relocation of Route 209 and the proposed east-west arterial route between Old Route 209 and Lucas Turnpike.

✓ The existing relocation of Route 209 and its further relocation will provide Hurley with improved major highway access and particularly good access to the New York State Thruway interchange in the Town of Ulster. Good major highway access is one of the important criteria for industrial development. However, because the new Route 209 is limited access an industrial location at an intersection (either at grade or grade separated) is essential.

The proposed industrial site is relatively level, can be buffered from adjacent residential districts and access by way of the proposed east-west street is provided from Route 209 without traversing a residential area.

The advantages of industry to the Town are twofold. First, as the Town increases in population the need for additional services such as schools, recreation, roads, fire protection, etc. will increase. Industrial uses can provide a source of ratables to help pay increasing costs of services for the Town. However, these industrial uses must be of the non-nuisance type and meet the performance standards of the zoning ordinance.

Advantages of Industry

Secondly, industrial uses provide a source of employment. A 75 acre industrial site can provide employment for 1,875 persons at a density of 25 employees per acre. Based upon an estimated population of the Town of approximately 10,000 persons by 1985 a 75 acre site will provide employment for approximately 1/2 of the employed persons in the Town.*

Effectuation of this proposal must give consideration to the fact that ingress and egress to this proposed site without having to traverse a residential area is dependent upon access from Route 209 via an interchange with the proposed east-west street system. Therefore, the zoning map does not include an industrial district designation. This area should be rezoned to industry once the proposed relocation of Route 209 and the east-west street are available.

The Zoning Ordinance provides for 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 and 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 sites.

floating industrial

Industrial Development Standards

Traffic Access

The traffic access to industrial uses is of prime importance. Industrial uses generate both automobile traffic in terms of journeys

* Based upon the 1960 relationship of employed persons to total population (See Economic Study)

to work and truck traffic in terms of delivery and shipment of goods. It is essential that the substantial traffic which can be generated by an industrial use not pass through residential areas utilizing local access streets. Furthermore, because the arrival and departure of employees by automobiles occurs within a relatively short time (sometimes 15 minutes or less) the streets providing access to the industrial uses should be of sufficient width and design to handle the traffic peaks. In industrial districts where several industrial uses are expected, the right-of-way of streets should be 60 feet and pavement width at least 30 feet. Before a tract of land is zoned for industrial use by means of the "floating industrial district" traffic access and peak flows should be carefully studied.

Performance Standards

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

Site Design

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

Parking

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

Signs and Lighting

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

Historic Area

The grouping of historic buildings on Main Street and Old Route 209 in the Hamlet of Hurley is set forth in the Development Plan as a historic area. This area has been officially designated as a "historic site" by the U. S. Department of Commerce. Although other historic buildings do exist in the Town they do not form a significant grouping such as those on Main Street and Old Route 209, which can be placed into a historic zoning district. The objective of a historic zoning district is to set forth regulations to insure the continuation of this historic area and to require new buildings or additions to existing buildings to conform with the exterior architecture.

Area Subject to Period Flooding

The area subject to periodic flooding along the Esopus Creek is shown on the Development Plan. It is in the public interest to prevent development of dwellings or other buildings which will require emergency service by the public when flooding occurs. Under the New York State Enabling Laws dealing with land subdivision the planning board is not permitted to approve plats of subdivisions unless the lots can be used safely for building purposes without danger of flooding. The area shown as subject to periodic flooding on the Development Plan was flooded in 1933, 1951 and 1955 and this situation could recur. *flooded area*

Permanent Open Space, Park and Recreation

The areas shown on the Development Plan as permanent open space are the lands of the New York City Department of Water Supply, Gas and Electricity and the lands owned by the State of New York as part of the Catskill Forest Preserve. Park and recreation proposals as well as other community facility proposals will be discussed in the Community Facilities Section of this report.

Esthetic Treatment

As pointed out in the Esthetic Characteristics Map the existing natural features of the Ashokan Reservoir, Esopus Creek and tributaries the Catskill Mountains and agricultural lands give the Town its esthetic appeal. It is the objective of the Development Plan to preserve the scenic quality of these natural features as much as possible. Recognizing that most of these areas are privately owned (the exceptions are the Ashokan Reservoir, Lands of the New York City Department of Water Supply, Gas and Electricity and State owned parcels which are part of the Catskill Forest Preserve) a low density residential use is proposed for these areas. One of the fundamental objectives of this low density classification is the preservation of the Town's natural environment. Cluster development as previously discussed is another way in which natural features should be preserved.

As discussed previously the historic area along Main Street is designed to preserve an esthetic and historic quality in the Town.

The Development Plan proposes park and recreation facilities and permanent open space along the Esopus Creek and several streams in the Town to preserve these natural assets as well as to provide these needed facilities.

During the range of the Development Plan it is expected that over 1,000 additional housing units will be added to the housing stock. The esthetic characteristics of the Town particularly in the medium and medium high density residential areas will be affected by the design of these subdivisions. The Development Plan cannot deal with design of each subdivision because of the many different ways in which property can be satisfactorily subdivided. However, the preservation of existing trees and other natural features, a curvilinear street pattern, appropriately improved streets, street shade trees and some variation of house styles are features which should be considered in the layout of these new subdivisions.

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

Coordination of Future Land Uses with those of Adjacent Communities and with County Planning Proposals

All land use proposals in the Town of Hurley along the Town boundary with adjacent municipalities are residential, publically owned land or land subject to periodic flooding. No commercial or industrial land use proposal abuts an adjacent municipality.

Similarly the land use plan for the Town of Woodstock directly north of the Town of Hurley and the zoning ordinance of Woodstock have residential areas abutting the Town of Hurley. Land use proposals for the Town of Marbletown and the Town of Rosendale to the south of Hurley are Rural Residential (1 1/2 -2 acres) which abut the low and medium density residential areas of the Town of Hurley. The Town of Kingston, Town of Ulster and Town of Olive do not have official master plans or zoning ordinances.

The proposed location of the relocation of Route 209 and the proposed east-west arterial route have been coordinated with studies made by the Ulster County Planning Department and Planning Board. No other County planning proposals affect Hurley.

TRANSPORTATION PLAN

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

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

Functional Street Classification

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

The controlled access highway in the Town is the relocated Route 209 and its further proposed relocation.

Arterial highways are those which are of inter-regional importance being generally state routes but which are not constructed to controlled access highway standards. Route 28 and Route 375 in the Town of Hurley are arterial routes.

Collector streets are those inter or intra municipal streets which function as carriers of mostly local traffic from the minor street system of scattered and grouped residences to the arterial system or serve to connect two arterial highways. In the Town of Hurley, Zena Road, Van Dale Road, Maverick Road, Ohayo Mt. Road, Yankeetown Pond Road, Route 28A, Old Route 28A south of Route 28, Spillway Road, Steenkill Road and Dug Hill Road, Hurley Mountain Road, Wyncoop Road, Old Route 209, Zandhoek Road, DeWitt Mills Road and Lucas Avenue are collector streets.

Local access streets or minor streets are those which function primarily to provide access to abutting properties. The remaining streets in the Town are local access streets.

The Development Plan deals primarily with the controlled access highways, arterial routes and collector streets. Because the local access street is designed as property is subdivided and because many satisfactory variations of local access street systems can be designed, proposals for local access streets except those essential to correct existing deficiencies are not shown on the plan. The design and arrangement of local access streets should be reviewed by the Town as they are proposed as a part of land development based upon the standards set forth in this Development Plan, subdivision regulations and other ordinances.

Proposals

The Development Plan proposes a further relocation of the southern portion of Route 209 to follow the former right-of-way of the abandoned New York, Ontario and Western Railroad. This proposal by the New York State Department of Transportation also involves the relocation of Route 209 through Marbletown, Rochester and Wawarsing by-passing the Village of Ellenville.

The relocated portion of Route 209 in Hurley is presently two lanes but provision has been made for widening to 4 lanes. The relocation of Route 209 will eventually be 4 lanes. The further relocation of Route 209 will cause certain problems in the Town of Hurley. These problems plus the suggested intersections will be discussed in subsequent paragraphs.

Route 28 has been realigned in the Town of Hurley and no further widening or realigning by the New York State Department of Transportation is proposed. East of Route 375, Route 28 is 4 lanes but west of Route 375, Route 28 is 2 lanes.

Route 375 was recognized by the Woodstock master plan as a route which will need improvement and is recognized by the State Department of Transportation as a route which will need widening and realignment in certain areas. Route 375 serves as a main entrance to Woodstock from Route 28. The Woodstock Growth Plan proposed to realign Route 375 in the Town of Woodstock. The Growth Plan also showed a proposed realignment in the Town of Hurley generally located between Maverick Road and existing Route 375 extending from the Hurley-Woodstock boundary south to Route 28. However, the Hurley Ridge Estates development has made this proposed

alignment in Hurley impractical. The most reasonable answer is to eventually widen Route 375 within the existing right-of-way and where necessary acquire additional right-of-way to give more radius to several bad curves.

As pointed out previously the further relocation of Route 209 to follow the former right-of-way of the New York, Ontario and Western Railroad will cause a problem to the Town of Hurley. At the present time access to the relocated portion of Route 209 is possible in Hurley in the area just south of the Main Street overpass. From Russell Road and from the access road between Route 209 and Old Route 209 access is available both to and from the north and to and from the south. However, Route 209 is presently only two lanes and a left turn from Russell Road, for example, across the northbound and into the southbound lane is presently allowed, although this is a very hazardous movement. Once Route 209 is expanded to 4 lanes these left turns will no longer be permitted. The result of this expansion will be that more traffic will use the Main Street overpass which because of the historic nature of the buildings on Main Street is what should not happen. The present intersection with Route 209 in the Main Street area should be improved when Route 209 is widened to prevent left turns and improve safety. However, the Main Street overpass should not be emphasized, but rather the following proposed east-west road system intersection or interchange with Route 209 should be the major access in the Town.

The road system in the Town of Hurley east of the Esopus Creek is oriented primarily in a north-south direction. The only east-west system of roads formed by Main Street, Zandhoek Road and DeWitt Mills Road. In fact, Main Street unless another overpass is built over the proposed further relocation of Route 209 or another road intersects the further relocation of Route 209 will be the only overpass or intersection with the further relocation of Route 209 between Route 28 and Cottekill Road, a distance of approximately 6.5 miles.

Considerable vacant developable land exists in the southern portion of the Town (the area in which the further relocation of Route 209 is proposed) and there is a need for an east-west street to supplement the Main Street, Zandhoek Road and DeWitt Mills Road east-west system. For proper development and convenient and safe circulation a street and extending eastward from Route 209 in the Town should be provided. This proposal has been discussed with the Ulster County Planning Director and his staff and correlates with their proposal of a possible arterial route between Route 209 and Route 9W in the Town of Esopus. Therefore, an east-west arterial east of Route 209 in the Town of Hurley is shown on the Development

Plan. This arterial street should then extend eastward through the Town of Ulster and Town of Esopus and intersect Route 9W in the Town of Esopus. A right-of-way width of approximately 100 feet should be required.

As a second stage of this east-west system a proposed east-west collector street between Route 209 and Hurley Mountain Road is shown on the Development Plan. This proposed street will cross the Exopus Creek and connect with Hurley Mountain Road opposite Dug Hill Road. Wyncoop Road is the only connector presently providing access over the Esopus Creek between Route 28 and the bridge between Old Tongore Road and Hurley Mountain Road in Marbletown, a distance of approximately 8 miles. One of the considerations for this proposal is that should Wyncoop Road be blocked by flood water, for example, access in an emergency situation from the portion of the Town east of the Esopus Creek to the portion west of the Esopus Creek and vice versa is circuitous. Another consideration of a longer range is that this connection leading east from Dug Hill Road will provide residents of the Town living west of the Esopus Creek with convenient access to the proposed Route 209 interchange. A right-of-way width of 60 feet is recommended for the second stage.

Other street proposals indicate the eventual extension of Mountain View Avenue to connect with Lucas Turnpike and a connecting north-south road between Overlook Drive and the proposed east-west collector street. Both these proposals are designed to provide convenient circulation and also solve the problem of the large number of dead-end streets presently leading south from Main Street and are proposed minor streets.

Street Standards

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

Arterial routes are also a responsibility of the State although in some instances County roads may also be classified as arterials. These arterial routes are not controlled access but one of the objectives of the design of collector and local access street intersections with arterial routes is to restrict such intersections to at least 1,200 feet apart. Arterial routes should have sufficient width of pavement that will permit free movement of traffic in each direction. Depending upon traffic volumes, this may call for two or four lanes, in addition to shoulders for emergency stopping and division strips. Generally the right-of-way width varies from 80 feet to over 100 feet.

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

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

Off-Street Parking

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

The recommended approach to off-street parking in the Town is to apply zoning powers to require that generators of traffic provide sufficient off-street parking commensurate with their needs. Obviously, the space needs vary widely for different types of traffic generators in different locations. However, off-street parking requirements in a zoning ordinance must by State law be uniform as they apply to each class or kind of building within the same zoning district. The amount of off-street parking space is related to measurable criteria such as dwelling units in residential areas and square feet of floor area in commercial areas.

As part of the zoning ordinance off-street parking requirements are not retroactive to existing uses. The recommended size of an off-street parking space is 180 square feet being 9 feet wide and 20 feet long. Aisle

widths between parking stalls should be at least 13 feet wide for one directional flow for 30° parking, 16 feet wide for one directional flow for 45° parking, 21 feet wide for one directional flow for 60° parking and 26 feet wide for 90° or perpendicular parking and in any case when 30°, 45°, 60° or 90° two directional flow is provided.

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

Sidewalks

The need for sidewalks should be examined in connection with all new developments on routes where children will be walking to school. In administering the Town subdivision regulations, the Planning Board should determine the need for sidewalks in new subdivisions and to require that such be built where needed. Where sidewalks are not required when a new subdivision is approved, consideration should be given to the grade plan of new roads so that it will be feasible to locate these facilities if needed later.

Airport Needs and Feasibility

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

At the time of writing of this report, the study by the Ulster County Airport Commission has not been released. However, prime consideration is being given to a site in the Town of Hurley south of Route 28 and west of Hurley Mountain Road. This site and the surrounding area are very sparsely developed. Major access into the site should be from Route 28 via Route 28A and Morgan Hill Road. This latter road will need improvement should this airport proposal in Hurley materialize.

COMMUNITY FACILITIES PLAN

Educational, recreational and similar community facilities are important segments of a municipality's development. In order to provide adequate facilities, the Development Plan must allocate suitable sites--in terms of size and location--for future development or expansion. Facilities including religious buildings, cemeteries and clubs are also important to the municipality but because these uses involve private decisions and actions, sites for additional facilities are not shown specifically on the Development Plan but are permitted by the zoning ordinance.

Schools

Three school districts serve the Town of Hurley (Kingston Consolidated School District, Onteora Central School District and the Hurley Common School District No. 6). This latter district has an enrollment of less than 20 students.

School Population Forecast

In 1960 the 5-11 age group (the ages of children attending grades K-6) was approximately 15% of the total population or 694. The 12-17 age group (the ages of children attending grades 7-12) was approximately 7% of the total population of 4,526 or 314. The total number of persons in the age group of 5-17 was 1,008 persons or 22% of the total population. Thus the relationship between K-6 and 7-12 enrollments from Hurley was 64% in grades K-6 and 36% in grades 7-12. In 1960 there existed 1,341 occupied housing units or .75 school age children per occupied housing unit.

The projected total population of the Town of Hurley is 9,600-10,800 by 1985. Using the high range of the population estimate results in an increase of 4,165 additional persons in the Town over the current estimate (Jan. 1, 1967) of 6,635 persons or approximately 1,225 additional dwelling units using a figure of 3.4 persons per occupied dwelling unit. Using a range of school age children per dwelling unit figure of 1.00-1.25 results in approximately 1,225-1,525 additional enrollments in the Town of Hurley by 1985. Higher figures of school age children per dwelling unit have been used in the projection because typically families moving to suburban areas tend to have a higher number of school age children.

The previously mentioned 64%-36% relationship between K-6 and 7-12 enrollments will change in the future because those children who have been swelling the elementary schools are and will be moving into the junior and senior high schools. This fact coupled with a recent national trend of a decreasing birth rate will tend to bring the relationship between the K-6 and 7-12 enrollment closer. A cohort survival forecast for the Rondout Valley Central School District prepared by Brown & Anthony City Planners, Inc. showed that this same 64% (K-6) - 36% (7-12) relationship in the Rondout Valley Central School District will change to 58% (K-6) - 42% (7-12) by 1985.

Applying this 58% - 42% relationship results in grade K-6 enrollments of 700-875 and grade 7-12 enrollments of 525-650. In 1965 approximately 10% of school enrollments in the County were non-public enrollments.*

Applying this factor results in expected additional public school enrollments of 725-800 in grades K-6 and 475-600 in grades 7-12 from the Town of Hurley.

School Plants

Because the Town of Hurley is served by several school districts these expected additional enrollments will be distributed between these districts: primarily the Kingston Consolidated School District and the Onteora Central School District. The number of additional students in each district will depend upon residential developments in the districts. The estimated increases in each district from the Town of Hurley can not be predicted with any degree of certainty.

The Hurley elementary school (Kingston Consolidated School District) is located on a 3 3/4 acre site. It is presently operating at capacity. In the short range future children from the Town of Hurley in grades K-6 generally from the Rolling Meadows and Elmendorf tracts will be transported to the Harry L. Edson School in the City of Kingston. This arrangement will satisfy the needs of the district in the short range future but if enrollments continue to increase as expected an additional elementary school in the district will be necessary. It would be premature at this time to determine the location of this new elementary school as its location will depend on residential development activity in the Towns of Hurley and Ulster and the City of Kingston.

* Ulster County Data Book

In addition two elementary schools are in the planning stage in the Kingston Consolidated School District. One is proposed for the Rifton section of the Town of Esopus and another for the Zena section of the Town of Woodstock.

To accommodate additional junior high school enrollments a new grade 7-9 school (M. Clifford Miller Junior High) will open in September 1968. This school will have a capacity of 900 students and will be located in the Lake Katrine section of the Town of Ulster. Any necessary additions to the high school (grade 10-12) will be provided on the existing high school site in the City of Kingston.

Thus in summary children from the Town of Hurley in the Kingston Consolidated School District will attend the Hurley Elementary School and the Harry L. Edson School in the City of Kingston. A new elementary school will eventually be needed in the Town of Hurley and Town of Ulster area but no definite site has been selected. Junior and senior high school students will attend schools outside of the Town of Hurley.

The design of the West Hurley Elementary School (Onteora Central School District) allows for the addition of approximately 10 additional classrooms without major changes to the existing plant to serve grades K-6. The site of this school is 32 acres and thus room for expansion to accommodate the expected increases in enrollments at the West Hurley elementary school is available.

The Junior and Senior High School for the district is located in the Town of Olive and has a enrollment capacity of 1,500. September 1968 enrollments are expected to be 1,150 and thus room for growth is available. The long range solution to expected continued growth in the Onteora Central School District may be conversion to an elementary, middle school and high school system to ease enrollments in the present elementary and junior-senior high schools.* This concept would involve the construction of a middle school in the eastern portion of the district (Hurley, Woodstock or Olive) where enrollments are the greatest. Construction of a middle school will postpone additions to the West Hurley Elementary School as this school would serve grades K-4 rather than grades K-6. It should be noted that the Onteora Central School District has not established the middle school concept as a policy as of this date.

* Interview with Superintendent of Schools and Business Administrator of Onteora Central School District

In summary, children from the Town of Hurley in the Onteora Central School will attend the West Hurley Elementary School and the Junior-Senior High School in the Town of Olive. The West Hurley Elementary School can be expanded if necessary, but the possibility of a middle school (grades 5-8) may postpone any addition.

School Standards

The New York State Department of Education, Division of School Buildings and Grounds standards for an elementary school are 3 acres plus 1 acre for each 100 pupils enrolled with a minimum of 5 acres. The grades 7-12 and high school standard is 5 acres plus 2 acres for each 100 pupils up to an enrollment of 500, beyond 500 one acre is added for each 100 pupils, with a minimum size of 10 acres.

A school site should be related to existing and future population and an elementary school desirably should be located close to the center of the neighborhood or area to be served. Accessibility by car and by walking as well as the physical characteristics of the site are important aspects of school plant location. In Hurley no new schools are proposed. The existing schools are close to the existing and proposed concentrations of population. However, as previously noted the Hurley elementary school does not meet State site size requirements, while the West Hurley elementary school exceeds State standards.

Park and Recreation Facilities

The needs in the Town of Hurley are to provide active recreation facilities (ballfields, playfields) and passive recreation areas which should utilize some natural feature for picnicking, walking and where visual enjoyment of scenery is available.

The National Recreation Association recommends a standard of 10 acres of recreation space per 1,000 population. Because the Town of Hurley will still have abundant vacant land, open fields and mountainous areas for informal recreation purposes by 1985 a standard of 8 acres of recreation space per 1,000 population has been used. It should be noted that while properly selected standards are a valuable guide for gauging general recreation needs, the adequacy of a municipal recreation system is more a function of effective recreation acreage rather than total acreage. Effectiveness is largely determined by location and proper development of recreation land.

Active recreation facilities particularly for children of elementary school age should logically be located adjacent or near to the elementary school. This arrangement will work well in the West Hurley area where it is anticipated that a ballfield will be located on the 32 acre site of the West Hurley elementary school. Because the Hurley elementary school is located on a 3 3/4 acre site this same arrangement is not possible. The Development Plan proposes a system of park strips along streams for protection of these natural drainage ways and utilization of these streams for esthetic purposes. A portion of this park strip is proposed for active recreation area directly south of Hurley elementary school. This recreation area could then be used by school children in the Hurley area both during school and non-school hours.

The Plan proposes a Town park and recreation area along the Esopus Creek south of Wyncoop Road. This area is subject to periodic flooding and therefore park and recreation use is suitable. The park and recreation area utilizes the natural asset of the Esopus Creek. Swimming, picnicking, walking areas could be developed. Active recreation facilities including a ballfield, tennis courts could also be developed.

As previously mentioned a park strip along the stream which runs through the hamlet of Hurley is proposed. As the Town becomes more developed, greater areas of land are covered with impervious materials, (streets, buildings, driveways, concrete areas) thus increasing the amount of water runoff to the streams. Therefore, these streams take on more importance as drainage ways. Public access either through public ownership of land along these streams or easements is necessary to clean and maintain the stream bed. This park strip along the stream in the hamlet of Hurley is proposed to protect this stream as a drainage way and also to provide a park strip which can be utilized for horseback riding and hiking and enjoyment of the natural area.

Similar proposals along streams in the medium density residential area of West Hurley are also included in the Plan.

A park and recreation area is proposed in the West Hurley area between Maverick Road and Route 375. This proposal is shown as a generalized site.

Utilizing the standard of 8 acres of recreation space per 1,000 population would necessitate approximately 80 acres of recreation land by 1985. The above recreation proposals can easily provide space to meet this standard. The amount of land in each of these proposed recreation areas will depend

upon land availability and funds at the time of acquisition. Generally the amount of acreage shown for each of these sites on the Development Plan is as follows:

1. Along Esopus Creek	40- 50 acres
2. Park & recreation area along stream in hamlet of Hurley	30- 40 acres
3. Recreation area adjacent to West Hurley Elementary School	5- 10 acres
4. Park and recreation area between Maverick Road and Route 375 in West Hurley	<u>5- 10 acres</u>
Total	80-110 acres

In addition park strips along the stream beds in West Hurley are proposed but land acreage has not been estimated because easements could be used in many areas.

Shown on the plan as permanent open space is the land owned by the New York City Department of Water Supply, Gas and Electricity adjacent to the Ashokan Reservoir and land owned by the State of New York as part of the Catskill Forest Preserve. This reservoir although established as a water supply facility also serves as a passive recreation facility. In this respect it would be advantageous to the Town residents to have as much use and access to this facility as can be accomplished while still preserving the quality of water.

It should further be noted that the proposed improvements to the Wittenberg state lands in the Town of Woodstock will also benefit Hurley residents.

Town Hall, Libraries, Firehouses

As the Town increases in population more personnel, boards and agencies will be needed to administer Town business and as this happens consideration will have to be given to a Town Hall to serve as office space for Town officials and to provide meeting space for boards and agencies. The site selected for the Hurley Town Hall is in West Hurley on property adjacent of the West Hurley fire house. This site in West Hurley will form a municipal complex composed of the Town Hall, West Hurley school and recreation area. In addition, the West Hurley library is inadequate for future needs. The building is old, lacks off-street parking, water and toilet

facilities. It is proposed to build a new library near the proposed site of the proposed Town Hall. The Town presently contributes to support of the West Hurley library and the Hurley library. These funds plus federal aid and donations will be used to pay for the cost of this new building. Communications with the West Hurley District Fire Commissioners indicate that during the next 10-15 years additions will probably be necessary at the West Hurley and Glenford fire houses and possibly at the Spillway fire house. The West Hurley District fire commissioners also have indicated that eventually the West Hurley fire house may have to be relocated onto a large site. When such relocation is necessary a site near the concentration of population at the Hamlet of West Hurley should still be considered but such site should have direct access to a major highway or important collector street. The existing West Hurley fire house could then be used for Town purposes possibly for additions to the Town Hall facilities or as a Town recreation center.

Joint use of certain parking facilities should be explored. For example, during public meetings at the Town Hall the off-street parking facilities at the West Hurley elementary school could be used to accommodate the peak demands for off-street parking.

The Hurley library which also serves as a meeting hall for various town boards is presently being expanded by improvements to the second floor. This building does have water and toilet facilities and some space for off-street parking. The Town of Hurley officials have expressed interest in the acquisition of a stone house. The use of such building as a museum would be desirable and when the Hurley library outgrows its present facilities, joint use of such building as a museum and library should be considered. A good location for such facility is on Main Street in the hamlet of Hurley which is now recognized as a national historic site.

The Hurley fire station is presently adequate in terms of station location and equipment. However, the present site provides no room for expansion. With continued growth in the hamlet of Hurley area expansion of this facility will be needed and a relocation of the site will have to be considered. The site chosen for relocation should be centrally located and should provide ease of access across Route 209 and its relocation and across the Esopus Creek. Thus a site in area of the present fire house is desirable. As an alternative a site convenient to the proposed intersection of the relocation of Route 209 and the proposed east-west road in the southern part of Hurley could be considered. Although this alternative site would not be centrally located in the medium-high density residential area, all of the medium-high and medium density residential areas in the hamlet of Hurley will be within a 2 mile radius.

PUBLIC UTILITIES AND SERVICES PLAN

A major portion of the medium-high density residential area in the Hurley section of the Town is served by 3 private water companies: the Hurley Water Company, Elemendorf Water Company and Rolling Meadows Water Company. The two latter companies are intermunicipal in that they serve portions of both the Town of Hurley and Town of Ulster. The Hurley Water Company serves about 2,000 customers in the Town and 410 services. It is supplied by springs and wells at an average of .05 m. g. d. The major problem posed by the Hurley Water Company is small main sizes. Main sizes of 1 1/4" and 2" are common in the system. The New York Fire Insurance Rating Organization, public Protection Department in its publication entitled Recommended Water System Design Standards recommends a gridiron of minor distributors supplying residential districts consisting of mains at least 6 inches in size arranged so that the lengths on the longer sides of blocks between intersecting mains do not exceed 600 feet, and where longer lengths are necessary, 8 inch or larger mains should be used. It will be necessary to replace the entire distribution system of the Hurley Water Company since none of these mains meet modern standards nor could they continue to supply an expanded area. The Hurley Water Company contains approximately 40,000 lineal feet of water mains. Assuming an average of \$15 to \$20 per lineal foot for replacement of this distribution system, including new house connections and hydrants, the estimated cost is \$600,000-\$800,000.

A water district should be established preferably encompassing these three water companies. However, because the Elmendorf Water Company and the Rolling Meadows Water Company serve portions of both the Town of Hurley and Town of Ulster it would be necessary to establish uniform equalization rates for necessary improvements. A joint discussion between the Planning Boards of both Towns has been held to discuss establishment of such a water district but costs involved in improvements have been a stumbling block. A joint water district should continue to be explored but whether a joint district can be established or not the Town of Hurley will eventually have to improve the Hurley Water Company so that it meets modern standards and can continue to supply an expanded area.

Two private water companies serve a portion of the medium density residential areas in West Hurley. The medium-high density area of West Hurley is presently served by wells.

It is recommended that the medium and medium-high density residential areas shown on the Development Plan be served by central water supply.

Ground water supply can be utilized on an interim basis but experience has shown that ground water supply can not be relied upon as a permanent source of water. The Regional Water Resources section of this report entitled Special Plans discusses the sources of water for the Town of Hurley.

A central water supply is always preferable to individual wells. As areas build up, individual wells become increasingly undependable both as to supply and water quality.* Another important feature of central water supply is adequate fire protection. Development of an on-lot source of water for fire fighting purposes is likely to be costly, as there will be need to provide for large storage capacity and for distribution mains.** Conversely a central water supply can provide for domestic consumption as well as a reserve for fire fighting purposes. Generally fire insurance rates are favorably affected where a source of water for fire fighting purposes is available.

Water mains should be located in the street right-of-way between the paved roadway and street line to simplify location and repair of lines where they require attention. Fire hydrants should be readily accessible, protected from traffic hazards, and located so as not to obstruct walks or parking. A convenient rule of thumb in estimating the number of fire hydrants is one hydrant per 400 to 500 feet of street or approximately the square footage of the area of the property divided by 200,000.*

The low density residential areas should continue to be served by individual on-lot water supply (wells) and septic tanks except for cluster developments where central water supply and possibly central sewer systems should be utilized.

The location of the medium-high density residential areas in the Hurley section of the Town has been designed considering the probable eventual need for a sanitary sewer system. The medium-high density residential area plus a major portion of the medium density residential area in Hurley drain toward the Esopus Creek and a sanitary sewer system will primarily operate by gravity flow to a treatment plant on the Esopus Creek.

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

** Planning the Neighborhood by the American Public Health Association, Committee on Hygiene of Housing, Public Administration Service, 1313 East 60th Street, Chicago, Ill. 1960

No firm recommendation can be made at this time as to when sewers may be necessary. Such timing will depend upon the rate of growth of particularly the medium-high density residential area and problems confronted by septic tank operation. A sewage disposal study for all of Ulster County is now being prepared by an engineering firm, but at the time of writing of this report the Town of Hurley has not been specifically studied. The existing soil types in the medium-high density residential areas in Hurley are predominantly loamy fine sand and gravelly loam and are good regarding their ability to absorb sewage effluent from septic tanks. However, conditions can vary within any given area and it is difficult to adapt septic tanks to all of the varied conditions of soil and usage to be found within any development. Even where conditions are favorable, the maintenance of individual septic tanks, after a few years, frequently becomes a difficult problem. Any use of garbage disposal units with septic tanks means doubling the capacity of the septic tanks and frequent attention to their working order.*

Considering sewage disposal the situation in West Hurley is the complete opposite of the relatively good situation in Hurley of good soil types and gravity flow of potential sanitary sewer system. In West Hurley, the soil types are characteristically stony with large areas in which bedrock lacks a soil covering. Therefore, the only area proposed for medium-high density residential use is the area which is predominantly developed at the hamlet of West Hurley. The remaining residential lands in West Hurley are proposed for low and medium density residential use. Careful review should be made of subdivisions to assure proper installation and operation of septic tanks. The drainage basins and the location of a suitable body of water in which to discharge treated sewage presents a problem in West Hurley. Should it be found necessary to provide a sewerage system for the medium-high density residential area at West Hurley careful engineering investigation will have to be made to determine the suitable treatment and method of disposal. The use of common water supply in the medium-high and medium density residential areas of West Hurley will eliminate at least wells and septic tanks being in relatively close proximity to each other on individual lots.

As with water lines, sewer lines should be located within street rights-of-way but not necessarily under the roadway paving. They should be located so as to avoid existing trees which are to be preserved.

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

In the medium-high and medium density residential areas consideration should be given in proposed subdivisions to storm sewer systems. As more and more land is covered with buildings and paved areas, less land is available to absorb more storm water runoff. Thus it becomes important to collect this water and discharge it into a natural drainage way.

As pointed out in the public utilities service and analysis the Town now operates an open dump which is contrary to State regulations. A solid waste disposal study is now being prepared for Ulster County by an engineering firm. This study has not progressed to the point where conclusions have been reached but will make recommendations for refuse disposal sites and procedures. Generally the sanitary land fill method of refuse disposal has been found to be an acceptable and reasonable method cost wise for disposal of refuse, particularly in areas where abundant vacant land exists. The Town of New Paltz in Ulster County now operates a sanitary land fill method of refuse disposal. This type of operation involves the placing of refuse in pits or trenches and covering with soil at the end of each days operation. Conversion of the present Town dump to a sanitary landfill operation would present significant problems and costs due to the fact that very little soil exists in the area of the Town in which the dump is located.

Should the solid waste disposal study indicate that the sanitary landfill method of refuse disposal is recommended, consideration should be given to operation by Ulster County of a site of several sites throughout the County or operation of a site by a group of municipalities for economy reasons. Throughout the County there are abandoned soil mining pits which could be considered as sanitary land fill sites.

Electricity and telephone service are services provided by private companies (Central Hudson Gas and Electric Co. and New York Bell Telephone Co.) and are provided and extended upon request. In this respect the New York Telephone Company has announced that they plan to bury all telephone lines in new residential subdivisions by 1970. Buried cable is rarely affected by storms, and are protected from the traditional enemies of poles and overhead lines: falling limbs and climbing cars. Buried cable should be considered in new subdivisions in the Town not only as a safety means but also as a means of improving esthetic characteristics.

SPECIAL PLANS

Regional Water Resources

The information contained in this section of this report is based upon a preliminary draft report of the Water Supply Study for Ulster County prepared by Brinnier and Larios, Engineers. As of the date of writing, this preliminary report had not been acted upon by the New York State Department of Health.

The Water Supply Study for Ulster County studied ground water supply, existing surface water supply, new surface water supply, the Catskill and Delaware Aqueducts and the Hudson River as sources of water. The report indicated that ground water supply (wells) has proven to be an adequate source of water in the County as long as the demand placed upon these wells is not too great. The existing sources of surface water supply are Cooper Lake, Blue Mountain Reservoir and the Ashokan and Rondout Reservoir. The report pointed out that only three locations provide adequate watershed area and desirable impoundment at a nearby demand for water stored in new surface facilities and these are Plattekill Reservoir, Vernooey Kill Reservoir and Yankeetown Reservoir. The report indicated that a figure of 160 gallons per day per capita has been set by the City of New York as the amount it will allow the County to remove from its aqueducts. Concerning the Hudson River the report pointed out that if a Hudson River Plant is constructed to furnish water supply for residents of Ulster County, guarantees must be made to keep the Hudson River as free of salt and upstream pollution as possible.

The report studied aquifer possibilities of the Esopus valley and Rondout and Sandburg Creek valleys. The general conclusion of ground water supply in the valley areas was that such source could be utilized until such time as an intermunicipal system utilizing other sources of water has been created, but that none of the ground water supply in Ulster County offers a permanent solution for intermunicipal water supply usage.

The report estimated that by the year 2020 about 75% of the approximately 380,000 people living in the County will be served by public water supply systems. In 1965 over 50% of the 1965 population of Ulster County was served by public or private water supply systems.* The remaining population will be living in rural areas where it would be uneconomical to

* Ulster County Data Book, 1966

construct water systems. These persons residing in the rural areas will be served by individual wells or by small water systems served by wells.

To determine the source of water for the people who will be served by public water systems the water supply report divided the County in six service areas.

Stone Ridge, High Falls and Glasco and Saugerties.

Service area B included Woodstock, Bearsville and West Hurley.

Service area C included Ellenville, Napanoch, Kerhonkson and Wawarsing.

Service area D included hamlets of Port Ewen, Ulster Park, Esopus and West Park and Service area E included the Towns of Lloyd and Marlborough and service area F included New Paltz, Gardiner and Walkill.

Four alternative sources of water supply were studied for service area A as follows:

Plan I

Water would be obtained from the City of New York Supply in the Ashokan Reservoir with the Catskill Aqueduct tapped at Atwood in the Town of Marbletown.

Plan II

A plant would be constructed on the Hudson River just north of Kingston near Turkey Point and water would be treated and pumped to an open reservoir to be built in the Town of Kingston.

Plan III

This alternative called for a reservoir and plant to be built on the Plattekill just above the existing Blue Mountain Reservoir and would supply by gravity all communities except High Falls, Stone Ridge and Rosendale. These would be supplied by tapping the Catskill Aqueduct.

Plan IV

This alternative called for plans similar to plan II except that the hamlets of Stone Ridge, High Falls and Rosendale would be served by tapping the Catskill Aqueduct.

The water supply report recommended Plan II as the source of water for this service area. Under this plan water would be obtained from

the Hudson River near Turkey Point where the water would be treated and pumped to upland storage reservoir from which it would flow by gravity to consumers.

The recommended water supply by the water supply report for service area B is Cooper Lake. It is proposed that a plant be constructed in Shady (Town of Woodstock).

Alternative sources of water studied for Service Area C were 1) to remove water from the Delaware Aqueduct and 2) to build a dam and reservoir on the Vernooy Kill in the Town of Wawarsing. The source of water supply as recommended by the water supply report is to remove water from the Delaware Aqueduct.

The water supply report recommends that each service area be organized as an Intermunicipal District with a County Water District formed to supervise the individual districts.

The water supply report cautions that proposals should not be assumed as preliminary plans and that additional engineering studies will be required to confirm assumptions.

Thus, in summary, regarding regional water resources the report indicates that ground water supply does not offer a permanent solution as a source of water supply except to those persons who will be residing in the rural and mountainous areas. Those persons who will be served by public water supply will eventually have to obtain water from sources other than ground water supply and the report recommends utilization of the Hudson River as a source for service area A, Cooper Lake for service area B and the Delaware Aqueduct for service area C.

Local Water Needs

The study of water supply for Ulster County by Binnier and Larios used a figure of 160 gallons per capita per day to determine the amount of water required. The report indicated that the figure of 160 gallons per day has been set by the City of New York as the amount it will allow the County to remove from its aqueducts. This report also pointed out that the 160 gallons per day per capita figure should provide a factor of safety and provide for non-industrial and industrial needs for the future. The report indicated that this figure will provide for emergency conditions such as fire requirements and will eliminate the need for communities to restrict the use of water during periods of extended drought.

TABLE 1: ESTIMATED LOCAL WATER NEEDS (1985)

	<u>Estimated 1985 Population by Brown & Anthony City Planners, Inc.</u>	<u>Estimated Local Water Needs by 1985</u>
Town of Hurley	9,600-10,800	1.5-1.7 mgd
Town of Marbletown	5,500- 6,300	.9-1.0 mgd
Town of Rosendale*	5,500- 6,300	.9-1.0 mgd
Village of Rosendale	1,900- 2,100	.30-.34 mgd
Town of Rochester	5,200- 6,000	.8-1.0 mgd
Town of Wawarsing**	9,300-10,500	1.5-1.7 mgd

* excludes Village of Rosendale

** excludes Village of Ellenville & Catskill Reformatory

mgd - million gallons per day

As pointed out previously it is expected that those persons living in the rural or mountainous areas will continue to be served by wells and thus a portion of the estimated local water needs will continue to be serviced by ground water supply from wells.

The population forecast figures should be reviewed periodically and the forecast revised as necessary. It should be noted that a comparison of the population forecast by Brinnier and Larios and the forecast by Brown & Anthony City Planners, Inc. showed some differences although in general the forecasts for the municipalities as shown on Table 1 were similar. The Brinnier and Larios forecast for 1985 for the Town of Hurley is 13,000 and the Town of Rochester 4,500.

Recreation Areas Plans

Ulster County has traditionally been an agricultural County and has provided through private recreation and resorts, recreation for residents of

nearby metropolitan areas. A portion of the Catskill Forest Preserve is located in the County and the use of this State land is limited to forever wild activities, except for Bellayre Ski area. However, with the trend now toward more development in the County particularly in the central and eastern portions, the need to serve resident population with park and recreation facilities will increase. Ulster County presently lacks any county park system.

Although proposals for park and recreation facilities to serve Town residents have been made in the Community Facilities Plan section of this report, consideration should be given to facilities of a more regional nature.

These park and recreation areas generally involve intermunicipal development and are of such size that they should be part of a regional or county park and recreation system.

Rondout Creek Park and Recreation Area

The Rondout Creek presents an opportunity to create such a regional or county recreation area. It flows through the Towns of Wawarsing, Rochester, Marbletown and the Town and Village of Rosendale. It is near to existing and proposed concentrations of population and vehicular access is good. The Delaware and Hudson Canal, a historic facility, which generally parallels many parts of the Rondout Creek should be preserved. Proposals for the preservation of this canal have been made by the Delaware and Hudson Canal Society, Inc. Most of the land abutting the Rondout Creek is undeveloped and is subject to periodic flooding which makes park and recreation a good use for this land.

It is important to consider preservation of natural assets in the County for use and enjoyment of future generations. The importance of this consideration becomes obvious upon examination of sections of the New York Metropolitan area where important assets such as the Hackensack River and Passaic River have been allowed to deteriorate into polluted bodies of water with very little land along their banks in public ownership. Attempts at this time to improve the quality of the water and provide more public land prove to be very expensive. Thus it is important to consider public acquisition of the suggested land at an early date. Development of suitable park land for residential, commercial or industrial purposes means that for all practical purposes such land is lost for public use.

The plan proposes a park strip along the Rondout Creek incorporating the abandoned D & H Canal and development of a county recreation area in the Town of Rochester on the west side of the Rondout Creek. Both of these recommendations have been advanced by the D & H Canal Society, Inc. This park strip should generally be 300 feet wide on each side of the stream where feasible. This park strip will then preserve the Rondout Creek as a natural asset in the County and could be developed for fishing, hiking, camping, swimming, picnicking, horseback riding, bicycling, etc. Other areas could be preserved in their natural state.

The D & H Canal could be preserved and used as a tourist attraction to help bolster the economy. The D & H Canal Society, Inc. has suggested a horse drawn barge ride from the Peter Davis Basin to the northerly limits of Accord in the Town of Rochester.

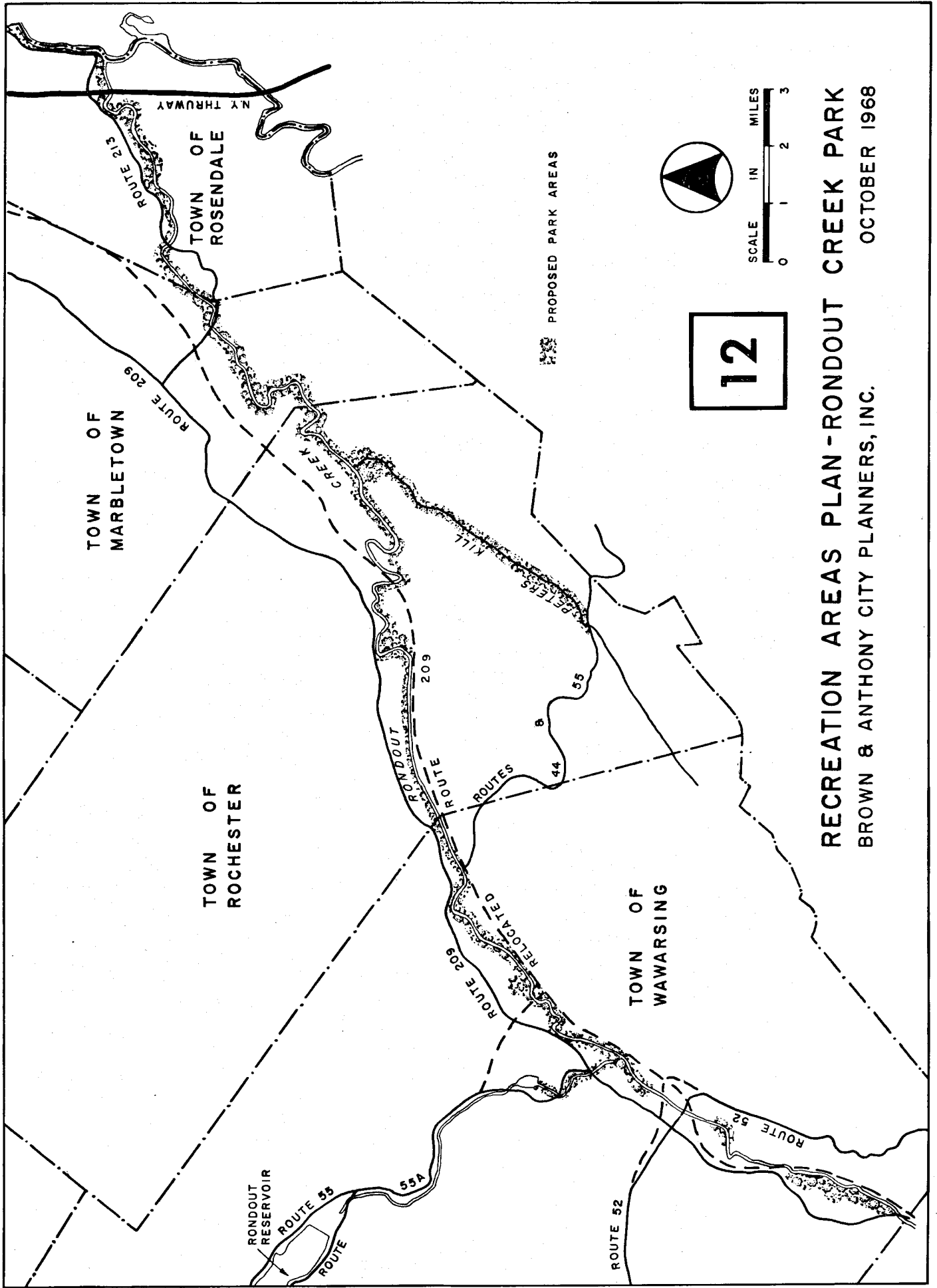
This type of facility will help the resort economy of the Ulster County by providing facilities within the County for use by guests of smaller hotels and bungalow colonies which are now suffering from competition with the large hotels. The large hotels can financially afford to provide on site facilities such as golf courses, pools, etc. which the smaller hotels and bungalow colonies can not match.

In Rochester a golf course, picnic area, camping area, swimming, summer playhouse, music shed, etc. are proposed.

Further suggested park and recreation areas are public ownership of lands along both sides of the Peterskill in Rochester. This stream has been described as one of the most beautiful streams in America. Its banks are lined with rhododendrons and its water crystal clear. Picnic sites, swimming holes and overnight camp sites could be provided in this park strip.

The areas shown on the plan are general in nature. More advanced designs will indicate suitable widths and locations for suggested facilities. In areas where properties are not available consideration should be given to easements to continue trails or paths, or to incorporate scenic vistas.

It should be noted that regional recreational facilities should not stop with this Rondout Creek park and recreation area. Other facilities to be included in a regional or County park and recreation system



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RECREATION AREAS PLAN-RONDOUT CREEK PARK
BROWN & ANTHONY CITY PLANNERS, INC. OCTOBER 1968

are boating, skiing, preservation of sites of natural beauty such as the high points of the Catskills and Shawangunk Mountains, preservation of lands along other streams, creeks and rivers.

All of these suggestions can not be accomplished in the near future, but an important consideration as pointed out previously is that once land suitable for public use and enjoyment is privately developed such land for all practical purposes is no longer available for public development. Furthermore, both Federal and State grants are available to help pay the cost of acquisition of such lands.

Shawangunk Parkway

The original plans developed in the 1930's by the U. S. Department of the Interior called for an Appalachian "Airway" which would run from Georgia to Maine. The portions completed to date are the Shenandoah Drive and Blue Ridge Parkway through parts of Virginia and in the Great Smoky National Park in North Carolina and Tennessee.

The proposal through Ulster County was to follow the Shawangunk Mountains. Opposition of this proposal has developed in the County.

One of the major recreation activities for American families is pleasure driving. The purpose of the proposed Shawangunk Parkway is to provide a scenic drive within easy reach of the millions of families living in the northeastern part of the United States. The U. S. Department of the Interior should be encouraged to continue studying this route because of its importance as a recreation facility and because it will generate economic activity in the County.

GOVERNMENTAL COORDINATION OF PLANNING ACTIVITY AND PLANNING CONTROLS

The Development Plan represents the best future development of the Town within the framework of policies and criteria outlined earlier in this report. The responsibility for the implementation of its proposals rests not only with the Town, but also with a number of other public and private agencies, including local school boards, other districts, County and State agencies and private developers. The function of the Development Plan is to serve as a guide for these private and public agencies in making decisions concerning the development of the Town.

The Town Planning Board should institute a continuing program to see that the provisions of the Plan are carried out as needed. Since school boards, special districts and certain County and State agencies have responsibilities for certain aspects of future development, they should be kept informed of the overall development goals which are being sought by the Town. Continuing study of the Development Plan is one of the most important responsibilities of the Town Planning Board. Since no community is built all at once but evolves gradually over the years, the Plan to guide this growth must be kept up to date. This will probably require revisions of the Plan from time to time in the light of changing conditions and as new information becomes available. However, these revisions should be made only after careful study.

Development Responsibility

The following outline indicates how the various elements in the Development Plan are carried out: some through private actions, some through Town actions, some through school district and other special district agencies, and others by County, State and possibly Federal agencies.

- a) Private development: private developers are subject to the conditions of the Zoning Ordinance and Subdivision Regulations.
- b) Arterial highways: State (and County).
- c) Major roads: County (and State).
- d) Minor and collector roads: Town (and County).

- e) Bridges and grade-separated interchanges: State and County.
- f) School sites and schools: School District
- g) Neighborhood playgrounds: School District and Town.
- h) Town parks: Town (possible Federal and State aid).
- i) Town Hall, Highway Department and other Town buildings and sites: Town.
- j) Water supply: Town, special district or private company (possible Federal aid).
- k) Sewage disposal: Town or special districts (possible Federal aid).
- l) Refuse disposal sites: Town (County).
- m) Fire stations: special districts.
- n) Post Offices: Federal Government.

With the completion of the Development Plan, the work of the Town Planning Board can be considered to have begun in earnest. The Board must be prepared to continue its studies into Town conditions, trends and needs in order that they may continue to have a sound and logical basis for keeping the Plan up-to-date. A systematic program for the Board could include the following:

- a) Annual review of all elements of the Development Plan and all laws and regulations stemming therefrom.
- b) Extension and an annual review of the Capital Improvements Program and recommendation to the Town Board of a Capital Budget.
- c) The continued study of subdividers' proposals.
- d) The continued study of any development problems referred by the Town Board or other public agencies for recommendations.
- e) A continuing program of public relations and cooperation between the Town, its citizens, School Board, adjacent communities, the County, the State and other public bodies and agencies.

In their day-do-day work the Town Planning Board should utilize the Development Plan, as a guide. There is no doubt that at times, the Planning Board will be under pressure to make changes or exceptions, or reduce the requirements and standards which have been established by the Development Plan. Because of their unique responsibility to the future, it is critical that the Board be impartial and maintain a long-range view point in all of their decisions.

Cooperation by Local Citizens

One of the most effective ways through which community goals, as outlined previously, can be achieved is by voluntary action and constructive cooperation of civic, business and other citizen groups, as well as individuals. Activity by local non-governmental groups can often be carried out much more expeditiously than government-supported programs. Participation by such groups can also better arouse interest toward civic improvement and betterment and create a responsible attitude by most residents.

Many of the lesser problems confronting the municipality can be eliminated through such direct local voluntary activity. For example, a voluntary clean-up, fix-up and landscaping campaign, on a neighborhood basis, sparked by local civic groups, can do more to up-grade residential areas than any official and government imposed program.

Small neighborhood recreation areas are another example of the type of improvement which would lend itself to non-governmental effectuation. It might be possible, for instance, for citizen groups or service clubs to assist in the establishment, development and maintenance of such facilities. This action would reduce materially the financial loads that the municipality as a whole would have to carry.

Last, but not least, if organized citizens can be made sufficiently aware of the potential that exists for the utilization of their resources, they will become not only active participants in the effectuation of a few limited phases of the Development Plan, but will become a vocal and strong booster group which will embrace and support the Plan as the vehicle through which their private and collective investment in their community can be protected and enhanced.

Regional Coordination

Beyond internal coordination, similar efforts, although at a different level, are also required on an inter-community basis. One of the most important areas for the coordination of future plans in the study area should be a continuation of the voluntary cooperation between adjacent Towns. In order that the benefit and future potentials of the present action be not lost, it is suggested that the discussions and coordination should be continued as a regular administrative and policy making matter.

Coordination at the County level is of importance. This task can be best accomplished by an active Planning Department which is now operating to serve exactly this need. Constructive participation of the Community in the policy making and actual effectuation of decisions made with respect to projects of Countywide significance should be encouraged. The great mobility of the local residents, plus the clustering of activities in strong functional centers which draw their clientele from wide areas, will make such approach increasingly more imperative.

The County Planning Board is now in the process of preparing a Master Plan for Ulster County. In addition as previously mentioned studies of water supply, sewage disposal, refuse disposal and a County airport are now being prepared at the County level.

The County planning agency has technical staff. The planning board of any county with the approval of the board of supervisors is empowered to furnish services when requested by the municipality. The board of supervisors establishes the charges to be made for the services furnished.

In addition to preparing a master plan for the County one of the functions of the County planning agency is coordinating and integrating the activities of local planning boards. The local boards should work effectively together as well as contribute to the County planning program.

Of particular importance to both the County and local planning agencies is the establishment of plans for County transportation facilities, County park and recreation system and County buildings and effectuation of these proposals. Proposals for these items will involve cooperation at the County and local level. However, for example, once a plan for County roads is established each municipality in the County will then be in a better position to determine the needs and design of its local road system.

A county does not have the power to zone. Zoning for the entire area of a county can only be accomplished by the individual action of the towns, cities and villages within the county. A county planning agency, however, may assist local governments within the county in dealing with problems relating to zoning; however, the enactment of these zoning recommendations can only be accomplished by the local governing body. Thus land use arrangements as effectuated by zoning are a local developmental policy. Upon completion of the County master plan these local development policies should be related to the County development plan so that each plan at the local level not only is reasonable for the municipality but also is reasonable as an integral part of the overall plan for the County. Because zoning is a function of a municipality the integration of local development plans and policies with the county development plan is a matter of local and county cooperation.

The promotion of coordinated development along the boundaries of all the municipalities in a county is within the powers of county planning boards. A county planning board may officially state its recommendations concerning zoning regulations that have an inter-community effect. Section 239-1 and 239-m of Chapter 24 of General Municipal Laws provides that when a zoning ordinance or zoning amendment is presented to the municipality, or when a special permit procedure or request for a variance is before a municipal body, and when any of these apply to land or a building that is within 500 feet of municipal boundaries or within 500 feet of certain county or state facilities, the governing body, planning board, or zoning board of appeals will refer the matter to the county planning board with a statement setting forth the circumstances of the referred matter for review. The county planning board then has 30 days to act on the proposed zoning action, special permit or variance requested referred to it. The county planning board studies the request and reports its recommendations to the referring municipal agency, accompanied by a full statement of the reason for such recommendations. If the municipal body having jurisdiction over the matter does not receive a report in 30 days, it may act without such report.

If the county planning agency disapproves the proposal, or recommends modification thereof, the municipal agency having jurisdiction shall not act contrary to such disapproval or recommendation except by a vote of a majority plus one of all the members of the municipal body and after the adoption of a resolution fully setting forth the reason for such contrary action.

An amendment to the General Municipal Law gives the county the power to adopt and administer a "county official map". After establishment

of a county official map, subdivision plats having frontage, access or otherwise directly related to any county road, existing or proposed as shown on the county official map shall be referred to the county planning board for its approval or disapproval. The plat may be approved by the municipality subject to stated conditions, notwithstanding such report, when the application of such report will act to deprive the owner of a reasonable use of his land.

Effective January 1, 1969, a new Section 239-N of the General Municipal Law authorizes counties to permit county planning agencies to review and comment on subdivision plats submitted to municipalities for approval, in substantially the same manner, and subject to the same criteria that they presently review certain municipal zoning action under section 239-n.

SUGGESTIONS FOR OTHER REGULATORY AND CONTROL MEASURES

This report contains a complete draft of a zoning ordinance and capital improvements program. In addition a draft of amendments to the existing subdivision regulations is included.

Since the character of the Town is still predominantly undeveloped, there has not been great pressure for more extensive regulatory measures. These conditions, however, will begin to change and the need for other ordinances, which will help preserve satisfactory building conditions and living environments, can be anticipated.

Building Code: Marginal structures tend to deteriorate rapidly reducing surrounding land values. They are also unsafe and unhealthful. Since so much of the community's operating revenue is derived from improved land, the inventory of improvements should meet reasonable construction standards. New York State has a Building Code that may be adopted by any city, town or village in the State. This code establishes minimum sound standards for construction. Over 400 communities in the State have already adopted this code and its use by other communities is strongly advocated.

The New York State Building Code is adopted by passing a simple resolution by the local governing body (in accordance with Article 18 of the Executive Law). One copy of this resolution is filed with the municipal clerk, another with the Division of Housing and Community Renewal and a third copy with the Secretary of State. Thereafter it is in effect and no public meetings or hearings are required.

It is recommended that the Town adopt a building code. The enforcement of such a code and a zoning ordinance should be the responsibility of a building inspector. His primary tools are building permits and certificates of occupancy. No new construction is permitted until an applicant submits plans to the building inspector. The building inspector reviews these plans for compliance with the zoning ordinance and building code.

Housing Code: A housing code sets forth standards for living units assuring adequate space, light, air and other amenities.

A housing code typically includes space requirements (maximum occupancy limitations by habitable room), lighting and ventilation, structural requirement, fire and safety requirements, equipment requirements, (plumbing, heating, electrical and other equipment requirements),

property maintenance and administration and methods of enforcement. The New York State Division of Housing has prepared a "Minimum Housing Standard Ordinance" which can be adopted by a municipality with only minimum adjustments.

At the present time in the Town of Hurley there is not a pressing need for a housing code. However, in the future if problems arise concerning basic health and safety standards of housing occupancy, a housing code should be used to require compliance with minimum standards. It should be noted that the provisions of a housing code are retroactive.

Official Map: New York State Town Planning and Zoning Law permits a Town to establish an official map. Such map is deemed final and conclusive with respect to the location and width of streets and highways, drainage systems and the location of parks shown on such official map. The preparation of this Ordinance which is adopted by the governing body is costly since a precise engineering document based upon surveying is required. It would be much easier to establish an Official Map concurrently or after preparation of a Tax Map. A tax map is of invaluable assistance in the administration, collection and determination of equitable real estate taxes.

The preparation of tax maps is now being considered at the County level. An Official Map should be considered after the completion of tax maps.

Federal Assistance Programs

Some proposals of the Development Plan may be undertaken with governmental assistance. Such aid programs which could be utilized by the Town are as follows:

Open Space Land Program: This program provides 50% matching grants to public bodies for acquiring, developing, and preserving open space land for permanent public use. The above program is a Federal program. In addition, the State of New York by the Park and Recreational Land Acquisition Bond Acts of 1960 and 1962 provides for assistance in the amount of 75% of the acquisition cost of land for parks by counties, cities, towns, villages or by improvement districts therein. It is independent of any Federal Program. In most cases, land acquired for new parks by a municipality must contain at least 50 acres. In areas where there is insufficient land for this purpose, parcels containing at least 25 acres may be approved.

Demolition Grant Program: This program provides technical assistance and grants to cities, and other municipalities to finance up to two-thirds of the cost of demolishing structures which state or local law determines to be structurally unsound. The structures may be located either within or outside of urban renewal areas. The locality must assure that displaced persons are relocated into decent, safe and sanitary dwellings within their means.

In order to be eligible the locality must have an approved workable program, a local program for enforcing housing and related codes must be present; the structures must constitute a public nuisance and serious hazard to public health or welfare and the local governing body must have determined that other available legal procedures to secure remedial action by the property owner have been exhausted and that governmental-action demolition is required.

Advances for Public Works: This Federal program finances the preparation of engineering design work, and the advance must be repaid only when and if actual construction starts.

Sewer and Water Facilities: The Federal program provides grants for basic sewer and water facilities of up to 50% of the costs. The Federal Water Pollution Control Act provides grants of 30% for construction of municipal sewage treatment plants. The Pure Waters Bond Act (New York State) provides grants of 30% for construction, reconstruction and improvement of sewers and sewage treatment works.

Historic Preservation: This Federal program provides grants not to exceed 50% of the cost of acquiring and restoring historic sites and structures. The acquisition and restoration of these sites or structures must be in accord with the comprehensively planned development of the locality in which they are located.

The above does not exhaust the aid programs to municipalities. However, the remaining programs, including urban renewal, public housing and others, are not applicable at the present time to the Town of Hurley.

CAPITAL IMPROVEMENTS PROGRAM

The DEVELOPMENT PLAN describes various proposals and recommendations needed to provide the residents of Hurley with adequate municipal facilities. These proposals entail the expenditure of sums of money. The Plan is essentially a long-range plan and, therefore, the cost of financing the various improvements will have to be spread over a time period consistent with the financial status of the Town. In addition to the costs there are also the considerations of timing and priority scheduling--deciding the order in which the proposals should be accomplished.

The process by which proposals for new facilities and improvements are placed in a priority sequence--and a financial program established for providing funds over a specific period of time--is known as "Capital Improvements Programming."* This is essentially a process of balancing monies available, or reasonably expected to become available, against the volume of needed public facilities and improvements, and assigning a priority so that the most needed items will be provided for in the early part of the program period. The period usually chosen is six years--the current fiscal year plus five consecutive years. Each year the program is reviewed and a new year added to replace the previous year. At each review the situation of the Town will be re-examined, its current ability to pay determined, the proposed projects re-evaluated in terms of changing conditions, and new required improvements added.

Those items included in the capital improvements program are known as capital projects, which are defined as:

- (a) any physical betterment or improvement, including furnishings, machinery, apparatus or equipment,
- (b) any preliminary studies and surveys relating to any physical betterment or improvement,
- (c) land or rights in land,
- (d) any combination of the above.

* State enabling legislation for municipalities to undertake capital programming was passed in 1962. (General Municipal Law, Section 99-g)

The annual operating budget of the Town will include operating costs, plus appropriations for those capital projects to be begun that year which are to be financed wholly or partially by current revenues. If the capital project is scheduled to take longer than one year, only that portion of the cost expected to be spent during the first year should be included in the annual budget. Projects that will be financed outside the annual budget will not appear in the budget. The capital improvements program is generally developed by the Planning Board. Each municipal official, when preparing his annual budget request, should prepare a list of capital projects, including general cost estimates and priorities. The Planning Board, after reviewing all proposed capital projects, should develop the capital improvements program for the next six year period. The first year of the capital program is then submitted to the Town Board for approval, in the same manner as the budget is approved. The Town Board may amend the capital program prior to passage.

The Capital Improvements Program is in two parts, a fiscal analysis, and the first six year Capital Improvements Program.

FISCAL ANALYSIS

Introduction

The purpose of the fiscal analysis is to provide a basis for making recommendations for a capital improvements program for the development of the municipality. It is not a fiscal study for the purpose of making budget or tax recommendations, but rather to examine the base upon which the recommended capital improvements program shall rest. In many instances 1966 fiscal data is the most recent published data available. This report focuses on the Town of Hurley and though there are special districts in Town such as school and fire which are an integral part of the Town, they shall, because of their unique nature, be treated separately in this report.

The Tax Base

The tax base of a community consists of the value of all fully taxable property within the Town limits. The value of property for taxing purposes is referred to as "assessed value." Assessed value generally does not reflect market value. The relationship between assessed value and full value (100% value) is expressed as a percentage. Thus on the following table assessed value was 42% of full value (100%) in 1956 and 22% in 1966. Tax rates and property tax levies in the Town are based upon assessed value.

The amount listed on the following table as "Fully Taxable" is that portion of the assessed valuation which is taxable for town purposes. Property purchased with the proceeds of a pension, bonus or insurance granted by the U. S. or New York State for military or naval services is exempt from general taxation but is taxable for school purposes and is also subject to assessment on the basis of benefit. The exemption is limited to \$5,000 of assessed value per taxpayer. "Taxable for Schools" is the assessed valuation of property taxable for Town purposes plus pension-exempt property. "Wholly Exempt from Taxation" includes the valuation of all property both public and private, which is not subject to ad valorem taxes for any purpose. Some properties which are wholly exempt from ad valorem taxes may be assessed on the basis of benefit for certain services.

In order to insure an equitable sharing of the tax burden among communities, the New York State Board of Equalization establishes the relationship between assessed value and full value of real property. Ulster County also establishes a ratio of assessed value to full value.

In summary, the tax base is that portion of real property which is subject to taxation by the municipality for municipal purposes. It is expressed in terms of assessed valuation which represents a percentage of full value. The following shows the tax base of the Town of Hurley during the period 1956 to 1966.

TABLE 1: ASSESSED VALUE, EQUALIZED VALUE AND EQUALIZATION RATE IN THE TOWN OF HURLEY 1956-1966

Year	Assessed Value (\$ million)			Equalization		Equalized Value (\$ million)*		
	Fully Taxable	School Purposes	Wholly Exempt	Rate State	County	Fully Taxable	School Purposes	Wholly Exempt
1956	4.97	5.11	0.31	42	42	11.83	12.17	0.74
1957	5.36	5.54	0.25	42	42	12.76	13.19	0.60
1958	5.70	5.92	0.25	42	42	13.57	14.10	0.60
1959	5.88	6.11	0.25	42	42	14.00	14.55	0.60
1960	6.07	6.34	0.30	33	42	18.39	19.21	0.91
1961	5.76	6.08	0.30	27	33	21.33	22.52	1.11
1962	6.05	6.44	0.39	24	27	25.21	26.83	1.63
1963	6.28	6.74	0.39	24	24	26.17	28.08	1.63
1964	6.54	6.62	0.40	23	24	28.43	28.78	1.74
1965	6.80	7.34	0.43	23	23	29.57	31.91	1.87
1966	7.01	7.59	0.56	22	23	31.86	34.50	2.55

* based on State Equalization Rate 1956 through 1966

Source: New York State Comptroller, "Special Report on Municipal Affairs, 1956-1966"

The columns of equalized value of fully taxable property and taxable for school purposes reflect the growth of the tax base in the Town. The equalized value of fully taxable property has increased by 169% between 1956 and 1966. The equalized value of property taxable for school purposes showed a 191% increase. The value of wholly exempt property increased by 245% between 1956 and 1966, and increased when considered as a percentage of equalized fully taxable property from 6.3% in 1956 to 80% in 1966.

The Tax Rate

The tax rate is the amount per \$1,000 of taxable assessed valuation which is required to raise funds needed in the operation of the Town. The tax rate times the fully taxable assessed value yields the amount to be raised by property taxation. Overlapping jurisdictions make tax rates difficult to compare; for example, the Town is served by several special districts, (2 fire & 1 light) school district. The following tables show the tax rates for the Town of Hurley excluding special districts and tax rate comparisons between the Town of Hurley and the Towns of Rochester, Rosendale, Marbletown and Wawarsing.

TABLE 2: TAX RATES (County & Town) PER \$1,000 OF ASSESSED VALUE AND PER \$1,000 FULL VALUE 1961 for 1962 THROUGH 1967 for 1968 TOWN OF HURLEY

<u>Year</u>	<u>Tax Rate Per \$1,000 of Assessed Value</u>	<u>Equal- ization Rate</u>	<u>Tax Rate Per \$1,000 of Full Value</u>
1961 for 1962	31.193	27%	8.422
1962 for 1963	31.665	24	7.600
1963 for 1964	36.441	24	8.746
1964 for 1965	44.312	23	10.192
1965 for 1966	44.266	23	10.181
1966 for 1967	46.878	22	10.313
1967 for 1968	64.286	22	14.143

Source: General Tax Table for Ulster County 1961 for 1962 through 1967 for 1968

The above table includes the tax rate to raise taxes for County and Town purposes. The 1966 for 1967 tax rate of 46.878 per \$1,000 of assessed value was composed of \$33.452 or about 71% for county purposes and \$13.426 or 29% for Town purposes.

TABLE 3: TAX RATES (County & Town) PER \$1,000 OF FULL
VALUE - TOWN OF HURLEY
Compared to Towns of Marbletown, Rochester, Rosen-
dale & Wawarsing 1961 for 1962 and 1967 for 1968

	Tax Rates per \$1,000 of Full Value	
	<u>1961 for 1962</u>	<u>1967 for 1968</u>
Town of Hurley	8.422	14.143
Town of Marbletown	10.097	15.233
Town of Rosendale	7.883	13.357
Town of Rochester	11.997	17.764
Town of Wawarsing	9.280	15.046

Source: General Tax Table for Ulster County 1961 for 1962 and 1967
for 1968

The above tables indicate that the tax rate for the Town of Hurley has been increasing but compares favorably to the Towns of Marbletown, Rochester and Wawarsing. The tax rate per \$1,000 of full value for the Town of Hurley exceeds the tax rate for the Town of Rosendale.

Revenues

The revenues for the Town for municipal purposes have been separated into three categories: Real Estate Taxes for Town Purposes, State Aid and Other Revenue. The real estate tax for town purposes is obtained by applying the tax rate to the fully taxable assessed valuation. State aid includes per capita aid and support for specific special programs as provided by the State of New York. Other revenue includes interest and penalties on taxes, licenses, permits, fines and other miscellaneous items. Such items as bonds and notes are not included as revenues.

TABLE 4: REVENUES IN THE TOWN OF HURLEY
(in thousands of dollars)

<u>Year</u>	<u>Real Estate Tax for Town Purposes</u>	<u>State Aid</u>	<u>Other Revenue</u>	<u>Total</u>
1956	46.5	20.3	3.3	70.1
1957	65.2	20.3	3.5	88.9
1958	55.8	24.3	3.7	87.8
1959	72.6	32.7	4.7	110.0
1960	73.3	28.8	3.9	106.0
1961	69.0	33.7	4.0	106.7
1962	70.3	33.4	4.6	108.3
1963	71.2	38.6	4.5	114.3
1964	77.0	35.2	5.2	117.4
1965	95.5	43.5	6.6	145.6
1966	94.3	59.0	8.1	161.4

Note: Totals may not add because of rounding

Source: New York State Comptroller, Special Report on Municipal Affairs 1956-1966

Total revenue increased by 130% from 1956 to 1966. In 1956 real estate taxes for Town purposes were 66.3% of the total revenues but decreased to 58.4% by 1966. Other revenues were 4.7% of total revenues in 1956 but increased to 5.0% by 1966. State aid was 29.0% of total revenues in 1956 but increased to 36.6% in 1966. Thus State aid has increased at the faster rate than real estate taxes, other revenue and total revenues. However, the predominant source of revenue was still real estate taxes in 1966.

Expenditures

Expenditures in the Town of Hurley have been divided into three categories: current operations, capital outlay and debt service. Current operations include normal operations and maintenance of the Town. Capital outlay includes disbursements for the construction, improvement or acquisition of fixed assets. Debt service reflects the costs of redemption of long and short term obligations, both principal and interest.

TABLE 5: EXPENDITURES IN THE TOWN OF HURLEY
1956 - 1966
(in thousands of dollars)

<u>Year</u>	<u>Current Operations</u>	<u>Capital Outlay</u>	<u>Debt Service</u>		<u>Total Expenditures</u>
			<u>Principal</u>	<u>Interest</u>	
1956	64.3	-	1.9	0.2	66.4
1957	95.5	-	1.9	0.1	97.5
1958	75.3	-	10.8	0.4	86.5
1959	91.2	3.0	-	-	94.2
1960	93.0	-	-	-	93.0
1961	105.1	-	-	-	105.1
1962	115.5	-	-	-	115.5
1963	114.8	-	-	-	114.8
1964	138.7	-	-	-	138.7
1965	126.7	7.0	-	-	133.7
1966	143.2	-	6.0	0.8	150.0

Note: Total may not add because of rounding

Source: New York State Comptroller, Special Report on Municipal Affairs
1956-1966

Total expenditures in the Town of Hurley increased by 126% between 1956 and 1966. Current operations constituted the predominant expenditure between 1956 and 1966. The only capital outlays in the above table were \$3,000 in 1959 and \$7,000 in 1965. Between 1959 and 1965 there were no debt service payments.

Debt Position

The amount of debt which a town in New York State may incur for general town purposes is limited by State law to 7% of the average full valuation of real property taxable for town purposes as shown on the last 5 completed assessment rolls for which equalization rates were established as of the close of the fiscal year. Thus the town's capacity to incur debt is closely tied to its tax base and increases as the tax base increases. With the consent of the State Comptroller, certain self sustaining improvements and services may have their indebtedness excluded when computing the outstanding debt which is subject to the 7% limitation. The debt margin or available borrowing capacity is the difference between the constitutional debt limit and the outstanding debt.

TABLE 6: DEBT POSITION OF THE TOWN OF HURLEY
1956 - 1966

<u>Year</u>	<u>Constitutional Debt Limit</u>	<u>Outstanding Debt</u>		<u>Debt Margin</u>
		<u>Amount</u>	<u>% of Limit</u>	
1959	\$ 691,016	\$ 5,700	0.8%	\$ 685,316
1957	789,840	10,800	1.4	779,040
1958	891,190	-	-	891,190
1959	891,190	-	-	891,190
1960	988,386	-	-	988,386
1961	1,121,387	-	-	1,121,387
1962	1,295,544	-	-	1,295,544
1963	1,471,799	-	-	1,471,799
1964	1,673,985	23,990	1.4	1,649,995
1965	1,830,395	23,990	1.3	1,806,405
1966	1,977,827	17,992	0.9	1,959,835

Source: New York Comptroller, "Special Report on Municipal Affairs,
1956-1966

The outstanding debt was redeemed in 1958 but a new debt incurred in 1964. In 1966 the Town of Hurley had a debt margin or available borrowing capacity of over \$1.95 million dollars.

Special Town Districts

Within the Town of Hurley there are two fire districts and a light district. The following information reflects the fiscal state of these districts between 1956 and 1966.

TABLE 7: SPECIAL DISTRICTS IN THE TOWN OF HURLEY
1956 - 1966
(in thousands of dollars)

Year	<u>REVENUES</u>			<u>EXPENDITURES</u>					
	Real Estate Taxes & Assessments	Other Revenue	Total	Borrowings	Current Operations	Capital Outlay	Debt Service	Total	Outstanding Debt
1956	16.7	0.3	17.0	20.0	8.6	19.5	8.3	36.4	100.8
1957	19.5	0.8	20.3	-	9.3	-	10.7	20.0	92.3
1958	19.9	4.7	24.6	20.0	9.5	19.5	10.5	39.5	103.7
1959	28.3	4.1	32.4	55.8	14.4	27.5	37.8	79.7	124.7
1960	26.1	6.3	32.4	-	14.9	10.2	27.2	52.3	105.6
1961	26.6	3.0	29.6	-	13.6	1.2	16.8	31.6	96.6
1962	35.2	2.7	37.9	25.0	20.6	26.7	16.5	63.8	107.5
1963	36.9	5.0	41.9	-	26.4	1.0	17.4	44.8	93.1
1964	47.7	4.0	51.7	-	28.7	2.0	17.0	47.7	78.6
1965	44.4	2.7	47.1	0.2	19.5	1.9	16.5	37.9	64.1
1966	45.3	6.5	51.8	-	27.3	3.0	16.2	46.5	49.7

Source: New York State Comptroller, "Special Report on Municipal Affairs" 1956-1966

Total revenues have increased by approximately 171% between 1956 and 1966. Expenditures have increased also but considerable fluctuation has taken place in total expenditures primarily due to the fluctuation of capital outlays. The outstanding debt in 1966 was \$49,700 (\$21,000 for the Hurley Fire District and \$28,700 for the West Hurley No. 1 district). The tax rate for 1965 for 1966 was \$5.849 per \$1,000 of assessed value for the Hurley fire district; \$5.830 for the West Hurley fire district and \$2.281 for the Rolling Meadows light district. These rates for 1967 for 1968 were \$4.595; \$5.830 and \$2.315, respectively.*

* Ulster County Data Book; Special District Rates - Ulster County 1967 for 1968

TABLE 8: SCHOOL DISTRICT FINANCES - KINGSTON CONSOLIDATED SCHOOL DISTRICT
FISCAL YEAR ENDED JUNE 30, 1966

Enrollments	10,174	
Assessed Value	\$ 64,235,517	
Full Value	250,488,110	
Revenues		
Real Property Taxes	3,492,554	
Real Property Taxes Per Pupil		\$343
State Aid	4,132,128	
State Aid Per Pupil		\$406
Federal Aid	318,192	
Other Revenue	402,363	
Total Revenue	8,345,238	
Total Revenue Per Pupil		\$820
Expenditures		
Current Operations	7,363,821	
Capital Outlay	986,810	
Debt Service		
Principal	637,000	
Interest	235,466	
Total Expenditures	9,223,096	
Outstanding Debt		
Bonds	9,081,000	
Notes	1,450,000	
Tax Rate Per \$1,000 of Assessed Valuation		
1965 for 1966	\$70.366	
1967 for 1968	\$97.851	

Source: New York State Comptroller, "Special Report on Municipal Affairs"
1966 - Ulster County Data Book, 1966 - Special District Rates
1967 for 1968

TABLE 9: SCHOOL DISTRICT FINANCES
 ONTEORA CENTRAL SCHOOL DISTRICT
 FOR THE FISCAL YEAR ENDED JUNE 30, 1966

Enrollments	2,697	
Assessed Value	\$ 19,213,671	
Full Value	113,411,987	
Revenues		
Real Property Taxes	1,729,841	
Real Property Taxes Per Pupil		\$641
State Aid	915,416	
State Aid Per Pupil		\$339
Federal Aid	66,334	
Other Revenue	149,009	
Total Revenue	2,860,600	
Total Revenue Per Pupil		\$1,061
Expenditures		
Current Operations	2,571,391	
Capital Outlay	151,927	
Debt Service		
Principal	176,000	
Interest	111,848	
Total Expenditures	3,011,165	
Outstanding Debt		
Bonds	3,682,000	
Notes	141,400	

Tax Rate Per \$1,000 of Assessed Valuation

1965 for 1966	\$65.904
1967 for 1968	\$91.620

Source: New York State Comptroller, "Special Report on Municipal Affairs", 1966 and Ulster County Data Book 1966 and 1968

TABLE 10: SCHOOL DISTRICT FINANCES
HURLEY COMMON NO. 6
FOR FISCAL YEAR ENDED JUNE 30, 1966

Enrollments	28	
Assessed Value	\$ 386,745	
Full Value	1,757,932	
Revenues		
Real Property Taxes	20,606	
Real Property Taxes Per Pupil		\$736
State Aid	1,486	
State Aid Per Pupil		\$ 53
Federal Aid	73	
Other Revenue	-	
Total Revenue	22,165	
Total Revenue Per Pupil		\$792
Expenditures		
Current Operations	23,459	
Capital Outlay	-	
Debt Service		
Principal	-	
Interest	-	
Total Expenditures	23,459	
Outstanding Debt		
Bonds	-	
Notes	-	
Tax Rate Per \$1,000 of Assessed Valuation		
	1965 for 1966	\$53.28
	1967 for 1968	\$71.53

Source: New York Comptroller, Special Report on Municipal Affairs"
1966, Special District Rates, 1967 for 1968 and Ulster County
Data Book 1966.

Summary

The tax base of the Town has been consistently improving. Expenditures have been increasing but so have revenues and thus the Town tax rate compares favorably with adjacent municipalities. With the expansion of the tax base, the available debt margin has increased to the point where over 1.95 million dollars of borrowing capacity is available.

Recommended Capital Improvements Program

Capital projects as recommended in the Development Plan are as follows:

1) Acquisition and Development of Park and Recreation Facilities.

The Development Plan recommends approximately 80-110 acres of land be developed for park and recreation facilities. Federal and State Grants to aid in acquisition of property is available. In addition, it is possible that land may be donated or land can be acquired through cluster development.

2) Street Improvements

The proposed further relocation of Route 209 is a responsibility of New York State. The proposed east-west street between Lucas Turnpike and the Town of Esopus should be a responsibility of the State and the eventual construction across the Esopus Creek to Hurley Mountain Road should be a County Road. The bridge across the Esopus Creek should be the responsibility of the County.

3) Town Hall

The Development Plan proposes a new Town Hall for the Town of Hurley.

4) Utilities

The Development Plan recommends improvements to the Hurley Water Company by creation of a water district. Estimated costs of improvement are \$600,000 to \$800,000 which would be a district cost not a Town wide cost. The Development Plan also recommends following the County Water Supply study recommendations. This involves formation of an intermunicipal water supply district which would supply water to the medium and medium-high density residential areas. Costs involved in this proposed central water supply may involve Town wide and special district costs but can not be determined until plans are further advanced.

The installation of sewage disposal systems is also possible during the range of the Development Plan. No costs are presently available but these again would be special district costs.

FIRST SIX-YEAR CAPITAL IMPROVEMENTS PROGRAM

The adoption of a capital improvements program in communities which are experiencing population growth or demand for new and improved public facilities is a vital step toward the optimum organization of available resources to meet required improvements. Such program enables the officials and citizens to take an overall view with respect to specific needs, place improvements in their proper priority scale and establish a continuous financial management tool which can achieve financial efficiency and tax stability.

The expenditures of financially independent agencies--such as the school district--are not included in the municipal capital improvements program.

Since the matter of available financing and the loads placed on the community are very often a determining and limiting factor in the effectuation of physical improvements, it is important to note that at the present time the State and Federal governments participate in the financing of many types of community improvements. In most cases, Federal or State participation must be requested by the municipality, and, in return for financial aid, the Federal or State agencies require certain activities by the community. This usually involves the existence of a comprehensive planning program and the use of the capital improvements programming technique.

Such prerequisites apply to park and recreation development and utilities to name a few. In other cases, such as highway programs, local direct participation is not necessary to bring the State agencies into action.

Several of the improvements recommended in the Development Plan qualify for financial assistance by the Federal and State governments--parks and recreation facilities and utilities. Other sources of financing may also be available: the donation of land by owners, or the construction of improvements by citizens, fraternal, social, business or other groups. Such expenditures would not, of course, be included in the capital program, but they would help to relieve pressure for public improvements.

It is the recommendation of this report that improvements be made with the financial participation of other governmental units whenever possible. The assistance provided will almost surely outweigh any other factors or imposed restrictions. The presently available sources of aid from the Federal and State governments are included with the description of each recommended project.

Each six-year capital improvement program schedules those capital expenditures deemed most likely to be needed during that period. The Planning Board reviews an Individual Project Estimate for each project, prepared by department heads. Each of these estimates should include sufficient data to permit the Board to analyze the project. A sample follows this page. The Board evaluates the project estimates and prepares the six-year capital program. Consideration is also given to projects already scheduled in the previous year's capital program. The Board must also analyze the progress made under the previous six-year program, and any changing requirements brought about by unexpected circumstances. For example, early equipment failure or changes in traffic patterns may require unexpected and unprogrammed expenditures for equipment replacement or street improvement. This would require modification of the next annual six-year capital improvement program.

Town of Hurley
Municipality

Exhibit A
Project No. _____
Priority No. _____

SIX-YEAR CAPITAL PROGRAM
INDIVIDUAL PROJECT ESTIMATE

1. Department _____
2. Division _____
3. Project Title _____
4. Location _____
5. Description _____
6. Purpose and Justification _____
7. Status of Plans: (check)
____ Plans not needed ____ Surveys completed ____ Sketch plans completed
____ Nothing done on plans ____ Work on plans scheduled ____ Detail plans in preparation
____ Preliminary est. rec'd. ____ Sketch plans in preparation ____ Detail plans completed.
8. Estimated Cost
Engineering \$ _____
Site Acquisition _____
Construction _____
Other() _____
Total _____
9. Proposed Method of Construction: _____
10. Estimated Project Expenditures
by Years:
19__ \$ _____
19__ _____
19__ _____
19__ _____
19__ _____
19__ _____
Later _____
Total _____
11. Proposed Method of Financing
Obligations \$ _____
Current Revenues _____
Assessments _____
Service Charge _____
St. & Fed. Aid _____
Reserves _____
Other _____
Total _____
12. If Obligations are to be issued, state:
Type _____
Period of Years from _____ to _____
13. Effects the Project will have on Oper-
ating & Maintenance Expenses for
First Three Years of Operation: (±)
19__ (±) \$ _____
19__ (±) \$ _____
19__ (±) \$ _____

Submitted by _____ Date _____
Planning Board Action _____ Date _____
Governing Action _____ Date _____

Note: Furnish as much of the information requested, as is available at the time of preparation. Attached maps and other supporting data that will aid in evaluating the project.

Recommended Six Year Capital Improvements Program

It is recommended that during the first 6 year capital improvements program, funds be allocated yearly for acquisition and development of park and recreation facilities, for a new Town Hall and for street improvements and maintenance.* The only other item which could fall within the first six year capital improvements program is expenditure for central water supply as recommended by the Central Water Supply study. However, at this time the Water Supply study has not been approved by the New York State Department of Health nor by the Ulster County Legislature and any allocation of funds by the Town for this purpose should await these approvals and further detailing of plans.

As a result of discussions with local officials, the Town has also decided to include funds for the acquisition of an historic stone house to be used as a Town Museum in the first six year capital improvements program.

* Street improvement cost estimates are not shown on the capital improvements program but are presently being prepared by Town officials and should be added when completed.

TABLE 11: TOWN OF HURLEY

Tentative Six-Year Capital Program

Line No.	Description of Project	Esti- mated Change in Annual Operat- ing Costs	4	5	6	Recommended and Scheduled for 6 Year Period						Cost to Com- plete After 1975				
						Total Estimated Cost	Cost of Work Com- pleted in Prior Years	Cost Scheduled 6-Year Period	1970	1971	1972		1973	1974	1975	
									7	8	9		10	11	12	13
1.	Town Offices	2,000	100,000			1500	1500	97000 a)								
2.	Land Acquisi- tion for Park & Recreation Purposes					1500	1500	1500	1500	1500	1500	1500	1500	1500	*	
3.	Acquisition of Stone House		35,000												35000 b)	
			\$2,000	\$135,000		\$3000	3000	98500	1500	1500	36500					

a) to be financed by general obligations bonds

b) to be financed by general obligation bonds plus 50% federal aid

* to continue until program objectives have been met

TABLE 12:TOWN OF HURLEYREGISTER OF CAPITAL PROJECTS

Pro- ject No.	Description of Project	De- partment	Total Estimated Cost	Year Scheduled	Year Com- pleted	Total Actual Cost	Remarks
1.	Town Office	General Town	\$100,000	1972			
1a.	Land Acquisi- tion for Park & Recreation Purposes	General Town	\$ 1,500 per Year	1970- 1975			
2.	Acquisition of Stone House for Town Museum	General Town	\$ 35,000	1975			

Effect Upon the Tax Base

In order to assist the Planning Board, an analysis was made of the effect of the proposed improvements on the tax base of the community. The purpose of this analysis is to determine the actual cost to the individual taxpayer of each improvement.

To accomplish this requirement an assumption must be made regarding the stability of the tax base. The tax base of the Town of Hurley showed a growth, from a \$4.97 million fully taxable assessed value in 1956 to a \$7.01 million fully taxable assessed value base by 1966. For the purposes of this analysis only, it shall be assumed that throughout the period of the proposed capital program, the fully taxable assessed value base will average \$7.50 million.

Items in the capital improvement program may be paid for out of current revenues in one year, or under a long-term general obligation bond, or a combination of both of these methods. The length of a bond may not be longer than the useful life of the improvement being financed.

To illustrate the effect of an improvement on the tax rate, a hypothetical example is used. An improvement, if projected at a cost of \$1,000, would result in an increase in the tax rate of \$0.133 per \$1,000 of assessed value for that year if paid from current expenditures, based on a \$7.50 million taxable assessed value base. The tax rate of \$64.286 increased to \$64.419 per \$1,000 of assessed value for that year.

The effect of a \$3,000 per year of capital improvements will increase the tax rate by \$0.339 per \$1,000 of assessed valuation over the 1967-1968 tax rate. This increased tax rate does not take into account any increase or decrease in the tax rate that may be due to other expenditures.

To provide a better illustration of the effect of the recommendations on the homeowner, the increase in taxes to a property owner whose property is assessed at \$5,500 (or approximately 25,000 of true value) would be \$1.85 per year over the 1968 taxes.

Bond issues of \$97,000 are anticipated in 1972 and \$17,500 in 1975. The effect of the latter bond issue will not be felt until 1976. It is assumed that the \$17,500 will be issued for a period of 5 years and the \$97,000 bond for 10 years both at an interest rate of 4%. The effect on property owners with an assessed valuation of \$2,500 of property tax increases for both capital improvement fund appropriations and debt for proposed bonds is as follows:

Estimated increased in property
taxes over the 1968 amount

1970	\$1.85
1971	\$1.85
1972	\$1.85
1973	\$9.30
1974	\$9.30
1975	\$9.30

Operating Costs

It is not anticipated that the suggested road improvements and maintenance will cause any additional operating cost. The Town now has a highway department with equipment and employees. This does not mean that as additional mileage of the Town roads are added to the Town road system that additional employees and equipment will not be necessary.

The recreation facilities will cause increased operating expenditures for maintenance of property and equipment. It is estimated that maintenance costs will be a part of one man's yearly salary or \$3,000 per year when the suggested park and recreation facilities are in operation.

Expenditures for operating costs for Town Hall will include lighting, heat and maintenance which will probably be in the area of \$2,000 per year.

The recreation facilities will cause increased operating expenditures for maintenance of property and equipment. It is estimated that maintenance costs will be a part of one man's yearly salary or \$2,000-\$3,000 per year when the suggested park and recreation facilities are in operation.

Expenditures for operating costs for Town Hall will include lighting, heat and maintenance which will probably be in the area of \$1,500-\$2,000 per year.

Public Improvements Program

The recommended capital improvements not included in the first capital improvement program constitute the public improvements program. These are:

- 1) Continued acquisition and development of further land for park and recreation purposes.

- 2) Central Water Supply as recommended by the Ulster County Water Supply Study.
- 3) Sewage disposal for the medium-high density residential areas-- district costs.
- 4) Continued upgrading and maintenance of Town Roads. Estimates of costs are now being prepared by Town officials. These costs can be handled as a capital improvement expenditure or increases to the Town Highway Department operating expenditures.

DEVELOPMENT PLAN

TOWN OF

HURLEY, NEW YORK

BROWN & ANTHONY CITY PLANNERS, INC.

JANUARY, 1969