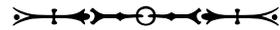



**TOWN AND VILLAGE
OF SCHOHARIE**



**COMPREHENSIVE
PLAN**

Adopted January/February 1997

ACKNOWLEDGEMENTS

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IN APPRECIATION

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INTRODUCTION

■ PREVIOUS PLANS

The Town and Village of Schoharie prepared and adopted a joint comprehensive plan in 1966. That document has two parts: **A Survey and Evaluation** and **An Action Program**. The 1966 plan evaluated the demographic and community characteristics of that time, and recommended planning options for land use, circulation, community facilities, public utilities, shopping district and official mapping.

■ WHY A NEW COMPREHENSIVE PLAN?

Schoharie's original 1966 Master Plan was felt to be out of date and not reflective of new concerns and needs.

New development and changes in the community caused Schoharie to take a hard look at its current land use regulations and plans. Several options to improve planning were considered including development of a new comprehensive plan. Other options included updating the zoning and subdivision regulations only, developing a district plan for the I-88 corridor, and updating the 1966 master plan. It was decided that these alternatives were inadequate because a) the 1966 master plan was out of date, and b) the 1966 master plan does not reflect new concerns, programs and/or regulations in existence. Thus, the Town and Village Boards decided that a new comprehensive plan incorporating both public input and up-to-date information would be most useful to guide Schoharie's future.

This new Comprehensive Plan will serve as a guide to future public and private decisions.

This new comprehensive plan will serve as a long range guide for both public and private decisions that influence the community. It offers a solid direction and focus for Town and Village decisions affecting long term growth and development. The plan also details future work needed to implement the goals and objectives. The comprehensive plan also provides the legal basis for developing land use regulations.

■ THE COMPREHENSIVE PLANNING PROCESS

A joint Village-Town Comprehensive Plan Committee was formed in 1995 to develop a new comprehensive plan.

The Town and Village of Schoharie started the comprehensive planning process in 1995 by appointing a six person committee representing both Village and Town. The committee included members from both the Town and Village Planning and Zoning Boards. Work started in April of 1995 and continued with monthly meetings until October of 1996. The public had

An intensive 18 month planning effort was put forward and included many public meetings, written surveys and a visual preference survey.

opportunities to become involved in the planning process in many ways. Public participation included involving elected and appointed officials, conducting a community visual image preference survey and two written surveys. Numerous public meetings and public hearings were held. Copies of surveys and results are on file at both the Town and Village Clerk's office. The following schedule illustrates the many public participation opportunities:

- ↻ **May 1995** Distributed Written Surveys to Elected and Appointed Officials
- ↻ **June 1995** Conducted the Community Visual Image Preference Survey
- ↻ **June 1995** Distributed Written Surveys to Residents
- ↻ **August 1995** Held Public Meeting to Present Results of Community Visual Image Preference Survey
- ↻ **October 1995** Held Public Meeting to Present Results of Written Surveys
- ↻ **February 1996** Held Two Public Hearings on Draft Goals and Objectives
- ↻ **March 1996** Mailed copies of Draft Goals and Objectives to residents
- ↻ **June 1996** Held Public Meeting to Present Draft Recommendations for Land Use
- ↻ **July 1996** Held Public Meeting to Present Draft Recommendations for Other Goals

A BRIEF HISTORY OF SCHOHARIE

The Schoharie Valley was settled by the Palatine Germans in the early 1700's. Fertile valley soils brought prosperity to its residents and the area became known as "The Breadbasket of the Revolution".



Court House built in 1870

Numerous churches played an important role in early Schoharie.

Schoharie County was created in 1795, and had in it six towns, including the Town of Schoharie, which was larger in area than it is today. The Town of Schoharie as it stands today was created in 1846, when the Towns of Wright and Esperance were established from the larger Town of Schoharie. But Schoharie had been settled many years before this.

The name "Schoharie" comes from the Indian word To-Was-Scho-Hor, meaning "driftwood". Driftwood would pile up in the Schoharie Creek, and one such pile near Middleburgh was so named, and was used by the Indians as a bridge.

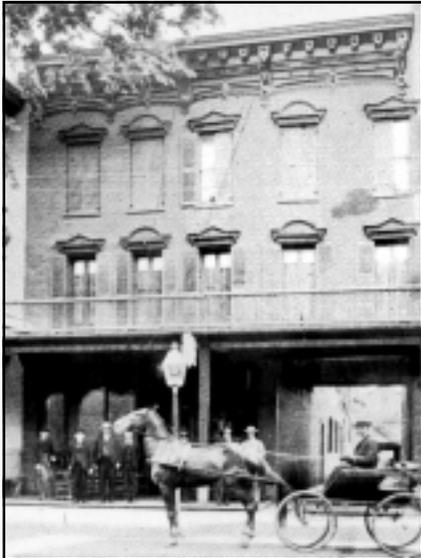
Several Indian tribes moved into the Schoharie Valley and by 1700 had settled the land. European settlement began early on. Col. Nicholas Bayard was granted a patent covering the entire Schoharie Valley in 1699. Palatine Germans settled the area beginning in 1711. Winters were hard, but they were apparently helped by the Indians.

The Palatines established seven "dorfs", or small farm villages. The names of the dorfs were taken from those of their leaders. One called Brunnen Dorf was near the site of the present County Court House in the Village of Schoharie. Another, Foxen Dorf was on the north side of Fox Creek near the intersection of Rts. 443 and 30, while a third, Smith's Dorf, was situated near the present Old Stone Fort. Two more, Garlach's Dorf and Kniskern's Dorf were to the north near the Schoharie Creek. Thus, it was in the Town of Schoharie that many of the Palatines first settled. Many of their descendants still inhabit this area.

As crops were sowed, the fertile soils of the Schoharie Valley allowed the early settlers to grow in prosperity. Mills were built on Fox Creek to grind the corn and wheat into flour. The first such Mill was built in 1718 by Peter Fuchs (Fox). The Schoharie Valley became known as "The Breadbasket of the Revolution", since the farmers could send as many as 80,000 bushels of wheat to Washington's Continental Army when it was encamped at Newburgh.

Churches were built at an early date. The Schoharie Reformed Church congregation was formed in 1721, and in 1772, the Reformed Church congregation built the Old Stone Church. It is an impressive stone building, complete with iron shutters on

the first floor. During the Revolution, it was converted into a Fort, and surrounded by a wooden stockade. In 1780, it withstood a raid by the British as they moved through the Schoharie Valley intent on destroying the crops and barns. In 1844, the Schoharie Reformed Church built its present church building on Main Street, and in 1857, the Old Stone Fort was sold to the State of New York as an arsenal. Finally, in 1889, the Old Stone Fort was transferred to the County, and is now a Historical Museum, and the seat of the Schoharie County Historical Society. The area around the Old Stone Fort is the site of present day re-enactments of both the Revolutionary and Civil Wars. These events attract thousands of visitors to Schoharie each year.



Hotel Thomas

The Lutheran congregation was formed in 1743. The red brick Lutheran Church building on Main Street in the Village now houses the Schoharie Presbyterian Church. The Lutheran Parsonage is the oldest existing building in Schoharie County, and was built in 1743. It has been restored and still stands on Spring Street in the Village, where it houses an interpretive museum of those early times.

Several other churches were established during the latter half of the nineteenth century and in the twentieth. St. Joseph's Catholic Church building, on Main Street in Schoharie, was built in 1964. In the Hamlet of Central Bridge, the Methodist Church building was erected in 1899, and the Bethany Lutheran Church building in 1906. The Church of Jesus of the Latter-Day Saints was constructed in 1973. By the mid 1800's, the commercial hub of Schoharie had moved into the present village. The Court House was built, and around it sprung up many small industries. The Village of Schoharie was incorporated in 1867. By 1850, the population of Schoharie was 2,588, not too much smaller than the present population. By the late 1800's (1850 to 1890), there were, according to one writer,

“ three tailor shops, one tin shop, two shoe shops, one harness shop, a hat factory, a wagon factory employing forty workmen, and a cabinet and furniture factory, where coffins were also made.

There were also two dry goods stores, three grocery stores, a marble works where monuments and headstones were made, and three hotels (Mansion House, Schoharie Hotel, and Eagle Hotel). The only drug store in the county was located in Schoharie and was owned by O.B. Throop (and is still in operation today as the Schoharie Pharmacy).”

By the late 1800's, several railroads passed through Schoharie and Central Bridge. As a result, commercial activities flourished.



Parrott House

In 1865, the Albany and Susquehanna Railroad was constructed, and passed through Central Bridge. This hamlet became an important transshipment point for the produce of the valley farms. At that time, the citizens of Schoharie founded the Schoharie Valley Railroad, which came into service in 1867, and joined Schoharie to the A&S Railroad at Schoharie Junction. By 1870, the Middleburgh and Schoharie Railroad was created, which extended the tracks south to the Village of Middleburgh. Thus the Valley was joined to the outside world. The Parrott House was built at this time.

The old station depot can be seen on Depot Lane, where a restored 1891 train car from the Middleburgh and Schoharie Railroad also stands. Near this site is the Easter Egg Museum, which contains a unique collection of over 5,000 hand-made Easter egg dolls arrayed in historical, religious, or storybook themes. The egg dolls were fashioned during the 1970's by Mildred Vroman and Elizabeth Warner and are still being made to this day. Thousands of visitors come to see them around the Easter season.

In the late 1800's farmers grew hops, an important ingredient in the making of beer. There were hop fields on nearly every valley farm. In early September, hop pickers would arrive from the cities and pick the hops, which were then shipped by rail to breweries elsewhere. In terms of economics, for many years, hops was the most important crop in the region.

The Schoharie County Agricultural Society Fairgrounds were located in the Village of Schoharie, on lands now occupied by Guernsey Nurseries. There was a race track for horses, and grandstands and exhibit halls. The Fair was held after the hops were picked, when cash from the crop was readily available. The fairgrounds were no longer used after 1917.

One of the world's best known inventors came from Central Bridge. George Westinghouse Jr. was born there in 1846. His father manufactured agricultural implements, and developed a new thresher. George Westinghouse made the first of his many inventions at his father's shop, and received the first of his patents while residing there. Later, he founded the Westinghouse Corporation and, for business reasons, moved to Pittsburgh.

Schoharie was the site of the world's first open air movies, which were first shown on Thursday, June 7, 1917 and continued every Thursday night during the summers until 1943. A large screen

Other significant historical events took place in Schoharie including the Schoharie County Agricultural Society Fairgrounds on the site of present day Guernsey Nurseries and showing of the worlds first open air movies.

was stretched in front of the Schoharie County Court House. The movies attracted thousands. People watched the movies from Main Street, or from their open cars parked in front of the screen. The world's first open air "talkies" also were shown here on June 11, 1931.

● **PHOTO 1: Main Street, Schoharie, looking south**



The Village of Schoharie is also the County Seat. The modern County Building houses many of the County's administrative offices, and also the meeting rooms of the Board of Supervisors. The present Court House, a beautiful Victorian masterpiece, was built in 1870, and has been expanded with several recent additions. The Public Safety Buildings on Depot Lane were opened in 1992. Schoharie's major commercial enterprises include the Harva Company, established in 1949, and Support Services Alliance (SSA), formed in 1977. Between them, these corporations employ over 90 people in the Village of Schoharie.

Much of Schoharie's rich historical past is evident and preserved in its historic buildings and residences.

In all, the Town of Schoharie has an extensive history. The entire history of this nation can be traced through its buildings and monuments, from the earliest settlements to modern times. The presence of the Old Stone Fort Museum complex ensures that many of the Town's inhabitants are enthusiasts of history, and of the Town they live in.

(Many sources were consulted to get the material for this brief history. Among them were *The Slaughter's History of Schoharie County*, by Lester and Anne Whitbeck Hendrix; *Over the Bridge to Yesteryear*, compiled by the Eccentric Club of Central Bridge; photographs from a *Souvenir of Schoharie*, Pierre W. Danforth, Publisher; and several articles appearing in the Schoharie County Historical Review.)

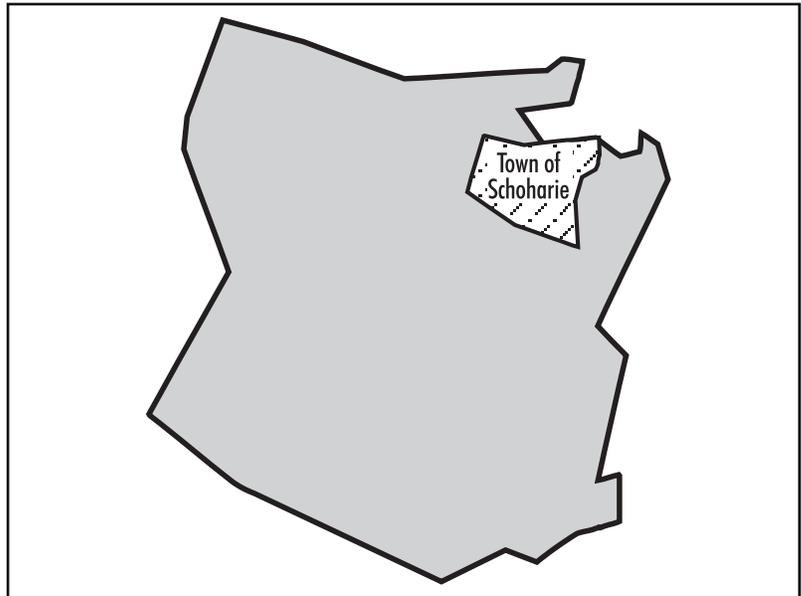
SCHOHARIE TODAY

■ LOCATION

Schoharie is conveniently located within easy reach of Albany, Schenectady, Amsterdam, and Cobleskill. It is on the fringe of the urbanizing Capital District.

The Village and Town of Schoharie are located in the Northeastern section of Schoharie County (See Map 1). The Town and Village, along with the rest of Schoharie County, are included in the Albany-Schenectady-Troy Metropolitan Statistical Area (defined by the U.S. Census Bureau). Schoharie is easily accessible by car from New York State Routes 30 and 443, and I-88. It is some 39 miles away from Albany, 28 from Schenectady, 36 from Amsterdam, and 12 from Cobleskill. Nearby towns include Wright, Middleburgh, Cobleskill and Esperance (Schoharie County) and Duanesburg (Schenectady County). The Town includes the Village of Schoharie and part of the Hamlet of Central Bridge.

★ MAP 1: Map of Schoharie County with Town Outlined



■ PHYSICAL CHARACTERISTICS

Several physical features dominate the Town and Village of Schoharie including steep forested slopes and fertile valleys, limestone features such as caves and sinkholes, and several large waterways.

Schoharie's physical characteristics and natural resources play an important role in land use. Schoharie is a rural area dominated by farms, forests, and rural residences. It has a great deal of natural beauty, but also has many environmental features that the community wishes to be treated sensitively with regard to consideration for future development. These

features generally include steep slopes, fertile valleys, several waterways and wetlands, and significant limestone, or karst, features. Some, especially the karst features, play an important role in water quality in the Town and Village.

Topography (See Map Nos. T-11 and V-11):

The Schoharie Creek drains north into the Mohawk River and is the major drainage system in Schoharie County. Two other major creeks, the Fox Creek and the Cobleskill Creek, have had a major influence on the drainage systems and topography in the Town.

The topography of Schoharie ranges from a low of 580 feet in the Schoharie Valley to over 2,000 feet at the top of Cotton Hill. Slopes in the southeastern portion of the Town are steep. The topography in the northeastern section is more gentle and regular than in the others, and here, most slopes are about 10% or less. The Terrace Mountain–Round Top area in the central portion of Town, has rough, irregular topography with most slopes greater than 20%. The highest elevations in this section are at Round Top, which reaches about 1,760 feet. The slopes along Cobleskill Creek are irregular and hills range from 680 to 1,100 feet.

Route 30 follows the Schoharie Creek which bisects the Town. The valley portions of Schoharie are dominated by agricultural and rural residential land uses. The Village of Schoharie is situated in the valley. A significant portion of the Village is in the Schoharie Creek’s floodplain. The eastern boundary of the Village is a steep rock escarpment rising from 600 feet to about 780 feet. Valley soils are very fertile and well drained. Outside the valley, steep, forested slopes and plateaus are common.

Barton Hill is a plateau–like ridge and is significant to the Town and Village as both the location of important limestone features and as the watershed for the Village. North and east of Barton Hill, rolling hills fall gently to the Mohawk River. Fox Creek cuts an almost vertical cliff along the southern edge of the plateau and the western edge slopes gently towards the Schoharie Creek.

Geology (See Map Nos. T-19 and V-16):

Schoharie County is part of the glaciated Allegheny Plateau. The central and northeastern portions of the Town are an extension

Topography in Schoharie ranges from about 580' to over 2000'. It has been influenced largely by past glaciers and the Schoharie, Fox and Cobleskill Creeks.

Land uses in the valley are dominated by agriculture and rural residences. Rural housing and open space are common on hills and steep forested slopes and plateaus outside the valley.

Numerous caves, sinkholes and other karst features are found in the Town of Schoharie, especially on Barton Hill and Terrace Mountain.

Limestone features are important to ground water supplies because of the physical connection between the surface and underground.

There is a higher risk of polluting groundwater in locations having limestone features.

of the Helderberg escarpment and have significant limestone geology. The Barton Hill and Terrace Mountain areas hold numerous caves, sink holes, sinking streams, cracked limestone pavement and other karst features. These features formed when ground water dissolved the limestone rocks, forming cracks. Over time, these small cracks have become bigger as more limestone has dissolved away. In this fashion, caves, sinkholes and other karst features have formed.

The geology of the limestone portions of the town can be described as follows. The lowest rocks are a thick series of Schenectady shale. The Schoharie and Fox creeks have cut their beds about 300 feet through it. Several layers of limestone rock were deposited over this shale and include Cobleskill, Roundout, Manlius, Coeymans, Kalkberg, New Scotland, Becraft and Esopus limestone beds.

Both the Manlius and Coeymans limestones are resistant to erosion and form the cliffs along the Creek. These limestones are readily dissolved by ground water and caves and other limestone features are formed as the rock dissolves away. Numerous springs, caves, sinkholes and cracked limestone pavement can be found throughout the Barton Hill and Terrace Mountain areas.

Once formed, complex systems of caves and inter-connected cracks and crevices carry fast moving water (called insurgencies). Surface water in these locations enters the ground directly with little filtering by soil. In Schoharie, limestone features are of particular importance because of the high dependence of ground water for drinking supplies. Any land use that contaminates the surface water in and around insurgencies has the potential to quickly pollute groundwater supplies.

Soils (See Map Nos. T-16, T-16A, V-13 and V-13A):

Knowledge of soil characteristics is helpful in determining the capabilities of a site for particular land uses. The soil structure of Schoharie is complex with seven different soil associates found. These soils range from nearly level, deep, and well-drained, high lime soils to steep, moderately drained and strongly acid soils. Deposits of gravel, sand, and silt can be found along the banks and flats of the creeks.

According to the Schoharie County New York Soil Survey, the majority of soils found throughout the town show severe and

The Village of Schoharie obtains its water from springs in the Barton Hill area which is protected through watershed regulations. Water from Fox Creek is used in times of drought.

Central Bridge has a water distribution system and a protected watershed around its reservoir. All other locations in the Town use ground water from wells or springs.

Several of Schoharie's creeks, including the Fox and Schoharie, are protected by the New York State Department of Environmental Conservation. The Town also has several protected wetlands.

severe–moderate limitations to development due to seasonal wetness, slow permeability, slopes, shallowness, or flooding.

Water Resources (See Map Nos. T-12 and T-13):

The Barton Hill Watershed is the principal source of water for the Village of Schoharie. (See Map No. V-16) It is entirely within the limestone terrain of the town and extends into the adjacent Town of Wright. Water comes from several springs in the watershed, but water from the Fox Creek is used in times of drought. Central Bridge also has a water distribution system and a protected watershed. All water supplies for the remainder of the Town are from private wells or springs.

➤ **Central Bridge:** This system has two reservoirs just east of the hamlet. The original reservoir has a water capacity estimated at 23 million gallons and the second reservoir, built in 1908, has an estimated volume of 12 million gallons. A distribution system moves water from the reservoirs, through a hypochlorinator to a system of pipes within the hamlet.

➤ **Streams and Creeks:** The streams and creeks of the Town of Schoharie have been classified by the New York State Department of Environmental Conservation according to their best and highest use. The main stem of the Schoharie Creek, as well as the Cobleskill Creek are classified as “C”. This means that the highest and best use is for fishing and fish production. The Fox Creek is classified as “B” from the mouth of the creek to the bridge along Route 30 and as “A” upstream into the Town of Wright. Many of the small tributaries that feed into the Fox Creek are classified as “A” waters. The best usages of Class “B” waters are for recreation and fishing. These waters shall also be suitable for fish propagation and survival. “A” Class waters are as a source of drinking water as well as for recreation, fishing and fish propagation.

The other small streams and tributaries in Schoharie are classified as C, Ct (trout streams) and D (best usage is for fishing). Class Ct, B, A, and AA streams are regulated by the Department of Environmental Conservation under Title 6, Chapter X. Any proposed work that could affect the quality of these streams need permits before work can start. Although the Schoharie Creek has a classification of “C”, it is considered a navigable river. This raises the classification standard to protected status, and thus would also require permits for activities that may impact this waterway.

The Town has several wetlands 12.4 acres or larger that are regulated by the New York State Department of Environmental Conservation. Smaller wetlands can also be found throughout the Town, especially in the Village. All wetlands, regardless of their size, are protected by the Federal Section 404 of the Clean Water Act and may require a permit for activities impacting these waterways.

Schoharie has great scenic beauty that is derived from its natural features, its varied agricultural landscape and to its historical setting.

Visual & Historic Resources (See Map Nos. T-18, V-15):

Schoharie’s scenic beauty is tied to both its natural features such as cliffs, forested hills and valleys, and to its agricultural landscape. Through the resident survey, several important scenic locations were identified. These include Routes 30, 443 and I-88 looking at Terrace Mountain, Route 30 outside the Village towards Middleburgh, and Schoharie Hill. Other scenic locations such as Depot Lane, The Old Stone Fort Complex, and the Lutheran Parsonage have high historical value to residents.

Utilities (See Map No. V-17):

Sanitary sewer facilities in the Village were installed in 1958. Neither the Hamlet of Central Bridge, nor the remainder of Town has public sewers. Sewage at these non-village locations is treated through private, on-site sanitary septic systems. Several major utility lines, including electric and gas, cross through the Town and Village as well.

Transportation (See Map Nos. T-10 and V-10):

The primary means of transportation in Schoharie is by roadway. There are four categories of roadways in Schoharie. They are:

➤ **Expressway:** Route I-88 is a limited access roadway designed for through travel with interchanges only at major arterials. In Schoharie, there is an interchange at Route 30A.

➤ **Arterials:** These roadways can accommodate both through traffic and access to homes and commercial developments. The arterials in Schoharie are State Route 30A, State Route 30, State Route 7, and State Route 443. This arterial system serves as the main thoroughfare in the Town. Route 30 in the Village serves as Main Street. Traffic along Main Street in the Village, especially,

Schoharie’s transportation system includes a major expressway (I-88), arterials, collectors and local streets.

Traffic counts along all roads in both the Town and Village have increased dramatically since the mid-1980's.

Some portions of Route 30, especially between Route 443 and Route 7, have seen a 50% or more increase in daily traffic.

Residents are very concerned about the safety of pedestrians crossing on Main Street.

has impacts on residential uses here. High traffic counts tend to congest pedestrian/business areas. Arterials with high traffic counts are also those locations where there is increased commercial activity.

➡ **Collectors:** These are roadways that funnel traffic from residential and agricultural areas to the arterials. Some of the principal collector roads in Schoharie are Prospect Street/Rickard Hill Road, Barton Hill Road, Sodom Road, and Schoharie Hill Road.

➡ **Residential and Local Streets:** These roadways provide access to residences and farms and have no through traffic. Some residential streets may have home-based businesses located on them.

Existing Traffic Conditions:

Traffic count data for the Town and Village are summarized below. Since the mid-1980's, traffic counts have increased dramatically. The section along Route 30A to Route 7 has seen a 62% increase in daily traffic over the past ten years. In 1964, 3,850 cars was the average daily traffic through Main Street in the Village, while today, it is estimated to be above 7,450. A recent traffic study found an average daily traffic volume of 6,137 trips on Route 30A south of Route 7.

Traffic on Route I-88 has increased almost 13% between 1988 and 1993. Counts went from 9,650 in 1988 to 10,900 in 1993.

➡ **Areas of Concern:** According to the New York State Department of Transportation, no significant transportation problems exist on state highways in Schoharie. There are no major reconstruction plans in the near future. However, spot improvements are planned for the Routes 443 and 30 intersection and at the Routes 30A and 30 intersection. Nevertheless, citizen surveys showed that there is widespread concern about the safety of pedestrians crossing Main Street in the Village of Schoharie.

◆ Table 1 — Traffic Count Data for Schoharie

Collected for selected years between 1982 and 1994.
Italics indicates a factored (estimated count).

| LOCATION | 1994 DDHV ¹ | 1994 AADT ² | 1993 AADT | 1990 AADT | 1985 AADT |
|---|------------------------|------------------------|-----------|-----------|-----------|
| CR 1A ending at Bridge St. | 330 | 5450 | 5400 | 6050 | 3800 |
| to Rt 30 ending at Rt 443 | 460 | 7450 | 7400 | 7150 | 7150 |
| Rt. 30 ending at Rt 30A | 430 | 7000 | 6900 | 6450 | 4700 |
| Rt. 30 A ending at Rt 7 | 90 | 1300 | 1250 | 1200 | 800 |
| Rt. 7 ending at Schenectady County Line | 90 | 1400 | 1350 | 1600 | 1250 |

¹ DDHV refers to the number of vehicles per hour that the road is designed for.
² AADT is the Average Annual Daily Traffic count

| LOCATION | Total Increase | % Change 1985-1994 | % Change 1990-1994 |
|---|----------------|--------------------|--------------------|
| CR 1A ending at Bridge St. | 1650 vehicles | 43.4% | 0.93% |
| to Rt 30 ending at Rt 443 | 300 vehicles | 4.20% | 0.67% |
| Rt. 30 ending at Rt 30A | 2300 vehicles | 50.00% | 1.45% |
| Rt. 30 A ending at Rt 7 | 500 vehicles | 62.30% | 4.00% |
| Rt. 7 ending at Schenectady County Line | 150 vehicles | 12.00% | 3.70% |

Source: New York State Department of Transportation

■ POLICE, FIRE, AND AMBULANCE FACILITIES

Police protection for the Town is provided by the State Police and the County Sheriff Department. The Village has a small police force. Two volunteer fire companies are located in the Town.

The Village has one full time policeman and six part time officers. There are two police vehicles. Full time coverage in the Village is 40 hours per week and part-time coverage is about 16 hours per week. The remainder of the Town is handled by the State Police and the County Sheriff’s Department.

There are two volunteer fire companies in the Town of Schoharie. One is located in the Village and the other in Central Bridge. The Central Bridge Fire District has 40 members. They

Volunteer ambulance service is provided by either the Scho-Wright or Central Bridge Ambulance companies.

average 61 calls per year. Equipment at the Central Bridge Station includes two pumper trucks, one tanker with a portable pump and a van with two portable pumps. The Village Station is located on Grand Street.

The Scho-Wright Ambulance Service provides emergency services to the Town of Schoharie and Wright and is located in the Village of Schoharie. There are 35 riding members, 20 of which have Emergency Medical Technician training or higher. The service had 268 calls, travelled 9,200 miles and put in 1,500 hours of volunteer work in 1995-1996. This is an all-volunteer service. There were 141 ambulance calls for the Central Bridge Ambulance.

■ PUBLIC PARK AND RECREATIONAL FACILITIES

Three public parks, nine historical attractions, a public swimming pool, and a major hiking trail are located in the Town and/or Village.

There are three public parks in the area: Fox Creek Park, LaSalle Park, and the Central Bridge Recreational Area. There is a community swimming pool located in the Village. Other recreational facilities include little league fields near the Fox Creek park and at the Central Bridge Recreational area; tennis and basketball courts; and a new playground at the Schoharie Central School.

The Long Path is a major hiking trail corridor that goes near Schoharie. This trail provides recreational opportunities for hikers, and creates significant travel corridor habitat for wildlife populations. The Long Path has been identified in *Conserving Open Space in New York* as a major resource to be conserved. The long term conservation strategy outlined for this important resource is to have local governments and private organizations combine forces to gain easements in order to finish the trail. The Region 4 Regional Advisory Committee that helped develop New York's Open Space Plan identified the Schoharie Creek Corridor as having particular significance in this region. It was considered important for its fisheries, scenic beauty, recreational, and agricultural uses.

■ HISTORICAL ATTRACTIONS

There are several important historical locations in the Town and Village. These include:

- The Old Stone Fort Complex
- The Lutheran Parsonage
- Easter Egg Museum
- The Lutheran Cemetery
- The George Mann Tory Tavern
- Depot Lane
- The County Courthouse
- The Covered Bridge
- The Parrott House

■ SPECIAL DISTRICTS

There are several special districts in Schoharie. These include:

- Village Historical District around the Old Stone Fort Complex
- Barton Hill Watershed
- Central Bridge Reservoir and Watershed
- Designated Flood Plains in Town and Village (*See Map Nos. V-14 and T-17*)
- Central Bridge Water District
- Village of Schoharie Water and Sewer District
- Fire Districts (3)
- Central Bridge Lighting District
- Agricultural District Nos. 1, 5, 6 and 9 (*See Map No. T-15*)

■ SOCIAL AND EDUCATIONAL ACTIVITIES

Both the Village and Town are in the Schoharie Central School District. There were 1313 students enrolled in K-12 (September 1995).

Average class sizes were:

| | |
|--------------------|----|
| Kindergarten | 22 |
| Elementary | 23 |
| Grade 8 | 24 |
| Grade 10 | 17 |

Schoharie Central School serves both the Town and Village. In addition, the Schoharie Vo-Tec facility (BOCES) offers numerous special education and occupational courses.

The school district has 97 teachers (not including one social worker; one psychologist; two guidance counselors; and two nurses). The “teacher”/student ration is 1:14.

BOCES offers Special Education classes for disabled students and occupational courses in: Auto Body Repair; Auto Mechanics; Building Trades; Computer Information Processing; Computer Mfg. Process.; Cosmetology; Culinary Arts; Diesel/Heavy Equipment Mechanics; Early Childhood Education; Electrical Trades; Electronics; Fashion Design; Floral Design; Landscaping

and Greenhouse Management; Heating and Refrigeration; Nurse Assistant; Practical Nursing; Public and Private Security; Welding Applied Engineering; Tech Prep; New Visions (pre-med); and Environmental Studies.

Other educational programs through Schoharie include: Work Experience; C.E.I.P.; Business; C.A.D./C.A.M.; Home Economics and Tech Prep.

POPULATION CHARACTERISTICS

■ POPULATION

There were 3,554 people in the Town in 1994 and 1,019 in the Village.

In 1990, the Town’s population was 3,369 (excluding the Village) and the Village had 1,045 residents. By 1992, population in the Town had jumped to 3,554, an increase of 185 persons. Tables 2 through 4 show details of population data. These data are helpful as information needed to predict future needs of Schoharie. For example, the number of married couples have decreased in both the Town and Village.

At the same time, the number of females who are head of the household (no husband present) has increased, especially in the Village. The Town has the fourth highest number of female headed households of all municipalities in the County (Table 2). This has important implications for affordable housing, child care, and employment opportunities in the future.

◆ **Table 2: Population Data — Town of Schoharie**

| Description | 1990 | 1980 | 1970 |
|--------------------------------|----------------|----------------|----------------|
| Total Population | 3369 | 3109 | 3088 |
| No. of Families | 952 | 818 | 761 |
| No. of Married Couple Families | 777 (81.6%) | 709 (86.7%) | 690 (90.7%) |
| Female Household, No Husband | 100 (10.5%) | 82 (10.2%) | 67 (8.8%) |

Source: United States Census Bureau, 1990 Census

Over the past decade, the Town’s population has grown at about 8.4% while the Village grew slower at 2.8%.

Between 1980 and 1990, the Village population grew slowly at a 2.8% increase while the Town population grew by 8.4% (See Table 4). According to 1990 figures, the Town is growing at a much faster rate than the village, the county or the state. Compared to surrounding towns, Schoharie’s growth rate is higher than the Village of Middleburgh or the Town of Knox. However, both the Town of Middleburgh and the Town of Duanesburg are growing faster. Compared to the rest of Schoharie County, only the Towns of Summit, Seward, and the Village of Richmondville grew at a faster rate than Schoharie.

◆ **Table 3: Population Data — Village of Schoharie**

| Description | 1990 | 1980 |
|---------------------------------|---------------|--------------|
| Total Population | 1045 | 1016 |
| No. of Households | 425 | NA |
| Total No. of Families | 268 | 274 |
| No. Married-couple Families | 199 (74%) | 241 (88%) |
| No. of Female-Head of Household | 53 (19.8%) | 27 (9.9%) |

Source: United States Census Bureau, 1990 Census

◆ **Table 4: Population Changes from 1980 to 1990**

| Area | 1980 | 1990 | % Change |
|------------------------|-------------|-------------|----------|
| United States | 226,546,000 | 248,710,000 | + 9.8 |
| New York State | 17,558,165 | 17,990,455 | + 2.5 |
| Schoharie County | 29,710 | 31,859 | + 7.2 |
| Town of Schoharie | 3,107 | 3,369 | + 8.4 |
| Village of Schoharie | 1,016 | 1,045 | + 2.8 |
| Town of Wright | 1,302 | 1,385 | + 6.4 |
| Village of Middleburgh | 1,358 | 1,436 | + 5.7 |
| Town of Middleburgh | 2,980 | 3,296 | + 10.6 |
| Town of Duanesburg | 4,729 | 5,474 | + 15.8 |

Source: United States Census Bureau, 1990 Census

The Town as a whole had a much higher rate of growth than many surrounding towns.

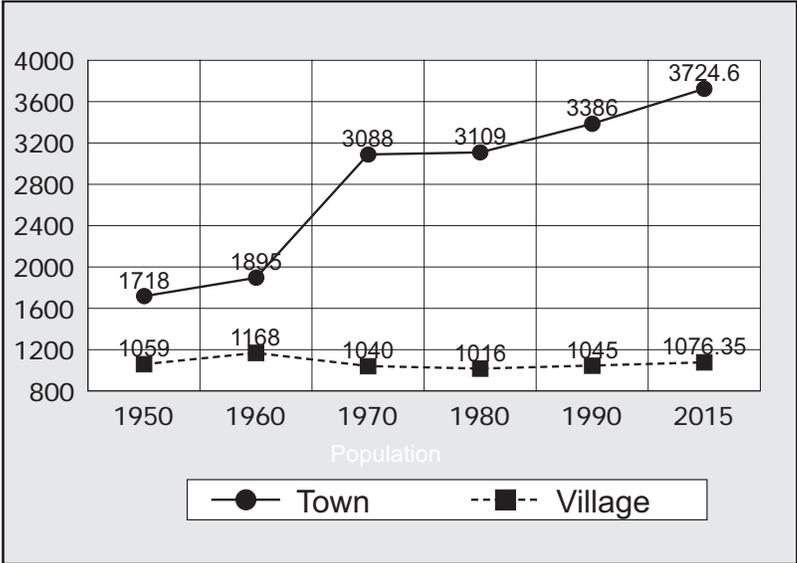
■ **POPULATION CHANGES AND PROJECTIONS**

The Town’s growth has been somewhat cyclical over the years (Figure 1). Between 1950 and 1960, the Town saw a 10.3% increase in population followed by another large population increase of 63% between 1960 and 1970. However, growth in the next decade was very small but then increased to 8.9% (Town-wide) between 1970 and 1980. During the same period, the Village lost population. Similar to other small communities in New York, the Village of Schoharie has seen relatively stable, or very small rates of population growth.

Figures indicate that growth through the year 2010 will be moderate with about 9 to 10% growth.

Figures from the U.S. Census and the Southern Tier East Regional Planning Board (1996) indicate that population growth through the year 2010 is likely to be moderate and at about the same rate as seen in the 1990's. However, Schoharie County is part of the Albany-Schenectady-Troy Metropolitan Statistical Area and the U.S. Bureau of Economic Analysis projects that population here will increase 9.38 percent until 2005. This figure is slightly higher than present growth. An approximately 10% population increase in the Town will result in about 4000 residents by 2005. Population growth in the greater Capital District can have important impacts on growth in the Town of Schoharie.

❖ **FIGURE 1: Population Changes and Projections for the Town and Village**

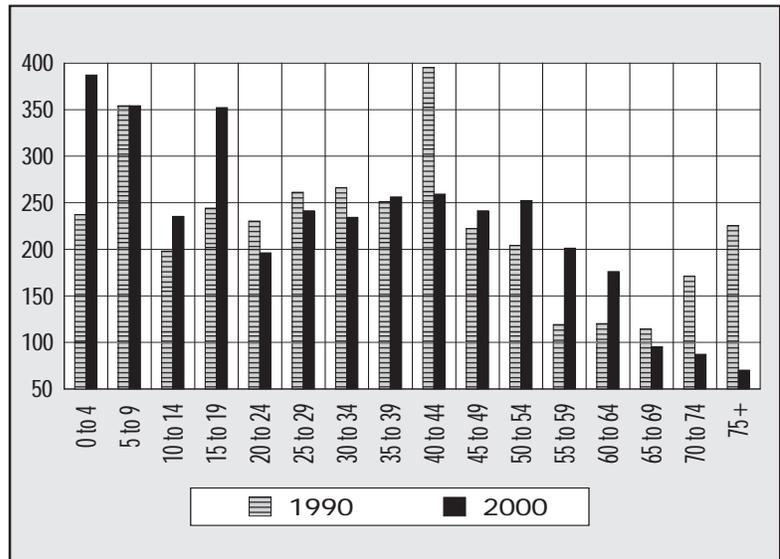


■ **AGE**

Both the Town and Village have populations with an older median age than either the County or the State. An aging population will likely put greater demand on social services in the future.

Figure 2 compares the present and future age structure for the Town. The Town of Schoharie's median age is 35.2 years and the Village's median age is 40.1. These are quite a bit higher than the County (33.5 years) or the State (33.9 years). Throughout the County, aging persons (over 75 years) make up about 14% of the population. However, 21% of the Village of Schoharie's population is in this age group. As the area's population ages, demand for social services will increase.

❖ **FIGURE 2: Present and Future Age Structure for the Town of Schoharie.**



■ **EDUCATION AND INCOME**

As a whole, residents of Schoharie have more formal education in 1990 than they did in 1980 (See Figure 3 and Tables 5 and 6). Over 75% of Town residents graduated from high school and 16% have gone on to earn bachelors degrees or higher.

◆ **TABLE 5: Educational Attainment - Town of Schoharie**
(for 25+ years of age)

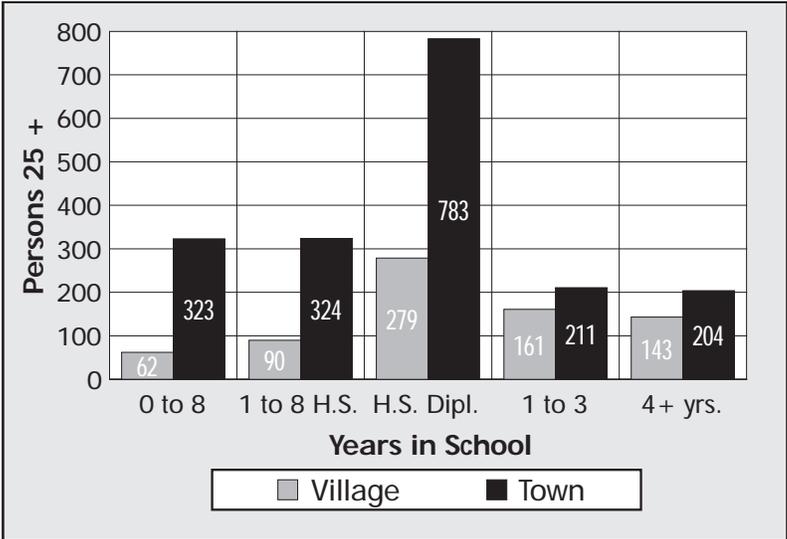
| Description | 1990 | 1980 | 1970 |
|--------------------------|-------|-------|-------|
| % high school graduate + | 77.4% | 64.9% | 51.7% |
| Bachelors Degree + | 16.2% | 11.1% | 7.8% |

◆ **TABLE 6: Educational Attainment - Village of Schoharie**

| Description | 1990 | 1980 |
|--|------------|------------|
| Educational Attainment (25 yrs +) | | |
| less than High School Diploma | 148 | 157 |
| High School Diploma | 279 | 225 |
| College 1-3 years | 161 | 122 |
| Bachelors Degree or Higher | 140 | 112 |

❖ **FIGURE 3: Educational Attainment in Schoharie, 1990**

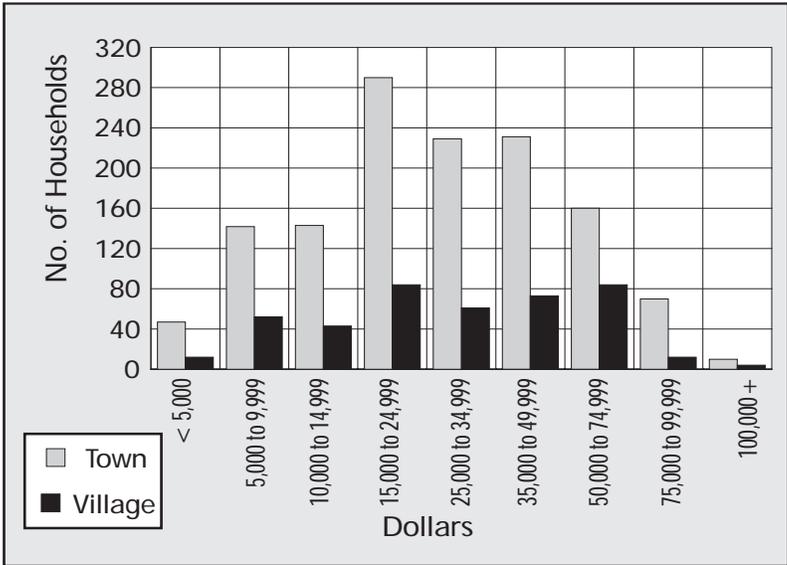
Source: United States Census Bureau



The Town’s median family income is below the State and U.S. level while the Village’s is higher.

Income levels differ greatly between the Town and Village (See Figure 4, and Table 7 and 8). The Town’s median family income of \$32,266 is below income levels found in the Village (\$39,444), the State (\$37,590) or in the U.S. (\$36,841), but is higher than the County median income (\$28,762). The Village, on the other hand, has a higher median family income than the Town, County, State, or U.S. The U.S. Bureau of Economic Analysis predicts that per-capita personal income in the Capital Region will rise 14.65 percent by the year 2005.

❖ **FIGURE 4: Household Incomes in the Town and Village of Schoharie, 1990**



Although the Village has high median income levels, 27.9% of the population has a low to moderate income level and another 4.1% of the population is living below the poverty level. 39.6% of Town residents have low to moderate income levels, with 11.1% living below the poverty level. The number of families living below the poverty level is about the same now as in 1980. However, about one-third of those families living in poverty are now female headed, with no husband present. The total number of persons living below the poverty level increased slightly in the Town since 1980. The Town has slightly more people on social security now than in 1980.

◆ TABLE 7: Income Data - Town of Schoharie

| Description | 1990 | 1980 | 1970 |
|---|--------------------------------|--------------------------------|--------------|
| Median Income for Families | \$32,266 | \$17,544 | \$8,428 |
| Males median income | \$19,655 | NA | NA |
| Females median income | \$10,684 | NA | NA |
| Per Capita Income | \$12,357 | NA | NA |
| Mean Social Security Income | \$7,484 <i>(428 people)</i> | \$4,154 <i>(417 people)</i> | NA |
| Mean Public Assistance Income | \$1,765 | \$2,076 | NA |
| Mean Retirement Income | \$7,999 | NA | NA |
| Families below poverty level | 106 (11.1%) | 93 (11.4%) | 51 (6.7%) |
| Married-couple families below poverty level | 49 | NA | NA |
| Female householder families below poverty level | 35 | 36 | NA |
| Individuals below poverty level | 117 | 80 (2.6%) | NA |
| % of People Living Below Poverty Level | (14.3%) | 13.5% | 6.7% |

Source: United States Census Bureau

The number of people living below the poverty level in the Town and Village is 11.1% and 4.1% respectively. The total number of persons living below the poverty level has increased in the Town since 1980 and decreased in the Village.

The Village shows some different trends (Table 8). There has been a decrease in the number of families, individuals and number of female headed households living below the poverty level. At the same time, there has been an increase in the number of people on social security and a slight increase in the number of people on public assistance since 1980.

◆ TABLE 8: Income Data - Village of Schoharie

| Description | 1990 | 1980 |
|---|-------------------------|-------------------------|
| Family Median Income | \$39,444 | \$18,000 |
| Per Capita Income | \$13,769 | NA |
| Families below poverty level | (7.8%) 21 | (10.2%) 28 |
| Female Householders below poverty level | (3.4%) 9 | (4.0%) 11 |
| Social Security Income | (187) \$7,189 | (154) \$3,976 |
| Public Assistance Income | (27 households) \$2,743 | (23 households) \$2,223 |
| Total No. of People below poverty level | (7.5%) 79 | (13.4%) 136 |
| Source: United States Census Bureau | | |

■ HOUSING CHARACTERISTICS

Over half of the dwelling units in the Town and Village are owner-occupied. Both municipalities have low vacancy rates which may indicate a problem meeting future housing needs.

Since 1980, there has been a large increase in the number of mobile homes in the Town. In the Village, there has been a trend toward more rental units.

There are 1,344 dwelling units in the Town, 95.1% of which are presently occupied (Table 9). Of these, 887 or about 66%, are owner-occupied units and 29% are rental units. Sixty-six or 5% of the units were vacant in 1990. The Village (Table 6) has 443 units, 57.8% (256) are owner-occupied, 40.2% (178) are rental units and 3.8% were vacant in 1990. Both the Town and Village have a much lower vacancy rate than the county and state. As a general “rule”, a vacancy rate of about 5% or more is considered adequate to meet future housing needs.

There was a 12.9% and 8% increase in the number of dwelling units from 1980 to 1990 in the Town and Village, respectively. Between 1970 and 1980, the number of housing units increased by 19.6% in the Town. There has been a large increase in the number of mobile homes in Town. Significant changes in the Village include a large decrease in owner-occupied units concurrent with a large increase in the number of rental units. Comparing the Town and Village to the region, the Town has a slightly higher percentage of owner-occupied dwellings.

Affordability of housing is defined as the ratio between the median value of single family houses and household income. Nationally, a ratio of 2 or less is considered “affordable”. The Affordability ratio for the Village is 2.05 and for the Town is 2.07. The Village has a higher median value of housing than the Town or County.

Availability of affordable housing is a concern to area residents. Housing costs in the Town and Village are slightly higher than desired for affordability.

◆ Table 9: Housing Data - Town of Schoharie

| Description | 1990 | 1980 | 1970 |
|--|-------------|---------------|-------------|
| Number of Housing Units | 1,344 | 1,190 | 995 |
| Number of Occupied Housing Units | 1,278 | (89.9%) 1,070 | (93.9%) 934 |
| Number of Owner Occupied Housing Unit | 887 | (64.4%) 766 | (70.0%) 694 |
| Number of Rental Units | 391 | (25.5%) 304 | (24.1%) 240 |
| Vacant Units | 66 | 120 | 54 |
| Numbers & Type of Unit | | | |
| 1 unit, detached | 876 | (66.7%) 794 | (70.0%) 726 |
| 2 units | 200 | 120 | NA |
| 3-4 units | NA | 78 | *203 |
| 5-9 units | 69 | 97 | NA |
| 10-19 units | 47 | 0 | NA |
| mobile homes/trailers | (10.3%) 139 | (5.2%) 62 | (5.8%) 58 |
| Median no. of persons in owner-occupied units | 2.81 | 3 | NA |
| Median number of persons in rental units | 2.16 | 2.4 | NA |
| Housing Value, mean | \$75,700 | \$36,336 | NA |
| Rental Prices, mean gross | \$284.00 | \$198.00 | NA |
| * This number represents 2 to 20 units Source: <i>United States Census Bureau</i> | | | |

◆ Table 10: Housing Data - Village of Schoharie

| Description | 1990 | 1980 |
|--|-------------|-------------|
| Total Number of Housing Units | 443 | 410 |
| Number of Owner Occupied Units | (57.8%) 256 | (90.5%) 371 |
| Number Vacant Units | (3.8%) 17 | NA |
| Number of Rental Units | (40.2%) 178 | (29.2%) 120 |
| Mean Gross Rent | \$292.00 | \$196.00 |
| Persons per Rental Unit | 1.82 | NA |
| Median Value of Owner-Occupied Units | \$81,000 | \$38,775 |
| Number of 1 Unit, Detached | 256 | 257 |
| Number of 2 Units | 62 | 79 |
| Number 3 and 4 Units | 39 | 29 |
| Number 5+ Units | 69 | 33 |
| Number Mobile Homes/Trailer | 7 | 4 |
| Source: <i>United States Census Bureau</i> | | |

Table 11 compares major demographic measurements of the town and Village with the county, State and United States as a whole.

◆ TABLE 11: Comparison of Demographics of Region and United States (1990 Data)

| Demographics | United States | New York State | Town of Schoharie | Village of Schoharie | Schoharie County |
|--|---------------|----------------|-------------------|----------------------|------------------|
| No. Residents per sq. mi. | 72.1 | 381.0 | 113.1 | 614.7 | 51.2 |
| % married couple families | 78% | 67.6% | 81.6% | 74.3% | 72.2% |
| % Female Householder Families | 17% | 13.8% | 10.5% | 19.8% | 9.0% |
| % Owner Occupied Units | 64.2% | 47.9% | 64.4% | 57.8% | 57.8% |
| Median Value of Housing Unit | \$79,100 | \$82,900 | \$75,500 | \$81,000 | \$72,200 |
| Unemployment rate | 7.4% | (1992) 8.5% | 5% | 8.9% | (1992) 9.5% |
| Median Family Income | \$36,841 | \$37,590 | \$32,266 | \$39,444 | \$28,762 |
| Percent of families below poverty level | 11.5% | 10% | 11.1% | 7.8% | 11.1% |
| Percent of all persons below poverty level | 14.2% | 13% | 14.3% | 7.5% | 17.1% |
| Vacant status of housing units | 7% | 8.1% | 4.8% | 3.8% | 22% |

Source: United States Census Bureau

■ EMPLOYMENT AND BUSINESS CHARACTERISTICS

Like other regions in the country, Schoharie has experienced changes in occupations from laborers to service and professional jobs. About 5% of Town residents are unemployed.

Table 12 compares occupation changes. There has been quite a change in major occupations of residents between 1960 and 1990. In 1960, the number one occupation in the Town was as a Laborer. By 1990, administrative support was the top occupation and laborer was tenth on the list. These changes are similar to those experienced throughout the country. There has been a strong trend towards the service occupations, and away from manufacturing and labor. Although the Town of Schoharie is very rural, only 2.3% of its population work in farming or forestry occupations. This percentage, however, is higher than the state average. The Village has more executive/managers, professionals, sales people, and technical employees than the Town.

◆ TABLE 12: Occupations by Percent of Employed Persons 16 years or older

| Occupation For Employed Persons 16+ | New York State | Schoharie County | Town of Schoharie | Village of Schoharie |
|-------------------------------------|----------------|------------------|-------------------|----------------------|
| Executive/Manager | 13.3% | 9.1% | 9.3% | 10.3% |
| Professional | 16.7% | 14.1% | 11.2% | 20.9% |
| Technical | 3.5% | 2.6% | 1.0% | 2.8% |
| Sales | 11.2% | 9.7% | 6.5% | 8.5% |
| Admin. Support | 18.4% | 15.5% | 25.7% | 20.2% |
| Service: | | | | |
| Private Household | .5% | .3% | 1.1% | .92% |
| Protective Service | 2.5% | 2.1% | .6% | 1.4% |
| Other | 11.4% | 11.5% | 11.1% | 8.3% |
| Farming/Forestry | 1.1% | 5.6% | 4.9% | 2.3% |
| Craft/Repair | 9.4% | 12.8% | 11.3% | 8.5% |
| Operator/Inspector | 5.1% | 5.7% | 8.9% | 4.8% |
| Transport/Moving | 3.7% | 6.1% | 7.7% | 8.7% |
| Laborer | 3.2% | 4.9% | 3.8% | 2.5% |

Source: United States Census Bureau

Although agriculture is an important industry in the Town, less than 5% of those employed work in agriculture.

Comparison of Occupations

- | 1990 | 1960 |
|-------------------------------|---------------------------|
| 1. Administrative Support | 1. Laborer |
| 2. Craft/Repair | 2. Draft/Foreman |
| 3. Professional | 3. Operators |
| 4. Service | 4. Service |
| 5. Executive/Manager | 5. Professional/Technical |
| 6. Operator/Inspector | 6. Officials |
| 7. Transport/Moving | 7. Clerical/Proprietors |
| 8. Sales | 8. Farming/Forestry |
| 9. Farming/Forestry | 9. Sales |
| 10. Laborer | |
| 11. Private Household Service | |
| 12. Technical | |
| 13. Protective Services | |

About 5% of those aged 16 years and older living in the Town are unemployed (Table 13 and 14). There are twice as many people from the Town working outside the county now than in 1980. About the same number of people from the Village work in the County now as in 1980. Both locations however, show increased

travel times to work. Both locations show large increases in the numbers of females in the labor force. The number of unemployed has risen since 1980.

◆ TABLE 13: Employment Data for Town of Schoharie

| Description | 1990 | 1980 | 1970 |
|----------------------------------|------------------|----------------|------------------|
| Mean travel time | 26.6 mins | 23.5 mins | NA |
| Worked in the county | 480 (31.9%) | 657 (61.2%) | NA |
| Worked outside county | 1,027 (68%) | 349 (32.5%) | NA |
| For Persons 16+ years of age: | 2,669 | 2020 | 2,137 |
| Number in labor force | 1,646 (61.2%) | 1,136 (50%) | 1,057 (49.4%) |
| Number unemployed | (5%) 134 | (3.5%) 40 | (3.8%) 42 |
| % of females in labor force | 49.4% | 34.9% | 19.7% |
| Total number of employed persons | 1,512 (56.6%) | 1,082 | 1,057 |

Source: *United States Census Bureau*

◆ TABLE 14: Employment Data for Village of Schoharie

| Description | 1990 | 1980 |
|--|----------|-----------|
| Residence (5+ older compared to prior 5 yrs) | | |
| same county | 267 | 186 |
| different county | 111 | 101 |
| Labor Force (16 yrs and older) | | |
| males in labor force | 261 | 235 |
| males unemployed | 39 | 26 |
| males not in labor force | 132 | 117 |
| females in labor force | 218 | 160 |
| females unemployed | 4 | 8 |
| females not in labor force | 236 | 206 |
| Place of Work | | |
| in county | 248 | 254 |
| out of county | 191 | 82 |
| mean travel time to work | 25 mins. | 17.7 mins |

Source: *United States Census Bureau*

Government is the largest employer in Schoharie County.

Table 15 illustrates county level business data comparing income and employment in 1987 to 1994. No town-wide business data was available. Clearly non-farm businesses have increased both employment and income, while farm businesses have decreased. Government is the largest employee in Schoharie followed by services oriented businesses.

◆ TABLE 15: 1987 and 1994 Business Data for Schoharie County, New York

| Industry | 1987 Employment* | 1994 Employment |
|-------------------------------|------------------|-----------------|
| Non-farm | 9,369 | 10,110 |
| Farm | 1,084 | 962 |
| Manufacturing | 728 | 917 |
| Mining | 36 | 51 |
| Construction | 769 | 770 |
| Wholesale and Retail | 2,099 | 2,318 |
| Finance/Insurance/Real Estate | 523 | 563 |
| Transportation/ Utilities | 362 | 352 |
| Services | 2,479 | 2,444 |
| Government | 2,299 | 2,522 |

* Employment in hundreds of persons
 Source: *Regional Economic Information Services, 1987 and 1994*

■ LAND USE

The majority of the assessed value in the Town and Village comes from residential properties.

Tax Parcels and Tax Assessments

There are 1,112 parcels totaling 16,934.95 acres in the Town of Schoharie (See Map No. T-14), excluding the Village. The Village has 376 parcels totaling 894.26 acres (See Map No. V-12). Total assessed value of all parcels in the Town is \$75,190,588.00. The total assessed value for the Village is \$39,632,636.00. Over 64% of the assessed value in both the Town and Village comes from residential uses. Table 16 illustrates average tax amounts for agricultural and residential properties. Compared to neighboring towns, Schoharie has one of the lowest agricultural assessment values and tax amount, and the highest residential values.

◆ TABLE 16: Agricultural and Residential Assessed Values and Tax Amounts, 1995 data

| Municipality | Agricultural Average AV* | Tax Amount | Residential Average AV* | Tax Amount |
|------------------|--------------------------|----------------|-------------------------|----------------|
| Esperance | \$94,900 | \$2,275 | \$67,000 | \$1,610 |
| Middleburgh | \$94,500 | \$2,355 | \$75,000 | \$1,870 |
| Schoharie | \$82,500 | \$2,140 | \$78,500 | \$2,040 |
| Wright | \$82,000 | \$2,120 | \$74,500 | \$1,925 |

*AV= Assessed Value
Source: Schoharie County Real Property Tax Office

3.4% of the Town’s assessed value is exempt, but 17.33% is exempt in the Village.

There are a number of tax exempt parcels in both the Town and Village. In the Town, excluding the Village, there are 121.82 exempt acres on 21 parcels equaling a total exempt value of \$2,645,100.00. This represents about 3.44% of the total assessed value in the Town.

In the Village, there are 45.33 acres on 15 parcels equalling \$7,833,800.00 total exempt value. This large figure represents 17.33% of the Village’s total assessed value.

According to the County Treasurers Office, the tax rate for the Town, excluding the Village was \$2.73 per \$1000.00 assessed value in 1995. The Village tax rate was \$0.57 per \$1000.00 assessed value. In 1996, the Town needed via taxes \$289,624.00.

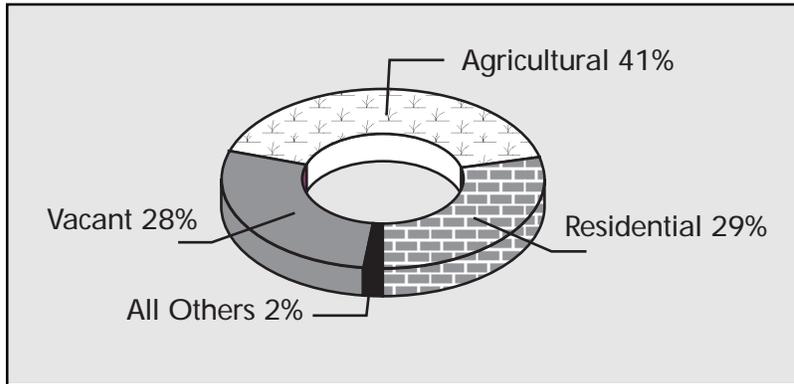
Land Use in the Town

Agriculture is the single dominant land use in the Town, followed equally by vacant and residential land uses.

Agricultural land uses account for about 41% of the land acreage in Town (See Figure 5). Land for field crops and productive vacant land is the predominant agricultural use. About 29% of the Town is in residential uses with one family year-round residences predominant. Vacant land accounts for about 28% of the Town and most are rural vacant lots of ten acres or less.

Less than 1% of the Town (21.41 acres) is commercial and 11.52 acres are classified as community services (religious facilities and cemeteries). 1.2%, or 229.2 acres are industrial (mining activities). The remaining 228 acres, or 1.3% are used for public services.

❖ **Figure 5: Land Use in the Town of Schoharie, 1995**

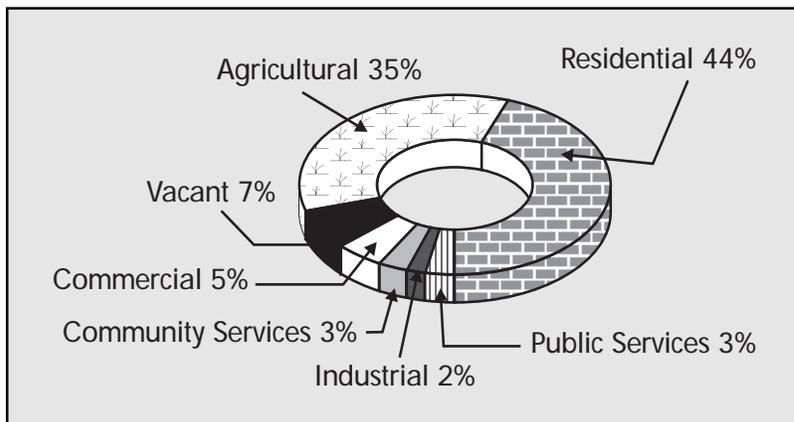


Land Use in the Village

Land use in the village is primarily residential although 35% of all parcels are still in agriculture. Only a small amount are commercial properties.

The predominant land use in the Village is residential (406 acres or 45%) (See Figure 6). Agricultural land uses, primarily for field crops and nursery operations, use 327 acres or 37% of the Village. 7% of the Village land is vacant, 3.5% is in community services, 2.3% is industrial, and 3% is public service uses.

❖ **Figure 6: Land Use in the Village of Schoharie, 1995**



Land Use Regulations

Both the Town and Village have zoning ordinances. Other local land use regulations include local building code, Subdivision Regulations, Barton Hill Watershed Regulations, and Central Bridge Water District Regulations.

The Village does not have subdivision regulations. Neither municipalities have site plan review laws. Local floodplain laws are in effect in both the Town and Village.

■ **LOCAL REVENUES**

◆ **Bonded Debt**

In 1995, the Town had \$6,604 in tax supported debt. The Village had \$45,000 in tax supported debt through sewer rents. There were no self-supported debts, or unused obligation bonding in this year.

◆ **Budgetary Allocations**

The 1996 budget information for the Town was \$219,452 for general, \$22,655 for general outside Village expenses, \$215,484 for roads, and \$76,182 for fire and lighting districts. In the Village, the 1996–97 budget for general funds was \$296,000, \$184,000 for sewer and \$147,000 for water.

INPUT FROM TOWN AND VILLAGE RESIDENTS

■ SURVEY EVALUATIONS

Throughout the planning process, opinions of residents and local businesses were solicited through surveys and public meetings. The full set of surveys and results are available for review at the Town and Village Offices. The surveys attempted to evaluate:

- attitudes towards various aspects of development;
- what makes the community a quality place to live;
- how people feel development could improve the quality of life in Schoharie;
- changes people fear most about new development;
- how people rate the present quality of life in Schoharie;
- perceptions on the quality and effectiveness of public services in Schoharie;
- where people feel new commercial development is desired and appropriate;
- perceptions of the area's biggest problems;
- shopping patterns and needs;
- what type of community Schoharie is, or could be;
- feelings on existing zoning;
- preferences for the type of commercial development desired;
- significance of various natural resource and environmental issues to the public; and
- specific places in Schoharie that hold special meaning to residents.

■ RESULTS OF CITIZEN SURVEY

Over half of all surveys that were received came from Town residents, one-third from the Village, and the remainder came from Central Bridge. Most respondents were over 35 years old, and over half lived in Schoharie for over 16 years. Additionally, over half work outside of the home and commute to jobs about 28 minutes away. Three hundred sixty-six, or 20%, of mailed surveys were returned. The results of this survey, along with the demographic information presented above, provide a great deal of insight into Schoharie's goals and problems and provides direction needed to develop a vision for Schoharie's future.

➤ **Perceptions of Present Conditions in Schoharie**

Important positive characteristics identified by residents include Schoharie’s scenic beauty, historic and small town atmosphere, low crime rate and convenient access to the Capital District.

Perceived problems are recreation, housing and shopping opportunities, architectural compatibility and jobs.

Desired roles for Schoharie are to be a residential area, and historic and agri-business center.

Most public services were felt to have “some” or “severe” problems - especially with planning and zoning.

The surveys and meetings indicated strong support for the areas natural resources. People felt they should be considered in any future development.

Residents perceive their community as being scenic, filled with friendly people in a rural/historic/small town atmosphere. They feel that Schoharie’s low crime rate, convenient access to the Capital District for jobs and urban amenities, well kept properties, good school and quiet residential areas contribute to making this a special community. The scenic beauty of the Town and Village consistently show up as important to the residents. Other attributes of the community are not considered to be of high quality, however. Although some were ranked as being “good”, others were ranked “fair” to “poor”. Recreation, housing opportunities, architectural compatibility, shopping opportunities, jobs and taxes are not considered to be high quality characteristics of Schoharie.

Most respondents see Schoharie primarily as a residential area. Other important roles are as a historic and agri-business center. Tourism is perceived to hold a moderate role. Least important to respondents is Schoharie as a government center, business area or as a cultural center.

Other than the Village’s sewer system, residents perceive most of the available public services as having problems. Over half of the people responding felt that public services have “some” or “severe” problems. Services connected to planning and zoning had the most frequently cited problems. Lack of enforcement, lack of architectural compatibility, and discouragement of new business are the perceived problems associated planning and zoning.

Several problem areas in Town were identified that included high taxes; outdated, poor planning and zoning; lack of new businesses; and new development not being consistent with existing rural, small town character. More people dislike the existing zoning than approve of it. Although some people feel there is a lack of equitable enforcement and too many variances given, others feel zoning regulations are both too strict and discourage new development. The Village’s biggest problems include: limited shopping, lack of business variety, poor grocery store, inadequate parking, quality and quantity of water, downfall of Main Street stores, high taxes, and pedestrian safety.

People highly value the natural resources and environment of Schoharie. Although there is somewhat less support for wetlands and caves, over 73% of all respondents feel that natural

resources of the Town and Village are important and should be considered in any future development of the Town.

➤ Perspectives on New Development in the Future

Residents are concerned about how development affects their community — particularly regarding impacts to water, ecological resources, historic character, density of development, scenic areas and parking/traffic. Residents fear that new development will adversely affect Schoharie’s rural/historic character which they so value. They also feel that new development will increase traffic and crime, damage visual resources and the environment, and attract people and businesses who are disconnected from the community.

People have many fears about new development. They fear that the area’s scenic and historic characteristics will be adversely impacted.

On the positive side, residents hope new development will increase the tax base, enhance job and recreational opportunities, and fit into the community. However, there are those that feel new development can not enhance in any way what is already a very desirable place to live.

Most people would shop in Schoharie if given more opportunities. Lack of variety, higher prices, inconvenient hours, and lack of parking are the perceived problems preventing more people from shopping in Schoharie.

➤ Future Goals/Desires for Schoharie

People would prefer to see new commercial development primarily in the central business district in the Village, or at the I-88/Route 30 intersection. On other highways, new commercial growth is preferred at “nodes” where other business already exists, rather than spread out in strips along the highway. Growth was desired to be directed to North Main Street, instead of South Main Street; and on Route 7 in Central Bridge rather than Main Street in Central Bridge.

New commercial growth was preferred to be directed to the central business district in the Village. Although development at the I-88/Route 30 interchange was desired by many, there was equal concern about impacts to the scenic and historic character of this gateway.

Agri-businesses, individual stores, recreational and tourist facilities are desired future commercial activities.

The majority feel that heavy industry, truck stops, warehousing and large retail outlets should be discouraged.

The commercial activities that the majority of respondents feel should be actively encouraged in the Town/Village are, in the order of preference: agricultural production, retail agricultural operations, individual stores, recreational and cultural facilities and tourism. Most also feel that heavy industry, truck stops, warehousing and large retail outlets should be discouraged. The addition of a modern supermarket, a clothing store, and a good department store and smaller, specialized stores would attract more shoppers to Schoharie.

Elected official's perceptions are similar to those of the general public.

➤ Elected Officials Perceptions

When surveyed, elected and appointed officials indicated that they think economic vitality of local businesses will be one of the most important issues facing Schoharie in the next 10 to 20 years. Other “very important” issues included tourism, sewer and water services, environmental protection, and the visual impact of development. This result is fairly consistent with concerns voiced by citizens.

Officials and citizens ranked overall attractiveness, environmental quality, job opportunities, and maintenance of the rural/small town character as “very important” aspects of the Town/Village. Shopping and affordable housing opportunities were ranked as “fairly important” by officials. Citizens think shopping opportunities were a significant problem to be addressed in Schoharie.

Officials ranked desired non-residential development as 1) service/professional (office/medical), 2) tourism-related businesses, 3) light industry and agricultural related businesses, 4) retail outlets, 5) lodging, 6) warehouse facilities, 7) large retail outlets (K-Mart), 8) truck stops, and 9) heavy industry (most desired to least desired). Although these rankings differ somewhat from the general public’s response, those commercial activities least desired by government officials were also least desired by residents.

Officials and citizens listed virtually the same characteristics that make Schoharie a quality place to live. Likewise, responses to ways new development could damage or improve that quality of life were very consistent between officials and residents.

■ ASSESSING VISUAL PREFERENCES OF THE COMMUNITY

A visual image survey was done to document people's preferences for design styles.

It was clear that people in Schoharie are intensely concerned with the “look” of new development. In order to identify and document people’s preferences for design styles, a visual survey was done. A total of 206 slides were shown to participants who rated each slide on a scale of -5 to +5 (negative vs. positive). Categories of slides included shopping centers, commercial buildings, attached housing/apartments, village street scenes, single family houses, and town road scenes.

The slide preference survey showed strong and consistent results. A consensus of preferences was reached by the majority

Strip style malls and modern commercial buildings were clearly not preferred. Traditional housing and buildings with peaked roofs were preferred.

of participants. The lowest preference was given to modern subdivisions, large apartments and contemporary attached housing, highway strip malls, commercial buildings and shopping plazas with large parking lots, flat roofs, and wide intersections and streets. Participants clearly preferred country scenes consistent with what presently exists in the Schoharie area: open space, traditional style architecture, tree-lined streets, narrow rural roads, wooded hills, and ponds. New design standards should prevent conventional suburban development, and encourage traditional, village-style housing with tree-lined, narrow streets. Since strip style malls and modern commercial buildings were clearly not preferred, recommendations such as encouraging new commercial buildings to have traditional roof lines, pitches and architecture, alternative parking arrangements and a “house-like” appearance are planning goals that can be firmly backed up by this study. Appendix A details other design recommendations.

The results of this survey help to illustrate Schoharie’s community style. The following descriptions and pictures of visual preferences of the residents of Schoharie should be used to formulate design standards for new development.

■ RESULTS OF SLIDE SURVEY

Shopping Centers:

People were very consistent in how they rated shopping centers. Preferred shopping centers all share similar visual characteristics: they are not strip malls, all have peaked roofs and/or traditional style windows and dormers, they tend to be constructed of wood or brick, have a traditional architecture, and are buildings that have alternative parking arrangements. Parking tended to be in the rear of the building, or in landscaped parking lots. Signage for these structures was also visually similar; none had plastic, neon or modern looking signs.

Negatively rated slides also shared characteristics. All were suburban style strip malls or commercial buildings having flat roofs, glassed fronts, large parking lots in front, and plastic, electric, or neon signage.

● **PHOTO 2: Preferred Shopping Center**



● **PHOTO 3: Most Negatively Rated Shopping Center**



Stand Alone Commercial Buildings

The most highly rated slides of commercial buildings were built in traditional styles and constructed with brick, or were businesses in converted old houses. Consistently negative ratings were given to commercial buildings with huge front parking lots, flat roofs, and those having plastic, electric, neon, or large-lettered signs.

● **PHOTO 4: Preferred Stand Alone Commercial Building**



● **PHOTO 5: Negatively Rated Stand Alone Commercial Building**



Attached Housing

About 35% of the slides in this category were rated in the neutral area. The lowest scores were not as low as seen for commercial buildings, nor were the highest scores as high. This may indicate that participants had more difficulty in rating these slides, or that they had more neutral feelings about them. However, preferences for certain styles of attached housing emerged. Preferred attached housing styles tended to be smaller units, with one or two story buildings with traditional roof lines or similar in overall appearance to single family houses. Many had enhanced landscaping such as fountains or many trees. Preferred scenes also included those units that presented doors and sidewalks as the main features seen from the road instead of garages.

● **PHOTO 6: Attached Housing Style Preferred**



● **PHOTO 7: Attached Housing Style Not Preferred**



Slides not preferred included housing that was three or more stories, had flat or non-traditional roof lines, presented garages and cars as the most visible feature, and were large and complex in scale.

Village Street Scenes

People were very clear about whether they liked a particular village scene or not. There were few neutral ratings in this category. Overwhelmingly, people preferred heavily tree-lined streets with sidewalks in residential areas, and traditional small business districts having parking on narrower streets, with traditional signage and trees. Two slides received 100% positive ratings. They included a heavily tree lined street from Scotia, and a green “commons” and old church from Massachusetts.

● PHOTO 8: Preferred Village Street Scene



● PHOTO 9: Village Street Scene Not Preferred



Single Family Houses in Village/Town Locations:

Results for these two categories were very similar. Only 4 out of 37 slides in these categories received a neutral rating. Strong likes and dislikes emerged. The results show a strong preference for all architecturally traditional housing such as seen on South Main Street in Schoharie. Typical subdivisions were rated positively only for those that had significant tree growth. Trailers and trailer parks received consistently low ratings - all were rated negatively by over 90% of participants. Traditional neighborhoods having on-street parking, mature trees, and parking garages in the back of the house were also rated high. New subdivisions having wider streets, fewer trees and a presentation of garages were rated negatively. Houses set in wooded settings or on smaller streets also were rated positively. Double wide mobile homes received neutral or positive ratings.

● **PHOTO 10: Preferred single family house style in village**



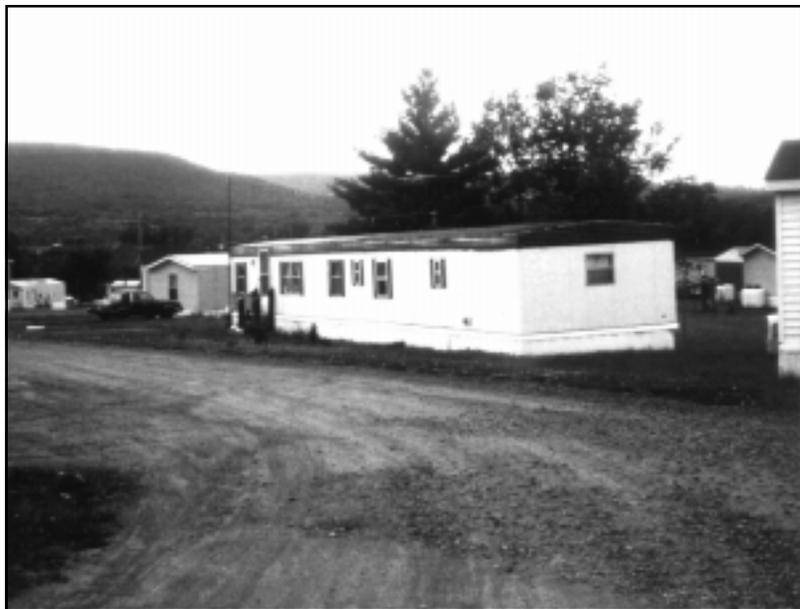
● **PHOTO 11: Single family house style not preferred, village**



● **PHOTO 12: Preferred single family house style in town**



● **PHOTO 13: Single family house style not preferred, town**



Road Scenes-Town:

Participants had very strong preferences for road-side scenes in a Town setting. Only one out of a total of 37 slides received a neutral rating. All others were rated either strongly negative or strongly positive. Trailers and trailer parks, junkyards, wide/ congested roads similar to Central or Western Ave. in Albany or Route 7 in Cobleskill were rated universally low. Scenery broken up by new buildings out of character with the setting (Mobil Mart in Duanesburg) was clearly not preferred. Wooded hills,

cliffs, farm fields, country roads (paved and not paved) were rated positively by over 90% of participants. Built-up, congested scenes such as Cobleskill or suburban style intersections were rated negatively by over 90% of participants. Scenes that received universal positive ratings (100% of participants) were those slides having a lake or pond visible from the road.

● **PHOTO 14: Preferred Town road scene**



● **PHOTO 15: Town road scene not preferred**



DEVELOPMENT ISSUES, GOALS, OBJECTIVES AND POLICY RECOMMENDATIONS

■ LAND USE

ISSUE:

Residents highly value the area’s scenic, historic, and rural/ small town character. Schoharie’s low crime and quiet residential qualities are also very important to residents. They want to see these characteristics maintained in the future. Residents fear that new development will damage these. Many in the community feel that growth is needed. Others feel that there should be a small amount of growth, or none at all. Overwhelmingly however, residents desire that new growth be in keeping with the character of the area. Architectural compatibility between existing and new buildings is felt to be poor.

GOAL:

Maintain and enhance the unique features of the community that make Schoharie a quality place. Maintain the rural, small town character of the Town and Village.

GENERAL RECOMMENDATIONS TO GUIDE PLANNING IN SCHOHARIE:

- Land use regulations and programs in small communities should always try to use common sense to balance the right to reasonable use of one’s property, the right of adjacent property owners to co-exist without undue negative impacts, and the right of the Town and Village to expect that new development will enhance the community, especially visually, and will not have hazardous impacts.

General guidelines for rural areas are offered to help balance needs and community goals.

- Zoning and other regulations should be based on the principles that
 - impact of development is more important than specific land use,
 - density of buildings or houses is more important than lot size, and
 - building and site design is usually more important than density.

- Generally, land use regulations in both the Village and Town should :
 - Permit a wide variety of uses but subject them to performance standards that would govern the issuance of permits by planning or zoning boards. This encourages a variety of small scale uses, as long as they have a minimal impact on the surrounding area.
 - Ensure that density is separated from lot size. Allow small lots as long as overall density standards are met.
 - Use positive incentives, rather than negative fees or taxes, to meet goals. Examples of positive incentives are density bonuses, allowing relaxed road standards or unpaved private roads, or selling development rights.

- **Performance Zoning** — A zoning tool called performance zoning can help meet a variety of goals in many communities. This planning tool can maintain or preserve natural resources and community character as land is changed for man’s use. Performance zoning regulates the impacts of land uses rather than the uses themselves. It is concerned with the results of development and not the type of development. For example, performance zoning would be concerned with the siting, design, and water runoff impacts of a new commercial shopping center. It would not be concerned with the fact that it is a commercial use.

Performance standards can be applied on environmentally sensitive lands, or they can apply to all development within a jurisdiction. Different standards can exist for different zones.

Performance zoning allows for greater flexibility in the development of a site. Landowners benefit because they can develop the land if they can show that it will not adversely effect the area.

OBJECTIVE AND RECOMMENDATIONS:

Identify and protect visual, scenic and historic resources.

- Identify those locations within the Town and Village that are a high priority for open space, natural resources, or farmland protection efforts. This should be accomplished by completing a *Land Evaluation and Suitability Assessment* (LESA- designed by the Soil Conservation Service), which evaluates land through a variety of criteria including soils, economics, and cultural and scenic values.
- To help identify scenic views, participate in New York States’ Scenic Byway Program, at least to follow its recommended steps of completing an inventory of important scenic locations.
- Scenic roads can be designated as such through the Town’s zoning law or other local law and would require that a road’s character be maintained in any future development or roadway upgrading. Scenic areas and important natural resource areas can be protected through an overlay zone which should include increased open space rations, vegetation clearing and grading restrictions or height limitations, for example. Important areas like steep hillsides, creeks and cliffs should be protected.
- Because Terrace Mountain has been identified as a significant scenic resource, views of this and other scenic hills, should be kept clear by disallowing structures including communication towers on their faces and summits. Any other area designated in a scenic area should be protected as well, consistent with Federal Law.
- Create a historic district in the vicinity of the Old Stone Fort. This should encompass the Stone Fort, older houses along Old Stone Fort Road, the covered bridge, Routes 443 and 30 intersection, the Tory Tavern, Yankee Pete’s Tavern House on Route 443 and the Simeon Laraway Mill Site on Fox Creek.
- Work with the Central Bridge Civic Association to preserve historic buildings in Central Bridge.

A land evaluation and suitability assessment, and a scenic inventory will identify important locations that may need more protection than other areas.

Recommendations to disallow structures on scenic hilltops and expand the historical district around the Old Stone Fort are tools that can protect and enhance these resources.

This plan recommends that performance and cluster zoning be used to protect important open space and agricultural locations.

OBJECTIVE:

Provide for the protection of important open space locations.

- Utilize Performance Zoning in the Town and Village. The goal of Performance Zoning is to set standards that any development must meet. Different locations may have specific performance standards applied to them. Standards should be set to address density, open space, agricultural, environmental and visual needs.
- Clustering of buildings in large residential or commercial complexes is desired to protect open space. It is recommended that subdivision regulations should reflect this by requiring that applications for subdivisions of five or more lots be required to present alternative plans for clustering. It should be the intent that the Planning Board choose the clustered alternative where feasible. Clusters should be located on that portion of the parcel best suited for leach fields. The remaining open space can be protected through a deed restriction or conservation easement held by a land trust such as the Schoharie Land Trust, or through a landowners agreement.
- Facilitate a Purchase of Development Right (PDR) (or Donated Development Right) program between willing landowners and the Schoharie Land Trust or other such organizations. These efforts could include education of residents about PDR programs, identifying PDR opportunities in future developments, or acquiring important land(s) through grant programs. PDR should be applied at priority locations so that important identified open space and/or a critical mass of connected farmland is permanently preserved.
- Under special circumstances, offer tax abatements for Voluntary Term Easements.

OBJECTIVE:

Maintain the residential qualities of the Town and Village

- Develop design standards so that new development is in keeping with existing structures (See Appendix A).

Design standards for commercial buildings will ensure that the character of Schoharie is maintained.

Involving farmers fully is critical when developing farmland protection measures.

Certain planning tools such as passing a local right to farm law and using performance standards, can go a long way to protect agricultural resources.

- Under Performance Zoning, density standards should be set based on the ability of the land to support development. Densities in or near the hamlet should be higher, but not designed to allow “village sprawl”. A clear boundary between the Village and surrounding Town is desired.
- Residential uses should be buffered from agricultural or commercial uses.

OBJECTIVE AND RECOMMENDATIONS:

Provide for the protection of farmland for agriculture, especially on prime soils. Ensure that agricultural operations can continue using customary and good management practices.

- Work with farmers to identify their needs and involve them fully in developing farmland protection practices.
- Enact a local “right to farm law” to demonstrate Schoharie’s commitment to agriculture.
- Use the Land Evaluation and Suitability Assessment study to identify prime and important farmlands.
- Make farmland protection planning a focus of development approval by use of performance zoning standards for important farmland retention. Standards for density and open space, along with farmland protection measures should be used to protect important agricultural locations. Use cluster zoning at important agricultural locations to preserve active farmlands, especially in the Schoharie Valley.
- To encourage agri-business and to meet overall goals of farmland and open space conservation, offer incentives such as tax abatements for Voluntary Term Easements.
- Facilitate a Purchase of Development Right (PDR) (or Donated Development Right) program between willing landowners and the Schoharie Land Trust or other such organizations.
- Support state initiatives that provide formulas for tax relief for bona fide farmers and their land.

OBJECTIVE AND RECOMMENDATIONS:**Ensure that new commercial development is appropriate in scale and design with existing structures and community character.**

- Zoning should contain guidelines to ensure that development, especially commercial development, meets **design standards** that maintain local character and visual appearance of the community *based on the visual preference survey*. Design should balance continuity of traditional and contemporary approaches. See Appendix A for specific recommended design standard recommendations.
- Encourage clustering new commercial development along Route 7, 30A and 30. Zoning should prohibit strip development and encourage small scale, highly buffered commercial nodes.
- Zoning should allow a better integration of commercial uses into more of a mixed use scenario providing that design and performance standards are met. Use of Performance Zoning should encourage a variety of commercial uses and opportunities for the Town and Village.
- The I-88/Route 30 interchange is a sensitive location because it is an important gateway to the valley, a highly valued scenic and open space area, and a vital transportation corridor. Any development at this location must consider and plan for these sensitivities.
- In Central Bridge, new development should conform to existing surroundings, especially at the major intersections of Route 7 at the Red Barrel, Zicha Road, and where South Main and North Main intersect with Route 30A.

Allowing more of a mixed use pattern of development and using design standards and commercial clustering can help ensure appropriate scale and design of new development.

Lands at the I-88/Route 30 interchange must be sensitively developed to protect important scenic and open space.

■ ECONOMIC DEVELOPMENT AND DOWNTOWN REVITALIZATION**ISSUE:**

Lack of jobs in the area is considered to be another big problem. People are commuting to their jobs at increasing distances. Well paying, professional jobs located in Schoharie are desired. Related to this issue is the fact that a majority of consumer dollars leave the Town and Village. Lack of shopping in the Town and Village forces most residents to shop in nearby

Cobleskill or elsewhere. Residents would like to retain businesses already located in Schoharie and expand other business opportunities. People indicate overwhelmingly that they would shop more in Town if given the right stores and amenities. There is great concern about the long term viability of the central business district in the Village.

GOAL:

Seek to increase job opportunities and incomes and expand the local property tax base through increased economic development. Facilitate the revitalization of the Village's Main Street, and enhance shopping opportunities in both the Town and Village.

OBJECTIVES:

- Link the area's agricultural, historic, rural and scenic qualities with more opportunities for tourism, professional service jobs, and new business.
- Encourage commercial development that provides well-paying, career opportunities.
- Diversify the local economy in part by establishing an economic development program to recruit prospective new community-minded businesses desired by the community, including those that are agriculturally related. Provide incentives for an improved mix of businesses located on our Main Streets.
- Ensure that growth in the Town, Hamlet, and Village are complimentary.
- Promote use of existing buildings on Main Street and define where new commercial development should exist within the Village.
- Ensure that the Village of Schoharie remains the seat of government in the County and encourage new government facilities to be located in the Village when possible.
- Ensure that economic development activities are consistent with the other goals and objectives in this plan.

A new emphasis on economic development is called for in this plan.

RECOMMENDATIONS

➤ An economic development program should be initiated. The program should accomplish five goals:

- to retain businesses already here;
- to attract new employers desired by Schoharie;
- to capture existing markets;
- to encourage start up of new firms; and
- to help existing firms become more efficient and profitable.

Schoharie should not rely only on attracting new manufacturing employers. Schoharie should improve their capacity to keep local dollars and should also focus on agricultural businesses, capture of tourist dollars, and trade and services. The valley's scenic, historic and rural characteristics are assets that should be both protected, and used to boost the economic climate. Consider development of services to encourage small, profitable businesses and those that fit well into the community. Commercial development not desired by the community, as identified in the survey for this plan, should be discouraged. The program should encompass a variety of programs to accomplish the goals.

Develop a coordinated marketing plan for the Town and Village

➤ A marketing or economic development specialist (consultant or part-time) should be hired to work with local interested parties. This could be funded, in part, through grants, including the economic development component of the Small Cities Community Development Block Grant from HUD. Development of a marketing plan requires full participation of merchants and businesses to:

- Establish a coordinated marketing document for businesses that can act as a selling tool to attract new businesses and retain current ones.
- Involve the Town and Village business leaders and organizations in the development of a marketing plan for new business development which shows why a new business should locate in Schoharie.

A marketing plan, developed by merchants, businesses, and citizens with assistance from an economic development specialist, will help attract and retain businesses.

- Start a “Shop Schoharie First” campaign and business training programs. For example, training in improving customer relations could be helpful.
- The retail needs of the community, and the market potential for retail stores should be assessed through a consumer survey.

Initiate Downtown Revitalization Projects for Schoharie and Central Bridge

- A Village downtown revitalization project should be initiated. A healthy downtown Schoharie is vital for the whole community. The Village government should play an important role in leading revitalization efforts. Downtown revitalization projects should be highly visible, implemented quickly, and highly promoted. The downtown should be as convenient as possible for shoppers, including hours of operation and parking. Both the Main Street Program of the National Trust for Historic Preservation, and the New York Main Street Alliance have programs that should be used for downtown revitalization efforts. This also applies to Central Bridge. Work with other small towns such as Cobleskill that have already started or have been successful at downtown revitalization.
- The historic atmosphere of the Village should be the theme for Main Street revitalization. Physical improvements along these lines include more street trees, benches, cleaner upper stories of buildings, an improvement of building rears, and improved sign design. If funds were to permit it, telephone and electric wires should be buried. New lighting on Main Street in turn-of-the-century style would be beneficial. Consider sponsoring a design contest for landscape architecture students to develop a downtown revitalization design.
- Consider a historic zoning overlay in the commercial district in the Village and Hamlet to include design and performance standards that protect historic structures and facades. This should not prevent creative, adaptive re-use of historic buildings. Create a Historic District Preservation Committee to promote its creation and maintenance. The Town and/or Village may want to consider passing a local historic preservation law that allows for a review process for work on, or demolition of, historic buildings.

Downtown revitalization efforts could include physical improvements, historic zoning, additional public parking, and use of incentives to bring and retain businesses.

- Retain vital services downtown, such as banks, pharmacy, post office, Town and Village offices. Work towards rehabilitation of the grocery store (Great American). This business is critical to long term success of the downtown area. Other new uses in the Village would be appropriate as long as design and performance standards are met.
- The Village must acquire and maintain public parking.
- The Town and Village should consider positive incentives (low interest loans, tax breaks, rent subsidies for new and start-up businesses). Here again, HUD or state level economic development grants will be extremely important. Schoharie is missing out on a large amount of money available through public and private grants. Tax breaks should be given to downtown properties that are re-habed in a historic manner.
- Activate a merchants and business group. A public-private association has the best chance of working especially if incentive packages for retailers are to be developed.

Promote agriculturally based businesses

- Agriculturally based businesses should be a priority in improving the local economy. Zoning should allow farm businesses to grow and allow small retail or ag-tourist facilities on the farm premises. Actively promote ag-businesses as an important area for economic growth that relates to the rural landscape. Farm and garden activities and agri-tourism should be encouraged in Town.

Enhance tourism opportunities in the Town and Village

- Capitalize on existing assets such as the Timothy Murphy Trail (Route 30), the Old Stone Fort, Depot Lane Area, the 1743 Lutheran Parsonage, The Easter Egg Museum and other local sites to attract more visitors to Schoharie.
- Enhance signage to identify scenic and historic sites. Signs at appropriate places on Route 30 from I-88 should designate the valley as “Timothy Murphy Trail”. Historic and natural attractions should be listed on signs at the off-ramps of I-88 to the Schoharie Valley.

The economic development plan should actively pursue attracting new agricultural related businesses and capitalize on existing historical assets to increase tourism.

■ HOUSING

ISSUE:

Residents of Schoharie see the Town and Village as primarily a residential community. Housing numbers have increased recently, with a larger proportion of rental units. There has been a large increase in the number of mobile homes since 1970. The vacancy rate for the Town appears adequate to meet housing demand. However, the Village has a low vacancy rate that is not likely to meet future housing demands.

The demographics of the area will change in the next 20 years. For example, the number of households headed by females will increase. A slow economy combined with changing demographics, low incomes and increasing rental rates make affordable housing an issue. The community desires to provide jobs and housing for young families. To do this, housing must remain affordable, adequate numbers of housing for this market need to be offered, and the local economy must grow in order to provide long term opportunities for this part of the population. At the same time, the community desires that the character of the community be maintained.

GOAL:

Enhance housing opportunities for all residents and income groups.

OBJECTIVE AND RECOMMENDATIONS:

Encourage a variety of high quality housing types to meet the needs of all residents, especially young families and senior citizens.

- Zoning should permit accessory rental units (in-law units) on single family houses and allow multi-family and moderate-cost homes in other zones subject to meeting the design or performance standards. While development pressure is not at this point yet, it may be beneficial to allow mixed use districts where permission to build new commercial buildings is conditioned upon provision of new, affordable dwelling units (where land conditions allow for it). This not only creates

Affordable housing is important to Schoharie. Zoning and subdivision changes are important to ensuring affordable housing.

affordable houses, but also creates enhanced commercial developments built in the traditional mixed use fashion.

OBJECTIVE AND RECOMMENDATIONS:

Develop and implement plans to meet affordable housing needs of residents.

- Positive incentives, such as density bonuses used in locations suitable for more dense development, can help reduce the developers cost (for road building, community septic systems, etc.), and thus make housing more affordable.
- The Town and Village should apply for available state, Federal or private funds to reduce housing costs. For example, the Federal Housing and Urban Development Small Cities Community Development Block Grant Program can rehabilitate sub-standard housing, facilitate home-ownership or meet other housing needs. Funds should also encourage utilization of existing structures that are suitable for multi-family housing where appropriate.
- Review zoning and subdivision regulations and revise where needed to meet affordable housing goals. Adjustments in lot size, parking standards and street standards can affect housing costs.

OBJECTIVE AND RECOMMENDATIONS:

Ensure that multi-family, clustered, large subdivisions or mobile home parks are consistent with available public services, natural resources, visual preferences and existing neighborhood character.

- New development may be costly to the Town or Village in terms of the additional infrastructure (e.g., roads, sewer and water) needed to maintain it. In the Village, this may include the cost of paying for increased capacity at the sewage treatment plant. In such cases, the Town or Village should have the ability to charge the pro rate additional cost of the infrastructure to the proposed new development. This can be done, to some extent, through an impact fee law that can be incorporated into revisions to the zoning ordinance. The Town and Village will need to consider any potential legal limitations that have been placed on such local impact fee laws.

Housing

Design standards are critical to ensuring that these housing types are consistent with existing services and resources.

Use of single-wide mobile homes will be directed to well designed mobile home parks.

- Design standards (see Appendix A) must be followed for these types of residential development.
- Encourage multi-family development in the Village where there is adequate water and other utilities.
- Phase out existing single-wide mobile homes throughout the Town by not allowing replacements with new single-wide mobile homes except in mobile home parks. Allow for the creation of new, well designed, and buffered mobile home parks that meet strict design criteria.

■ RESOURCE PROTECTION

ISSUE

People here highly value a clean environment. Environmental resources contribute greatly to the quality of life here. Residents feel that environmental resources need to be considered and protected in the future.

GOAL:

Promote land uses that are consistent with the capacity of the land and other resources.

OBJECTIVE AND RECOMMENDATIONS:

Use thorough site and environmental review (SEQRA) procedures for new development and mitigate any potential environmental impacts, especially to water, air or visual resources.

- Fully utilize the *State Environmental Quality Review Act* (SEQRA) as required for Town and Village decisions. Both the Town and Village Boards have responsibilities under SEQRA, (for example, adoption of this comprehensive plan requires an environmental review). Ensure that all planning board and zoning board members receive training in its application. SEQRA is not only required, but its provisions for scoping, public input, and issuance of permits based on conditions can ensure that all environmental impacts of a project are evaluated and mitigated.

Environmental impacts of development can be prevented or mitigated by fully utilizing SEQRA.

- It is recommended that the Town and Village adopt site plan review procedures for commercial development. Site plan review procedures for development on a single parcel of land and performance standards are needed.

OBJECTIVE AND RECOMMENDATIONS:

Minimize potential flood damage.

- Continue participation of the Town and Village in FEMA flood plain programs.
- Encourage the Town and Village and other municipalities to work with the County to minimize potential flood damage.

OBJECTIVE AND RECOMMENDATIONS:

Provide for the long-range protection of water resources for water quality and quantity, recreation, wildlife habitat and erosion stability.

- To ensure protection of streams and creeks from future development, buffer zones, setbacks or other protection measures such as a stream protection overlay district should be considered.
- Define locations of aquifers or areas important to maintaining water quality (such as the Barton Hill area and the Central Bridge watershed) and regulate land use there.
- Continue the Central Bridge reservoir watershed protection plan.
- Study and work with the Schoharie Department of Health towards solution of the sewage problems in Central Bridge.
- Monitor the adequacy of the Village of Schoharie public water supply with regard to Village population growth and if necessary, plan for alternative water sources.
- Continue wetland protection by complying with State and Federal wetlands regulations and protect water quality in streams and creeks by complying with the New York State Stream Protection Program.

FEMA floodplain programs must be continued and its regulations enforced.

The plan recommends a stream corridor to protect water quality.

OBJECTIVE AND RECOMMENDATIONS:

Encourage land uses that are “clean” and that have few environmental impacts and discourage those that put the area’s environment at risk.

- Consider creation of a volunteer citizen Conservation Advisory Council. New York’s Environmental Law allows the creation of Conservation Advisory Councils which could be asked to complete a natural resource inventory of the Town and prepare environmental reviews for land use applications.
- Identify locations requiring natural area restoration and draw these areas on maps.
- Encourage less development in the most environmentally sensitive areas of Schoharie.

A Conservation Advisory Council could help assess environmental resources in the Town and assess impacts of new development proposals.

■ SAFETY AND TRAFFIC

ISSUE:

Traffic through, and parking in, the Village is of great concern to residents. Pedestrian safety is important because it contributes to the friendly and small town character of the Village. Lack of Off-street parking in Central Bridge remains an important concern to residents in that Hamlet.

GOAL:

Facilitate smooth traffic flow, provide ample parking and ensure pedestrian safety.

OBJECTIVE AND RECOMMENDATIONS:

Provide for a safe pedestrian environment in the Village.

- Heavy traffic, the difficulty in crossing Route 30 in the Village of Schoharie, and pedestrian safety are major concerns. NYS DOT traffic counts indicate that there has been a 43% to 62% increase in traffic along Route 30 in Schoharie since 1985. The speed limit in the Village remains 30 mph. In order to enhance safe pedestrian crossings over Route 30, work with NYS DOT planners. Establish new mechanisms to enhance

This plan recommends working closely with DOT planners to improve pedestrian crossing ease and safety.

pedestrian crossings and safety such as speed limit reduction, crosswalk lights and signals, and/or better identification of crosswalks.

- Continue the Village program of improving and extending sidewalks.
- Require sidewalk construction in front of new structures along Main Street.

OBJECTIVE AND RECOMMENDATIONS:

Provide for alternative, accessible parking arrangements in the Village.

- The Village should acquire parking areas behind Main Street commercial buildings to create a safe, free parking area. New parking lots should be properly landscaped and aesthetically designed. The Village should seek a variety of funding sources such as grants to purchase land for parking lots.
- Encourage cooperation between the Village and County government for maximum effective use of county parking lots.
- Remove Main Street parking meters to increase convenience of on-street parking.

OBJECTIVE AND RECOMMENDATIONS:

Plan for traffic control on State, Town and Village highways.

- Locate commercial “nodes” along Routes 7 and 30 and apply access management tools there.
- Work with appropriate highway departments to improve safety and traffic flow on major intersections in Central Bridge along Route 7 and Route 30A — especially to commercial truck and tourist traffic.
- Connecting roads to improve traffic flow should be planned for. Develop an “Official Map” that is adopted by the Town and Village to accomplish this.

The Village should acquire parking areas behind Main Street and consider removing parking meters to increase convenience of parking.

New commercial development on Routes 30 and 7 should be concentrated at nodes with access management for traffic control.

Town road regulations should be reviewed and revised to reflect rural road standards.

- Town road and highway law should be reviewed and altered to reflect rural road standards. Road size impacts both the visual character and safety of an area. Avoid building oversized roads when they are not needed. Although narrower road widths are appropriate in certain situations, ensure that roads and/or new bridges are wide enough to accommodate large farm machinery or emergency vehicles.

OBJECTIVE AND RECOMMENDATIONS:

Maintain adequate police, fire and ambulance services in the Town and Village.

- Evaluate present level of police, fire, and ambulance protection and provide for additional patrols and/or equipment if necessary in light of future development. The Town and Village should adopt an impact fee local law (separately or as part of any revisions to the zoning ordinance) so that where new development requires additional safety and traffic services, or threatens to overburden existing services, the pro rata cost can be assessed and charged to the proposed development.

■ RECREATION

ISSUE

Lack of recreational facilities is considered to be one of the area’s biggest problems. Facilities and activities, especially for youth aged 8 to 18 are lacking. Few recreational activities exist for adults. Residents would like to encourage development of new cultural facilities. Additionally, residents desire more outdoor related recreation that builds on the area’s rich environment and scenic beauty.

GOAL:

Enhance recreational and cultural activities.

OBJECTIVE AND RECOMMENDATIONS:

Provide for future recreational needs, especially activities for young people, and enhance existing park land (Fox Creek, LaSalle Park and the Central Bridge Civic Association Park).

The plan recommends formation of a recreation committee to study recreation needs, and fund and implement new programs.

- A Town-Village recreation committee should be set up to study specific recreational needs, fund raise, and implement recreational improvements and programs at existing public facilities. These facilities include Fox Creek Park, LaSalle Park, the Central Bridge Park, and Schoharie Central School. Programs should be targeted to school-aged children and families.
- Work with the Civic Association in Central Bridge to encourage positive use of their park and to develop off-road parking where necessary.
- The survey showed that residents desired additional recreational facilities such as a recreational center with areas for rollerblading, or street hockey, a youth or community center for dances, ping pong, and basketball, a theater, gym, and an indoor ice arena. A committee such as the proposed Town/Village Recreation Committee could study these options.
- The Town and Village should work together and make a concerted effort to secure grant funds for specific recreational programs, especially for summer programs.

OBJECTIVE AND RECOMMENDATIONS:

Provide for enhanced access to Schoharie Creek and other natural areas via bike/hike trails.

Better access to the Schoharie Creek is desired. This can be accomplished by acquiring land on easements along the creek.

- The Schoharie Creek is an untapped waterfront resource. It has been recognized as an important resource to the region in the New York State Open Space Plan. Public access should be arranged for at several specific locations throughout the Town. For recreation and economic development, access to the water is vital to the interests of Schoharie as well as being consistent with recommendations from the New York State Open Space Plan. The Town and Village should identify land ownership along the creek, locate appropriate areas for waterfront access, and work towards acquiring or gaining permanent easement access to them.

- Consider implementing a Town/Village trail commission to educate land owners and secure trail easements. Trails to scenic locations should be developed, for example, to Terrace Mountain, to link with the Long Path on Cotton Hill, or to the Old Stone Fort.
- A multi-use trail linking these sites would be an important recreational, cultural, economic and historical asset to the Town. Funding for a multi-use trail may be available from federal ISTEAs funds.

OBJECTIVE AND RECOMMENDATIONS:

Promote recreational use of the area’s natural resources.

- Establish a bike path along Route 30 to Middleburgh, or create designated bike routes (with signs, mileage, etc.) along historical routes and roads with vistas.
- All Town and Village recreation opportunities should be listed in a brochure.

| A bike path along Route 30 is suggested.

■ **ADMINISTRATION**

ISSUE:

Public services related to planning and zoning are perceived as having severe problems. Residents feel that existing regulations are not well defined, implemented or enforced adequately. Others feel that present regulations prevent new growth. Land use regulations must meet future economic, housing, environmental and recreational needs of the community while balancing growth with the expressed goals and objectives in other sections of this plan.

GOAL:

Improve the administration, implementation and enforcement of land use planning regulations. Ensure compatibility of land use regulations between Town and Village, including the Hamlet of Central Bridge.

OBJECTIVE AND RECOMMENDATIONS:**Ensure proper training of zoning and planning officials and orient Town and Village elected officials to planning issues. Promote public education of and participation in the planning process.**

The plan recommends specific tasks to increase training of local officials and to increase enforcement of local codes.

- Enact a local law in the Village and Town requiring training of all building inspectors, code enforcement officers, planning board and ZBA members. Training should especially concern zoning, code enforcement, historic downtown revitalization, SEQRA, and enforcement and compliance. It is important to increase the training of zoning enforcement officers. Legal expenses for zoning enforcement should be budgeted annually. Include provision to reimburse for expenses, or arrange for local, low cost training. Consider contacting the Department of State, Office of Local Government Assistance. They have provided free training to planning boards and zoning boards of appeals.
- Ensure that Planning Boards and Zoning Boards of Appeals understand and implement the goals and objectives of this comprehensive plan.
- Planning Boards and Zoning Boards of Appeals should regularly use the base map and overlays in their decision making.
- Town and Village Board members should be properly oriented to their duties regarding this plan and planning issues.
- Actively involve Town, Hamlet and Village residents, land owners and businesses in zoning and other land use issues by improving communication between these individuals and planning/zoning boards.
- Acquaint residents with information as to “whom” to go for rules and regulations.

Future Town, Zoning, and Planning Boards should understand, and implement this plan.

OBJECTIVE AND RECOMMENDATIONS:

Ensure consistent and equitable enforcement of land use regulations, including zoning.

- Clearly define the zoning permit process including time lines and fees.
- Clearly define the roles and powers of the Zoning Enforcement Officer, Zoning Boards of Appeals, Planning Boards, and Town and Village Boards.
- Consider a full-time, joint zoning enforcement officer for the Town and Village and perhaps other municipalities. Ensure that fees collected for building inspections and permits cover code enforcement expenses.
- Specify when the Zoning Enforcement Officer takes action on violations.
- Set up a time line for notification of zoning violations and issuance of fines or legal actions.
- A clear set of performance and/or design standards leaves little room for “discretion” and therefore is important to incorporate into zoning, subdivision or other future laws such as site plan review. All special permit uses should have a rigorous review based on standards.
- Small scale projects should have less complicated review than large-scale ones, and could be considered “use permitted after review”, but should be consistent with all performance and environmental standards.
- Ensure that Town and Village Planning and Zoning Boards of Appeals review development proposals with regards to potential impacts on historic resources.
- Consider revocable special permits with required conditions of approval for commercial uses.
- Revise zoning to include the requirement for surety or performance bonds to ensure compliance with permit requirements and conditions.
- Additional suggestions for enhancing code enforcement include having the Code Enforcement Officer present at

To increase equitable enforcement, the plan recommends steps for better definition and administration of land use regulations.

New zoning should include surety bonds to ensure permit compliance.

planning board and zoning board meetings so he/she is aware of all decisions; have Town or Village board oversight and require monthly reports; and have regular “office hours” to be more available to residents.

- Review and ensure that existing land use, building and highway regulations are consistent with the goals of this plan.

OBJECTIVE AND RECOMMENDATIONS:

Promote cooperation and communication between Town and Village planning agencies and adjoining municipalities, especially with regards to the Hamlet of Central Bridge.

- All land use regulations in the Town, including the Hamlet of Central Bridge, and the Village should have consistent standards and definitions.
- Ensure that no conflicts between Town and Village codes exist.
- Consider joint planning and zoning boards for the Village and Town. A joint Village/Town planning board may reduce financial expenses and improve enforcement and consistency of this plan and land use regulations. If the Town and Village opt to continue separate municipal planning and zoning boards, then the Town, Hamlet of Central Bridge, and Village should each be represented as members on the committees.
- Continue positive, joint planning with other agencies such as the County Health Department in areas such as septic systems.

Consider joint planning and joint zoning boards for the Town and Village.

This Comprehensive Plan should be reviewed every five years to keep it up to date.

OBJECTIVE AND RECOMMENDATIONS:

Ensure that municipal codes are well defined and easily understood.

- New zoning should be written in clear language that is short and to the point. As much as possible, include drawings or pictures in the law to clearly illustrate the requirements.

- The Town and Village should revise and adopt new subdivision regulations to comply with the spirit of this comprehensive plan.
- Commit the Town and Village Planning Boards to maintain this Comprehensive Plan and to update it at 5 year intervals to keep it current.

PUTTING THIS PLAN INTO ACTION

WHO IS RESPONSIBLE?

■ TOWN AND VILLAGE BOARDS

Adoption of Plan

The first step in implementing this comprehensive plan starts when the Town and Village Boards formally adopt the document. Legal adoption means that these boards accept this plan as the guide to the Town and Village’s future development. Once passed, all other local laws must be in accordance with this plan. Public agencies and citizens alike, should use this document to help make decisions concerning future growth in Schoharie.

Amend Zoning Regulations

The zoning ordinance and map will need to be revised and brought into conformance with this plan. The Town and Village Boards have the legal authority to pass or amend a zoning law. However, a zoning commission can research zoning tools and draft a zoning law to be considered by the governing boards.

The following general zoning changes are recommended by this plan. Specific details can be found in the “Goals, Objectives, and Recommendations” section of this plan. They include:

- Protecting scenic, environmentally sensitive and important farmland and open space locations through overlay zones, performance standards for development, buffer zones or other suggested zoning tools.
- Creating a historic district in the Village central business area and at the Old Stone Fort Complex.
- Amending zoning to ensure that residential requirements do not create conditions that preclude affordable housing.
- Providing design standards as recommended in this plan.

The plan outlines an action plan to implement the Comprehensive Plan’s recommendations.

Both the Town and Village Boards, and Town and Village Planning and Zoning Boards have responsibilities in putting this plan into action.

Leadership from the Town and Village Boards is necessary in order to adopt this plan, amend zoning regulations, and implement new programs.

- Requiring transportation access management for highway development along Routes 30 and 7.
- Providing for a clear process for the administration of the zoning ordinance. The roles of and processes used by the Code and Zoning Enforcement Officer, planning officials, applicants and concerned citizens should be clearly articulated.
- Ensuring that the new zoning ordinance is written in easy to understand language and with illustrations as needed.

Pass New or Amend Other Existing Land Use Regulations

Any new or amended local law must also be passed by the Town and/or Village Boards. However, the Planning Boards, other appointed officials or committees should have important roles in advising the Boards as to necessary changes as outlined in this plan. Most amendments and/or new local laws will require and environmental review (SEQRA) along with appropriate public notice and hearings. Local laws that will need to be revised include subdivision regulations and the Town Highway Law. New laws recommended by this plan include Cluster Development, Local Right to Farm Law, Site Plan Review for Commercial Development, Impact Fee Law, and Training of Planning and Zoning Officials.

Set-Up Committees or Commissions

Although the Town and Village have direct responsibility to implement this plan, active involvement of citizens and other organizations is vital for successfully meeting the goals. Public-Private partnerships should be encouraged wherever possible.

The Town and Village Boards will need to delegate some responsibility in implementing the plan. Various citizen committees should be depended on for doing research and making action recommendations to the Town or Village Boards. These committees should be joint efforts between the Town and Village and should include representatives from the Village, Town, and Hamlet of Central Bridge. In all cases, these committees should have both clear direction from the Town and/or Village Board and an efficient process in which to

This plan calls for several new committees to be formed to help implement the plan.

accomplish their work. The Town and Village Boards can form the following recommended committees by resolution:

- **Zoning Committee** - to revise and amend zoning. If desired, this commission could also work to revise subdivision, and to draft cluster subdivision or other land use laws. The Town and Village Boards should discuss if one or two separate committees can best accomplish this task.
- **Conservation Advisory Committee** - To carry out any natural resource inventories. This group could also oversee the LESA for the Town. This committee should have close ties with the planning board, zoning board of appeals, zoning commission, and the Town and Village Boards.
- **Public-Private Economic Development Committee** - Made up of representatives from both the Town and Village Boards and local merchants/business people, this group should spearhead the recommended economic development program and write grants.
- **Town/Village Recreation Committee (s)** - To study recreational needs, raise funds and implement new programs. Either a separate group, or a sub-committee should include a Town/Village Trail Committee to identify and facilitate opportunities for bike/hike trails and to open up access to the Schoharie Creek.
- **Historic Commission:** To oversee historic revitalization in the Town and Village.

Implement New Programs

The plan calls for a variety of programs and projects that need clear leadership in order to happen. These projects can be implemented directly through the Town or Village Boards or delegated to an official, staff person or committee. These include

- Hire a full time joint Zoning Enforcement Officer;
- Work with the Department of Transportation to improve pedestrian access in the Village;
- Acquire and maintain public parking and remove parking meters in the Village;

- Study the feasibility of a joint Town-Village Planning Board and a joint Zoning Board of Appeals;
- Facilitate Purchase of Development Rights in order to protect farmland and open space;
- Offer Tax abatements, under special circumstances, for Voluntary Term Easements;
- Develop positive incentives and programs for economic development and affordable housing opportunities; and
- Work with the County to decrease flood damage.

Town and Village Planning Boards

The Planning Board should serve as the plan’s “custodian”.

- It is their role to review the plan periodically to make sure that the policies and recommendations remain current with the conditions in the Town and Village.
- The comprehensive plan should be reviewed every five years, especially after new census date becomes available.
- Another important role of these committees is to ensure that the goals and objectives of this plan are integrated into land use and development decisions.
- These Boards must have active involvement in the decisions of Town and Village Boards, and have excellent communication with other Town and Village agencies and personnel.
- Planning Boards and Zoning Boards of Appeals should use this comprehensive plan as they review all development applications.
- Variances, subdivision and special use permit approvals and site plans should be reviewed in the full context of this plan.

Town and Village Planning Boards should serve as the plan’s “custodian”.

When? — Scheduling the Plan’s Implementation

A successful strategy should start with the most important recommendations, address recommendations which pave the

way for other recommendations, work to maximize the number of different parties addressing at least one recommendation, and simultaneously address at least one recommendation from each of the seven major sections of this plan.

An annual *action* agenda of recommendations to be implemented that year should be prepared by either the Town/Village Boards or the Planning Boards. Each year's work should be manageable and involve the necessary staff, volunteers or agencies. An annual *status* report of what's been done should be presented to the public. This will help keep everyone informed about what is being implemented, what has already been done, and what has not. A status report will not only help keep things moving along, but will help in the comprehensive plan update every few years.

Short Term: Three to Twelve Months

- 1. The Town and Village Boards should form recommended citizen committees and public/private committees** as outlined to work on specific programs identified in the plan. Each committee should clearly understand their objective and role.
- 2. Conduct the Land Evaluation and Suitability Assessment (LESA)** to identify important open space and farmlands. Identify scenic roads. Retain professional and volunteer help as needed. These studies are necessary before the zoning ordinance or other protective measures can be fully implemented.
- 3. Draft and adopt a local Right to Farm law.**
- 4. Draft and adopt a local law requiring training and education** of all planning and zoning officials, including the zoning and code enforcement officers. Budget for training expenses.
- 5. Involve the farm community in discussions on specific tools to protect farmland** and enhance agri-business in the Town and Village. Research tax abatement programs for voluntary term easements and ways Schoharie can facilitate purchase of development rights programs.
- 6. Research grants that will help fund** recommended economic development, affordable housing, recreation and

The ideas and tasks presented in this plan have been prioritized and scheduled for implementation.

Priority tasks should be accomplished in the short term of 3 to 12 months.

administrative programs. Retain an economic development specialist to begin implementing the economic development plan.

7. Begin work on revising the zoning ordinance.

Draft specific design standards.

Medium Term: One to Three Years

1. Provide copies of this comprehensive plan and all zoning/land use regulations to all new and existing elected officials in the Town and Village.

2. Meet with DOT staff to begin plans for improving the pedestrian atmosphere in the Village.

3. Budget funds and acquire land for public parking in the Village.

4. Remove parking meters and continue to enhance sidewalks in the Village.

5. Arrange for training workshops for planning and zoning officials.

6. Committees appointed in the previous phase should be organized and work on details to implement their goals.

7. Revise subdivision regulations and the local highway law to be in accordance with the comprehensive plan.

8. Draft new local laws and/or resolutions as needed to allow for cluster development, economic and affordable housing incentives, and acquisition of land easements for recreational access.

9. Retain a full time, joint zoning enforcement officer.

10. Study the benefits of having Town/Village planning boards and zoning boards of appeals. Implement if feasible.

11. Draft and adopt new zoning regulations and site plan review (if not included in zoning).

12. Write grants to implement the comprehensive plan. Consider using professional help in grant writing if necessary.

An action plan and status report should be written each year to keep the plan implementation on schedule.

Many recommended tasks will take more time to accomplish. Medium term goals should be done within three to five years.

13. **Write an action plan** and status report for each year.

Medium Term: Three to Five Years

1. **Continue work on downtown revitalization** and physical improvements of the business district.
2. **Put in place positive incentives** to meet economic development and affordable housing goals.
3. **Work on developing an Official Map** of Schoharie to plan for future infrastructure needs.
4. **Conduct a review of the comprehensive plan at year five and update as necessary.**

Long Term: Five to Fifteen or Twenty Years

1. **Continue work on all seven program areas** (land use, economic development, recreation, housing, resource protection, and administration).
2. **Continue to seek additional funds via grant programs.**
3. **Monitor water quality and quantity in the Town and Village** and study methods for improvement. Begin implementing program changes as needed.
4. **Adopt an Official Map** for future infrastructure needs.
5. **Work to continue to obtain easements for bike/hike trails** and access to the Schoharie Creek.
6. **Review maps** and ensure that they remain current and useful.
7. **Continue educational efforts** to involve citizens in the planning process.
8. **Ensure that new elected officials are informed of this plan's goals** and that they continue to provide support and leadership to the various committees working to implement this plan.
9. **Review and update the plan at regular five year intervals.**

Long term action includes continued work on overall goals, finding additional funding opportunities, and on-going use of this Comprehensive Plan.

In order to keep this document current and meeting the needs of Schoharie, it should be reviewed and revised every five years.



APPENDIX A

■ RECOMMENDED DESIGN STANDARDS

To maintain the local character of Schoharie, design guidelines should be developed. The standards should be based on the visual preference survey results from this comprehensive plan along with professional input from an architect and/or planner. Standards should address sensitive areas as well as future historic districts in the Town or Village. The following points, in particular, should be included in the design guidelines:



Best Western Hotel, Cooperstown, New York



Iroquois Gas Compressor Station, Wright, New York

➤ The Village, Town and Hamlet of Central Bridge should institute *maximum* setbacks of commercial buildings to move buildings towards the road and force parking behind buildings. Parking lots should be located to the rear of a building or on side-lots screened from the street. Parking standards should be relaxed so that lots are no larger than needed to meet 85% of the anticipated peak demand. Keep asphalt and concrete to a minimum.

➤ The Village and Hamlet should institute maximum setbacks for residential buildings to be equal to those already found in the Village or Hamlet.

➤ New commercial buildings should have a pitched roof or false front to ensure compatibility with surrounding buildings. Mansard and flat roofs should be discouraged (unless in the Main Street section of the Village).

➤ Allow and encourage a mix of uses. Where mixed uses are not appropriate, buffer commercial and industrial buildings from other uses. Residential development should be buffered from agricultural uses.

➤ Limit the demolition of existing historic buildings in the downtown section of the Village.

Recommended Design Standards

- The sign control portion of the zoning ordinance should be updated with clearer standards regarding design.
- Develop village and hamlet design guidelines that must be followed for all new development including clustered residential homes, mobile home parks or other large residential developments. Architecture must be compatible with existing structures.
- Standards should stress landscaping and tree planting for all residential and commercial developments and should encourage maintenance of wooded areas.
- Stress maintenance of residential and other important locations.

■ DESIGN GUIDELINE EXAMPLES

The following pages are examples only and more design guidelines may be developed over time. They were taken from the following publications:

Rural Design Guidelines

Hamlet Design Guidelines

Building Form Guidelines

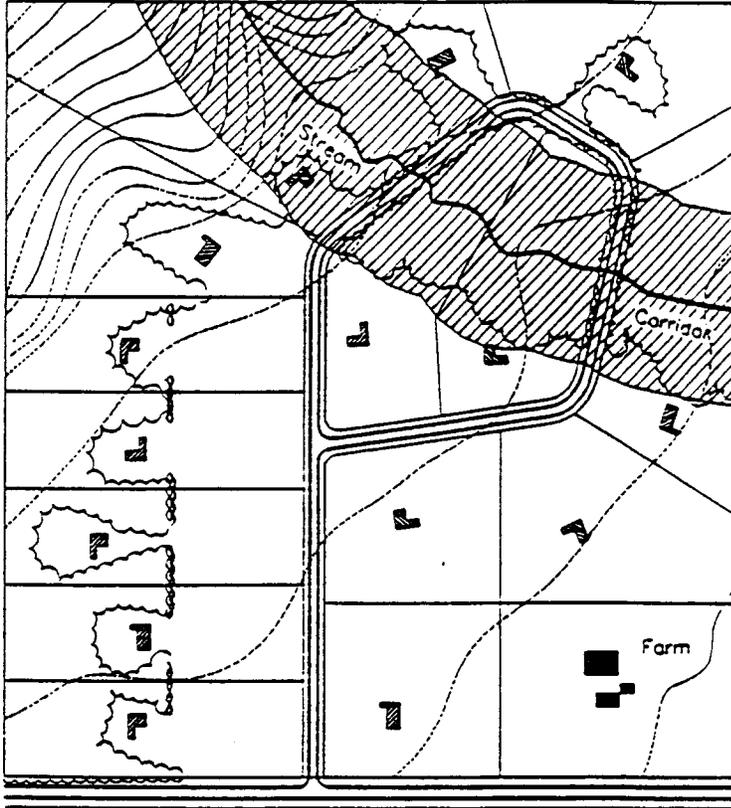
Published by: New York Planning Federation, Albany, NY

Community Design Guidelines Manual

Published by: New York State Tug Hill Commission

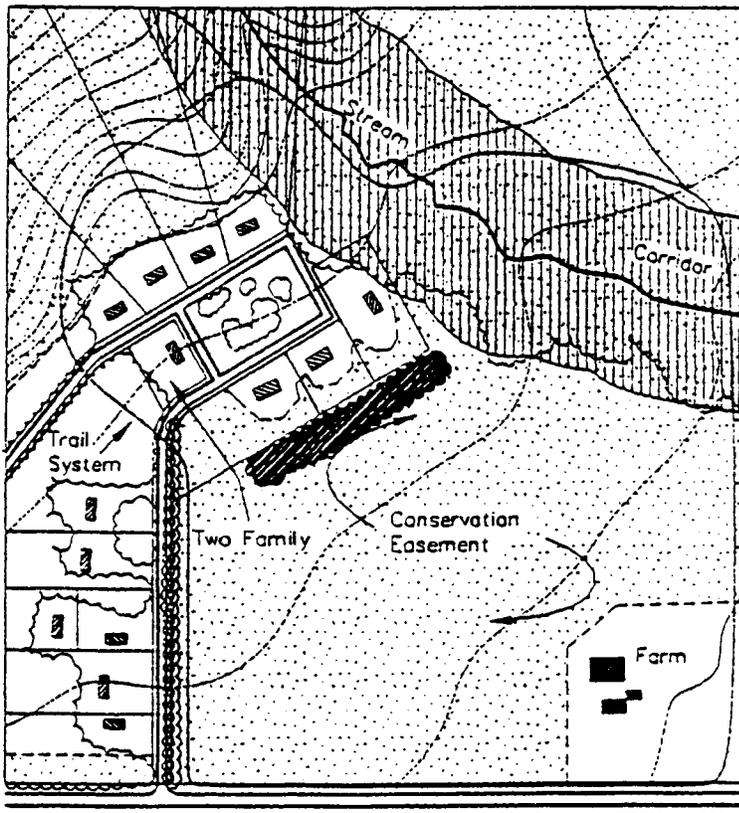
Site Layout and Open Space

**60-Acre Parcel – Not Preferred
Conventional 3-Acre Subdivision**

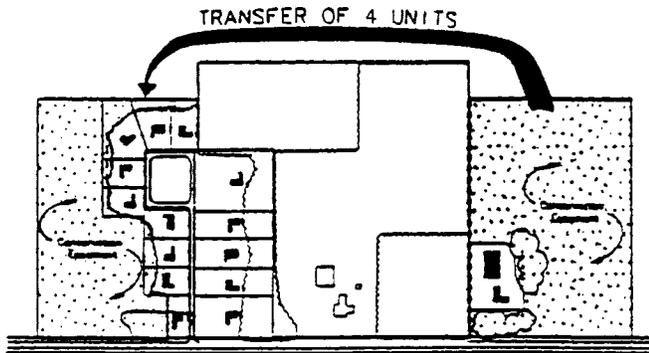


**60-Acre Parcel – Preferred
Flexible Lot Subdivision, 16 units**

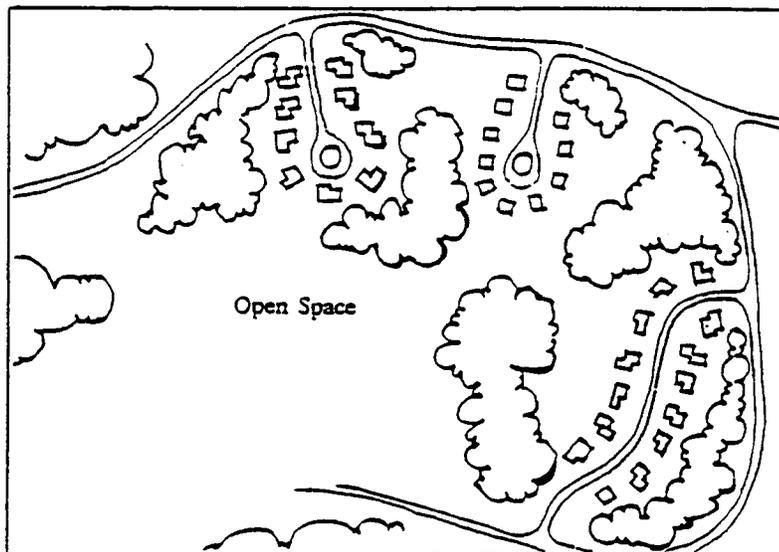
This example shows an expansion of the previous plan up to the maximum of sixteen units. A trail system for use by lot residents has been added. The houses line the new road and some are clustered around a green. Sheltered by the woods, houses can have privacy by keeping yards small and leaving wooded buffers between them. The new road follows the existing tree row and stone wall and can connect to the adjacent property for future development. A band of woods, consisting of small native trees transplanted from the scrub area as well as vegetation that has filled in naturally, buffers the view of the houses from the road. Many variations on this configuration are possible, including some large lots.



Site Layout and Open Space Transfer of Development Rights

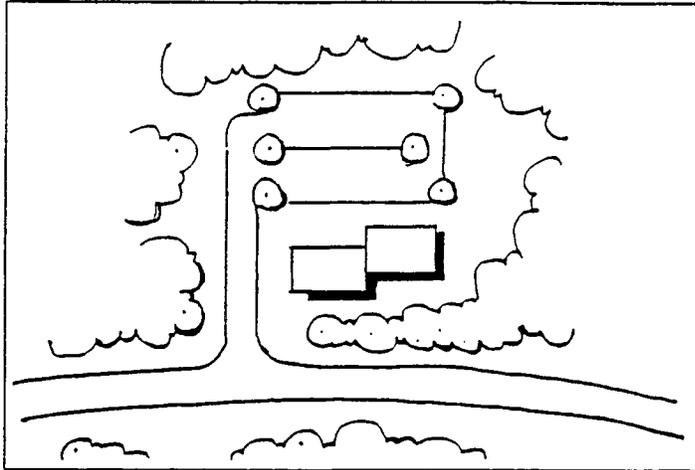


In this scenario, a farmer with a valuable working field transfers four of his development rights to a nearby woodland property. This enables the neighbor to create a small hamlet of nine houses around a green. These development rights may be transferred to any suitable property in town by special permit. The land from which the rights were transferred must be restricted by conservation easement to prevent future residential development.



Well-designed use of open space can reduce the perceived development density, while at the same time, be used as an effective buffer to and from adjacent properties. Open space also provides recreational opportunities, avenues for pedestrian circulation and passive space for relaxation. Provisions for open space within a development allows for recreational opportunities and reduces the perceived development density.

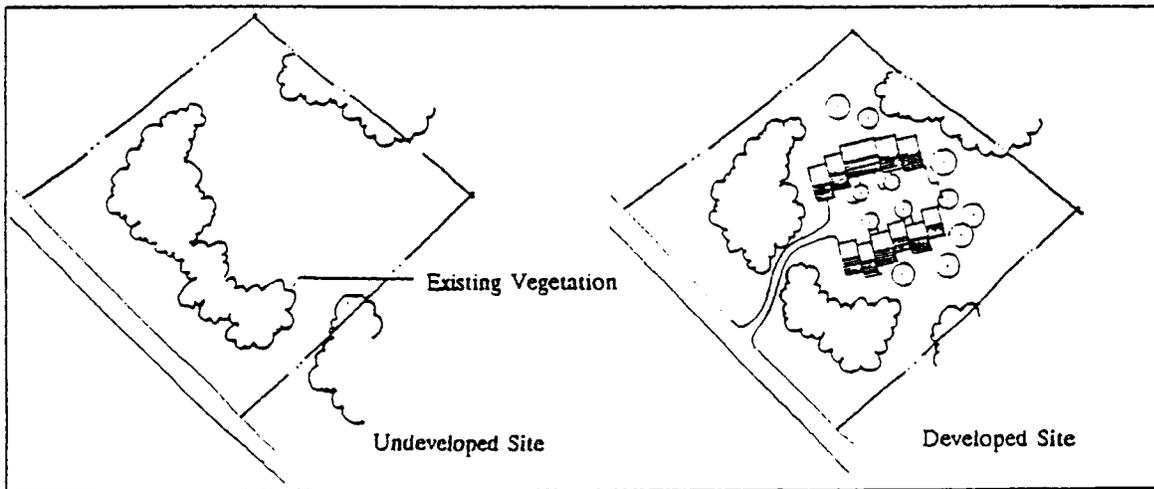
Cluster design increases potential to preserve open space in a development reducing perceived density and providing common area recreational and/or passive use.



Buffering

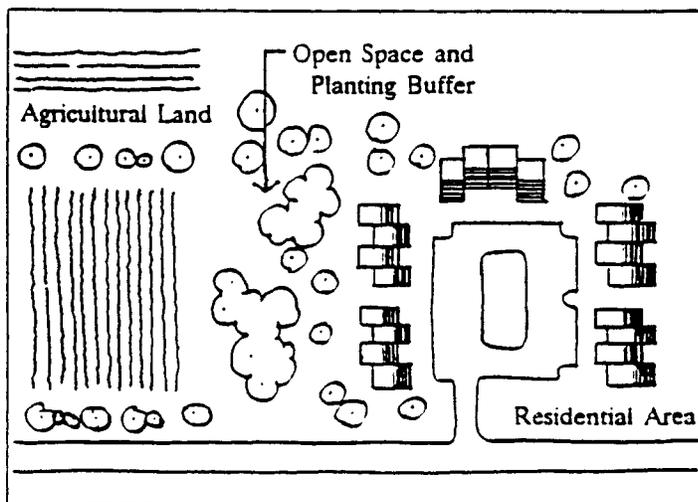
When an office or commercial structure is located along a rural highway, all parking areas should be sited behind the structure and a planting buffer should be established adjacent to the highway.

Setback provides room to preserve existing vegetation or establish a new buffer planting along the highway. Parking is placed to the rear of the building.



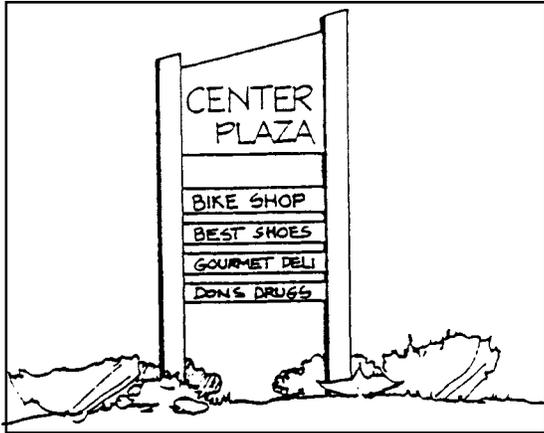
New development preserves existing vegetation and character of site.

Building placement and lot layout should be designed to provide a functional relationship to the site's topography, existing vegetation and other pertinent natural features.



(a) Where new development adjoins agricultural land, rural land or a publicly used open space, a soft transitional edge is recommended to create a gradual transition between the open space and the new development.

Existing vegetation and new plantings help integrate new development in rural areas.

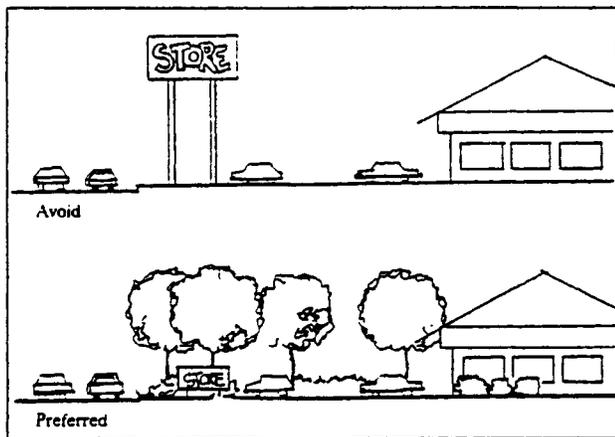


Signs and Lighting

Commercial/Off-Premise Signs

Off-premise signage should be in scale, color and proportion to surrounding properties to which the message is being conveyed.

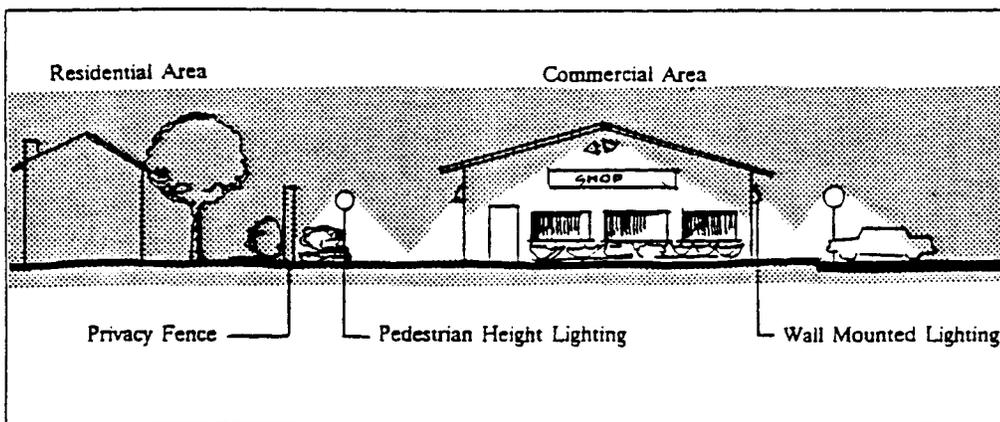
An example of coordinated signage appropriate for small shopping centers or plazas.



Freestanding signs should consist of materials and colors similar to the primary structure. Wall signs should not be more than 15 feet above grade level. Monument signs, along major corridors, should be integrated with the landscaping for the site.

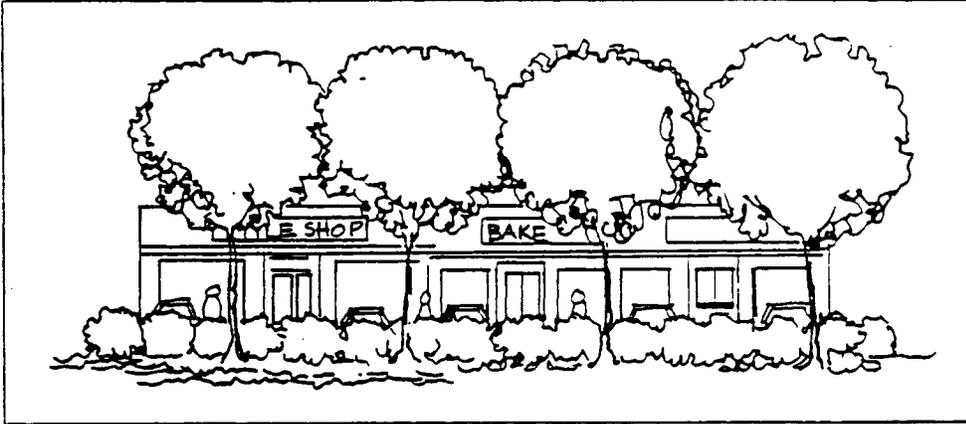
Freestanding signs relating to an assemblage of businesses, e.g., shopping centers, should be grouped and visually coordinated to reduce confusion.

Signage along highways should be integrated with site landscaping



Lighting

The lighting of a site should provide security and visual interest while not projecting adverse glares onto adjacent properties. On-site lighting should be located to avoid harsh glares which distract the motorist's line of sight.



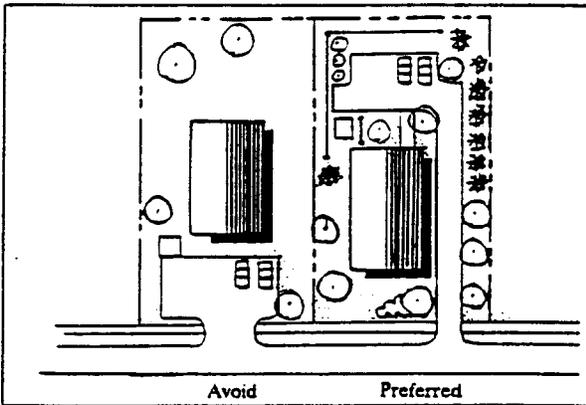
Planting buffers around parking lots improve views on to the site.

Screening and Parking

It is preferable to place off-street parking behind structures and away from the highway. When parking lots must front a public right-of-way, screening is strongly

recommended. In addition to a minimum 10' landscape buffer, a wall, hedge row, berm or combination of the above, is encouraged as an effective screening treatment.

Parking, Outdoor Storage, and Service Areas

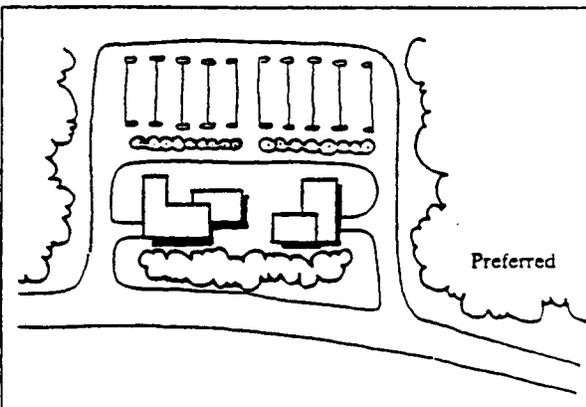


Outdoor storage, service and parking areas for new residential complexes or commercial buildings should be hidden or screened from the street and from other adjacent residential areas. This may be accomplished by site placement and/or the addition of coniferous plantings or architectural elements.

All outdoor storage areas should be screened from public view as well as from adjacent residential and commercial uses.

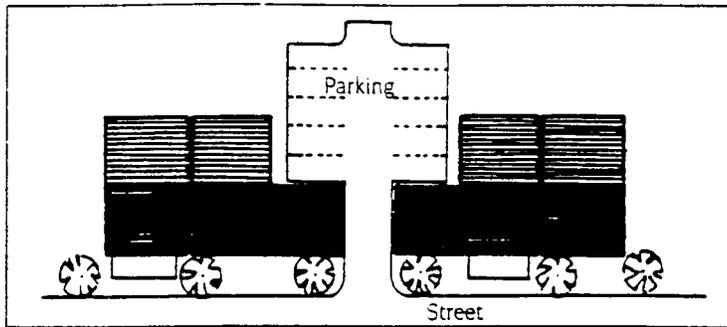
Site design should minimize visual impact of storage, parking, and service and assure safe vehicular access to and from the site.

Joint and Cross-Access

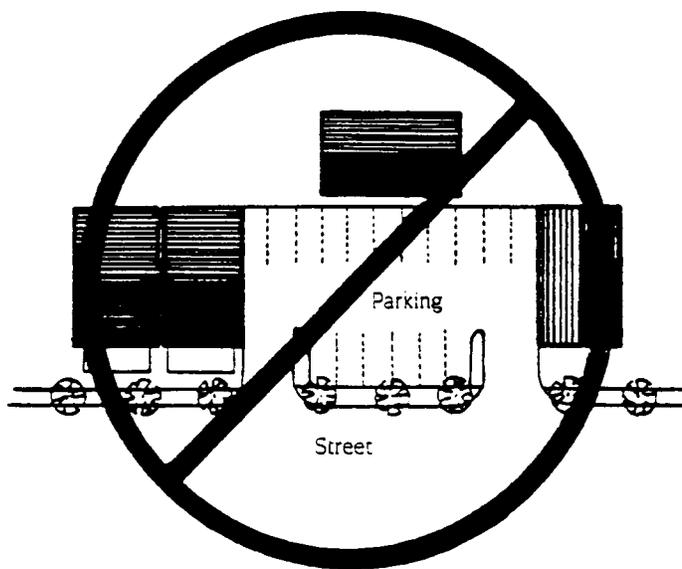


Similar land uses should provide, when possible, cross-access between properties and joint access to arterials and/or collector streets adjacent to the development. Shared access minimizes disruption of highway traffic flow, reduces potential points of conflict between through and turning traffic, and facilitates the control and separation of vehicles and pedestrian movement.

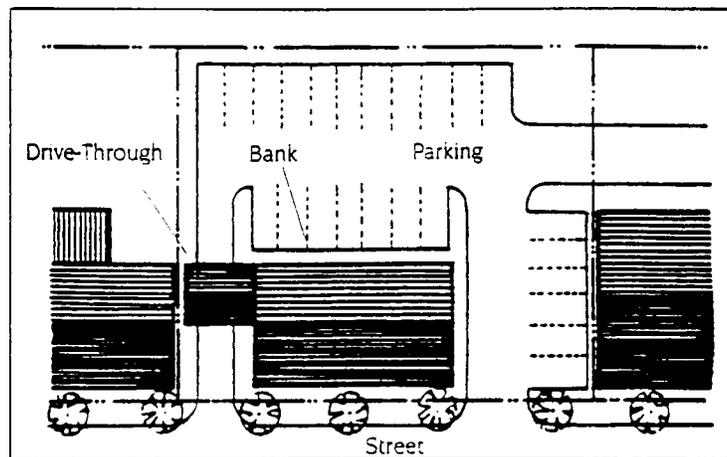
Shared access with parking behind buildings permits landscape plantings along the highway to maintain visual quality and facilitate integration of new development in rural areas.



Small lot between buildings screened from street.



Parking lots in front should be prohibited



Example of drive-through bank layout with rear and side-lot parking.

Parking Lots

Guideline

Small parking lots within a hamlet should be located to the rear of buildings or, if that is not possible, to the side with the lot screened from the street. Parking lots should contain no more than necessary to satisfy 85% of the anticipated peak demand. Wherever possible rear lots should be linked by alleys. Parking lots should have permeable surfaces wherever possible. Curb cuts and interruptions of the pedestrian space should be kept to a minimum.

Discussion

Wide curb-cuts and large parking lots destroy the scale and pedestrian continuity of the hamlets. Permeable surfaces for lots reduce runoff and environmental damage.

Drive-Throughs

Guideline

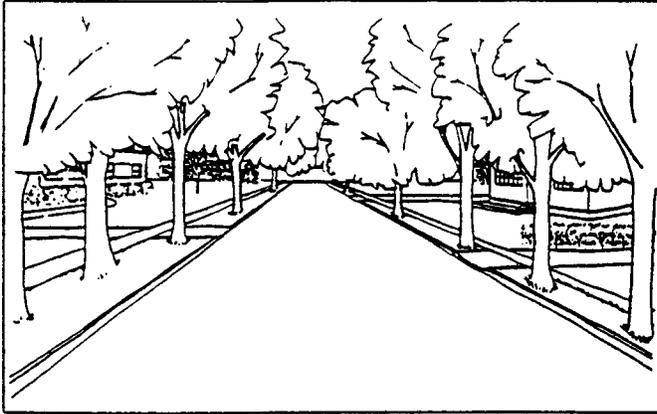
Connect parking lots with alleys wherever possible.

Gas stations and drive-throughs should conform to parking lot and curb cut requirements.

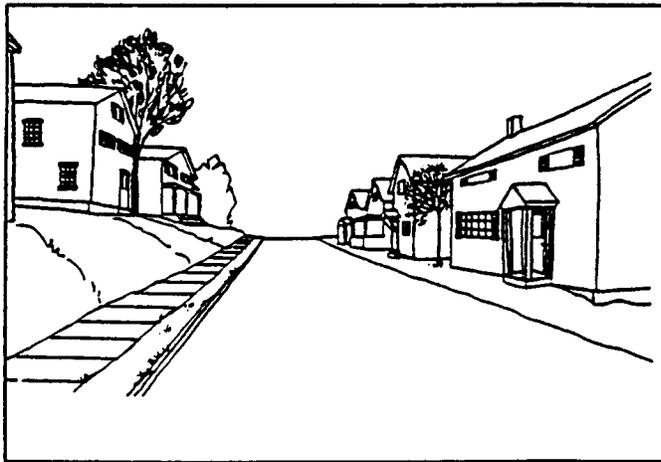
Discussion

Connected lots are convenient and reduce congestion on mixed use streets.

Drive-throughs and gas stations can be convenient for cars without ruining the pedestrian space.



Tree-lined street.



Typical street view.

Sidewalks

Guideline

Sidewalks are recommended within hamlets. They should be 5 feet wide except on commercial streets where they should be 8 to 16 feet wide. On low traffic or one-way streets, with one lane of parallel parking, sidewalks should be on the parking side. Their design should accommodate persons in wheelchairs as well as push carts and baby carriages.

Street Trees

Guideline

Streets within the hamlets should be lined with trees. Existing trees should be preserved. Dead trees that are within 20 feet of the pavement should be replaced with new trees. On new streets, indigenous species with broad canopies and 4" minimum caliper trunks should be planted at 20 to 30 foot intervals. Street trees can be planted within the first 10 feet of the front yard, in a tree lawn between sidewalk and street, or in the shoulder when designed to break up on-street parking areas. A variety of native species should be used.

Discussion

In the historic hamlets, street trees announce the beginning of the hamlets and give special character to neighborhood streets. Street trees provide summer shade and reduce heat build-up from asphalt areas. Trees and shrubs add variety to the streetscape and help distinguish public from private spaces.

Street Width

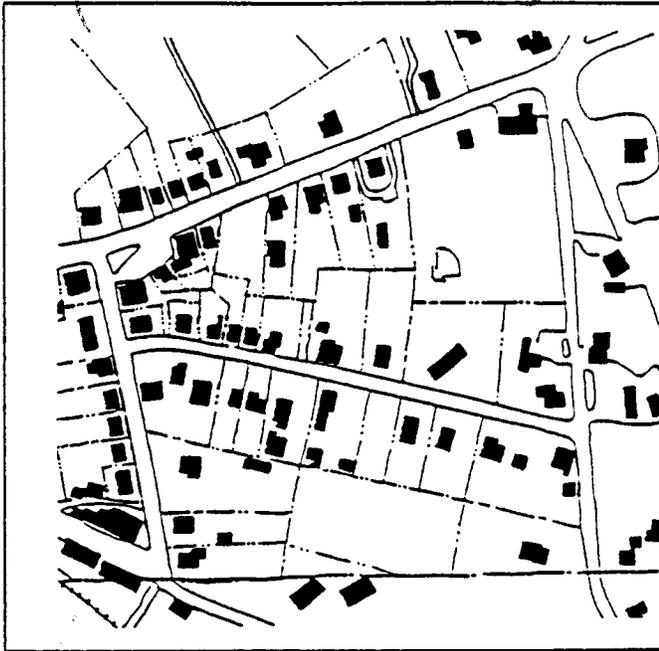
Guideline

Streets within a hamlet should be as narrow as possible while accommodating cars, service and emergency vehicles. An example would be an 18-foot travel way with 8-foot shoulders for on-street parking on both sides. Streets should be designed for slow speeds and pedestrians, with sidewalks along at least one side.

Discussion

Narrow streets slow traffic and encourage walking and the use of the street as public space.

Road specifications based on suburban conditions should be amended to allow for appropriate hamlet development.



Partial plan of hamlet with connecting streets

Village Street Patterns

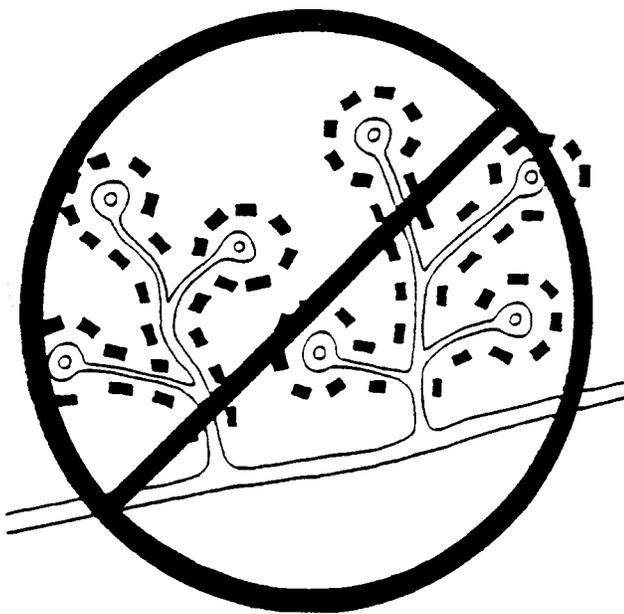
Guideline

New streets should be interconnected in clear, direct and understandable patterns. New streets should connect to existing streets wherever possible. Dead end streets and curved streets are appropriate only in response to topography.

Discussion

Simple, straight streets provide the shortest and most direct paths and make destinations visible. A direct and understandable street pattern encourages walking within a neighborhood. Multiple travel paths disperse traffic and allow for narrower and safer streets.

Curvilinear cul-de-sacs increase travel distances, gas consumption and asphalt surfacing while discouraging walking. All trips load the same principal roads, increasing traffic and requiring wider loads.



Typical cul-de-sac that does not connect with other streets should be discouraged.

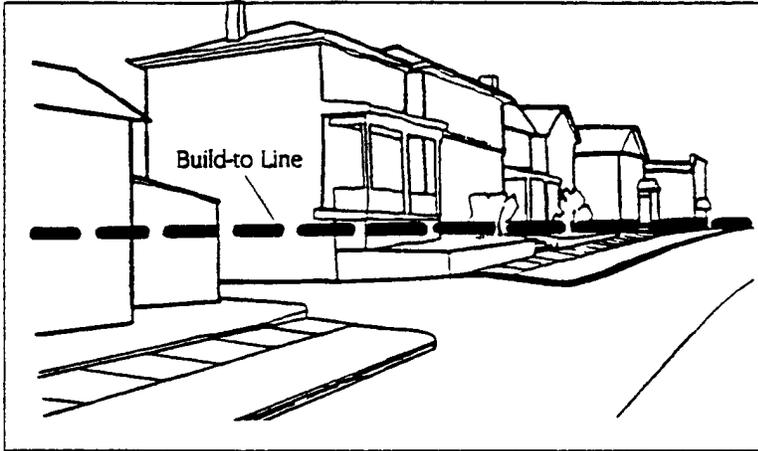
Lot Size and Dimension

Guideline

Variations in lot sizes are encouraged. Lot frontage for detached houses in the hamlet centers should be between 40 and 80 feet. On longer frontages, houses should be sited so as to allow future property subdivision in conformance with this guideline. Rear lots can be accessed with 15 feet of street frontage.

Discussion

The typical hamlet or village street has a variety of lot sizes. This allows a range of house sizes and affordability. Small frontage dimensions preserve the walkability and spatial character of the hamlet or village streets.



Street view with build-to line



Plan showing building alignments

Building Alignment

Guideline

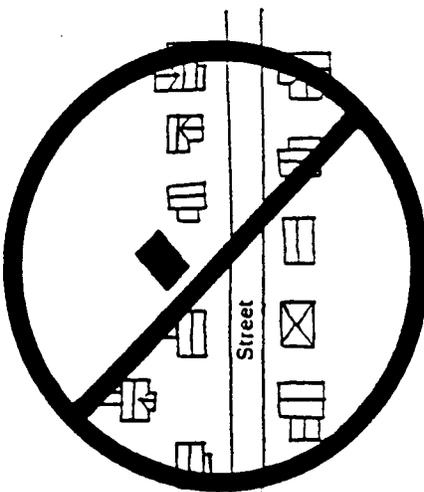
Consistent setbacks from the street are strongly encouraged. New buildings on a street should conform to the dominant setback. Build-to lines should be designated on new streets.

Building faces should be parallel to the street with major roof ridges either parallel or perpendicular to the street where this is consistent with existing patterns.

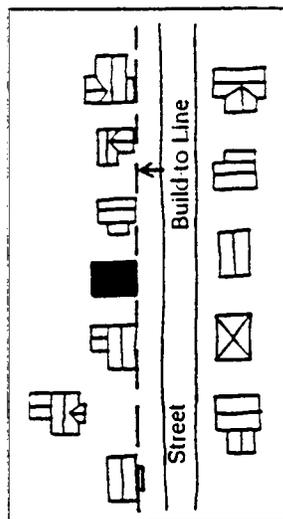
Discussion

When buildings line up along a street, this line creates a defined edge to the public space which contributes to the hamlet's traditional character.

Parallel or perpendicular relationships between building and the street are typical of most hamlets. The building alignment with the street edge combines with the sidewalks and the rows of trees to create a canopied corridor.

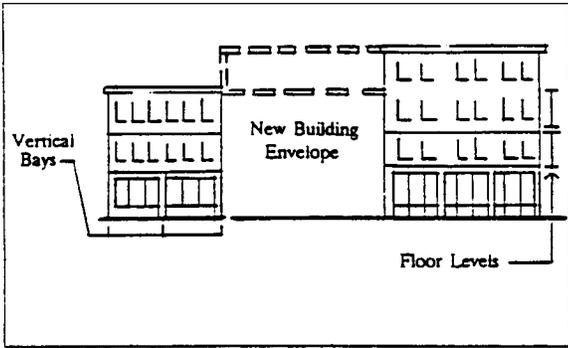


Discouraged



Encouraged

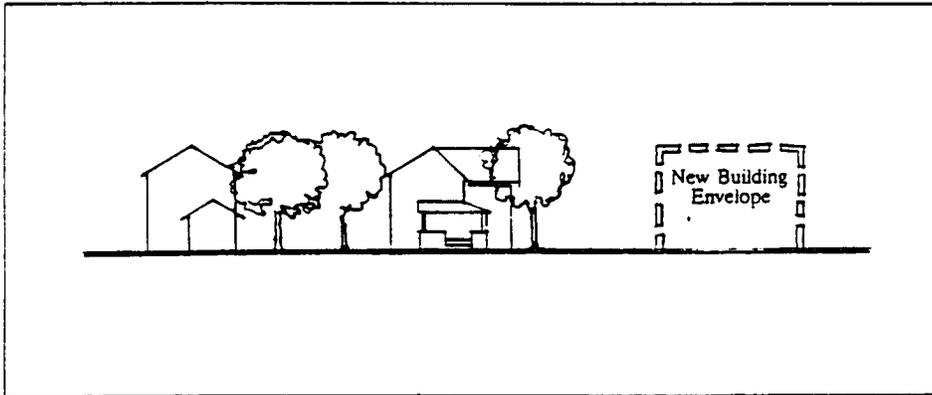
New buildings should follow existing alignments



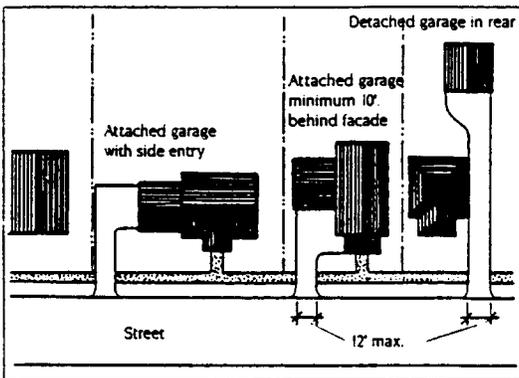
Building Height

The scale of the development should not overpower neighboring buildings. Through the use of variations in building height, roof line, and grade definition, the perceived height of the building or project can be effectively reduced.

Infill buildings should fill space defined by adjacent buildings, harmonize with surrounding character, and maintain facade rhythms and street lines.



New development in residential areas should reflect the character of surrounding architecture in scale, relation to street, roof pitch, etc.



Recommended garage locations

Garages and Driveways

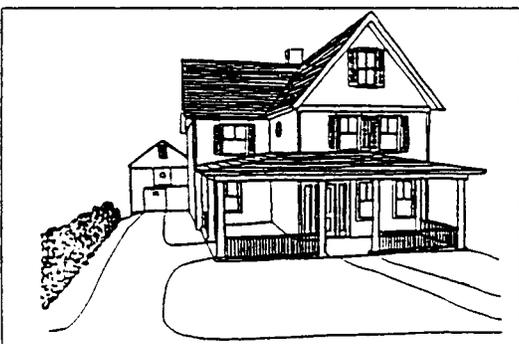
Guideline

Detached garages to the rear of houses are encouraged.

Garages should be located so that cars parked outside will not project beyond the front building line. Curb cuts for residential driveways should be no wider than 12 feet.

Discussion

The pattern of detached garages behind houses keeps the street from being dominated by garage doors and curb cuts and makes narrower lots possible. The character of pleasant, walkable streets can be preserved if garages are set back.

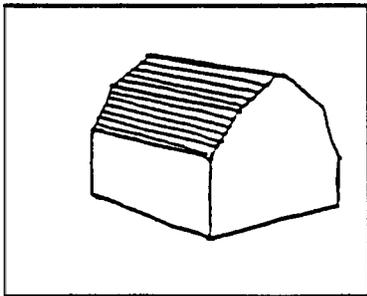


Typical garage behind house

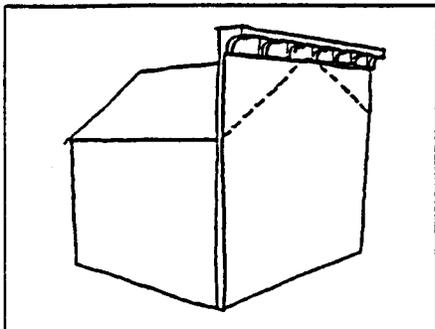
Architectural Form

Architectural standards should be applied consistently throughout the development. Emphasis should be placed on creating an interesting visual impression, particularly from public rights-of-way and adjacent lands. The use of different textures, complementary colors, shadow lines, detailing, and contrasting shapes to create an appealing facade is strongly encouraged. The use of single colors and/or blank walls is discouraged. All proposed building or structures should be sensitive to the existing community character. This includes:

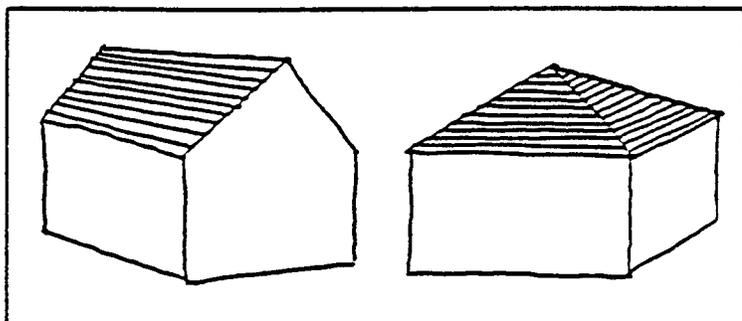
- a) Maintain the existing proportional relationship between buildings, open space, and building setbacks.
- b) The color, height, materials, and facade treatment of new development should not dramatically contrast with the predominant style of adjacent buildings.
- c) When new residential development occurs, avoid large monotonous subdivisions. Use open space breaks, clustering, and a diversity of building types to create identifiable, physical neighborhoods.
- d) Provide strong, clear boundaries between neighborhoods, different land uses, and land use intensity.
- e) Architectural form should retain and strengthen the character of historic districts.
- f) Buildings should achieve a human scale and interest.



Gambrel Roof



False Front



Gable Roof

Hip Roof

Applications Mixed-Use Types

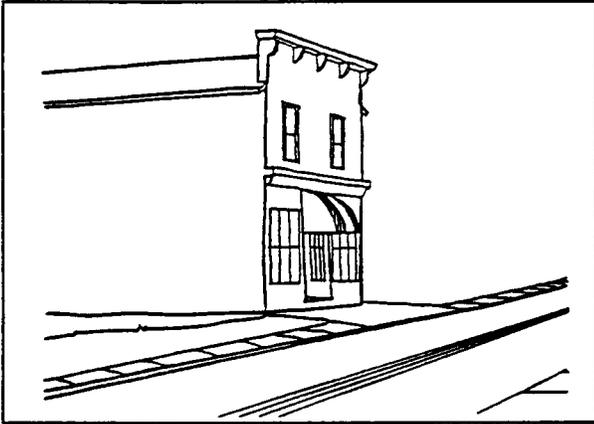
Guidelines

Mixed uses are encouraged. They can be accommodated within the two basic 2-story building types: the house and the barn. Two-story buildings maintain the appropriate scale for the hamlet or village centers. Using a second floor as office or apartment space makes a building more affordable.

False Front Type

This type is the size and scale of 2-story houses found throughout many areas yet it can attach to other buildings easily and accommodate a mix of uses:

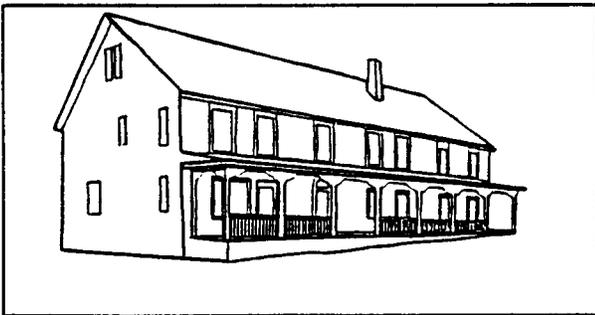
- Apartment over Retail/Office/Civic
- Offices over Retail/Civic
- Civic uses over Office/Retail



False Front Type

Big House Type

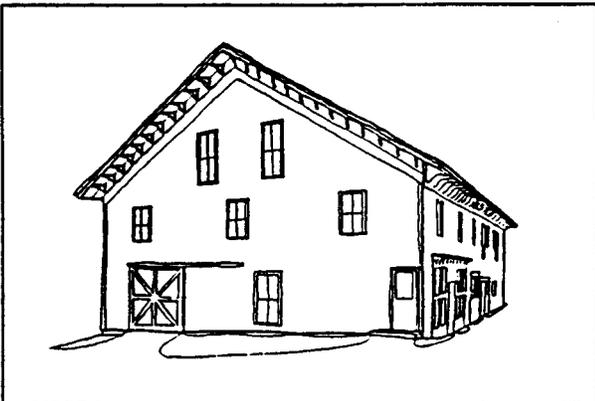
This type is similar to a large house in size and scale. It can accommodate multiple apartments or offices above Retail/Office/Civic uses. In addition to the above, it can accommodate a hotel or an institution.



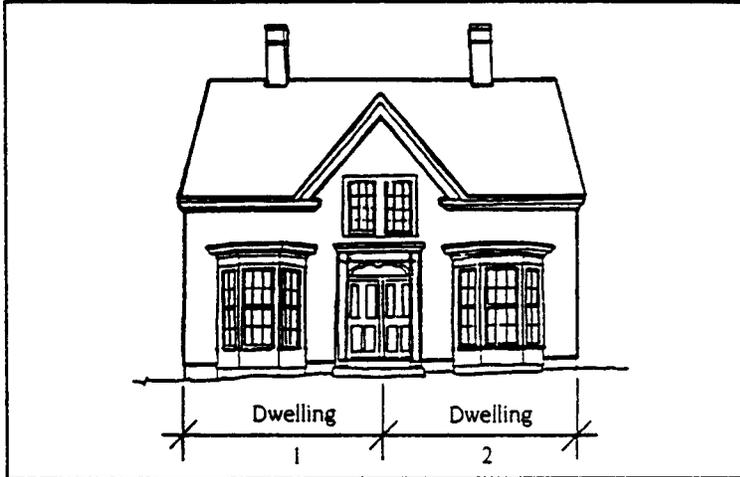
Big House Type

Big Barn Type

This type is similar to a barn structure in size and scale. It can accommodate all of the above mixed uses as well as light industrial uses.



Big Barn Type

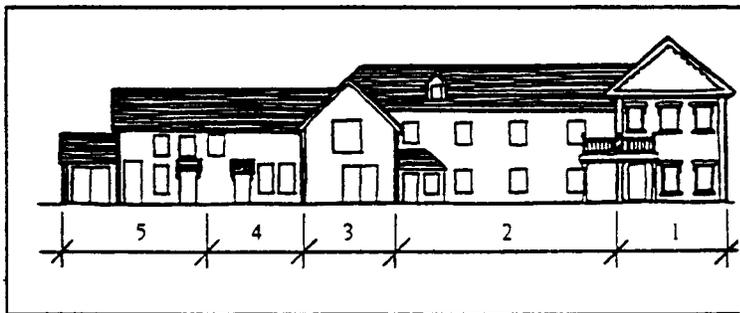


Two-Family House

Applications Multifamily Types

Two-Family House

This building is similar in scale to a single family house but has 2 front doors.



Extended Farm House

Extended Farm House

This type must present a dominant mass to the street based on a single-family residence type with smaller additions to the rear or side as additional apartments.

It can be used to provide up to 5 dwelling units. Parking must be screened from the street.



Apartment Over Commercial

Apartments Over Commercial

Apartments over commercial or civic uses are encouraged. They can provide affordable housing.

APPENDIX B

■ GLOSSARY

| | |
|---------------------------------|--|
| Buffer Zone or Buffering | When zoning or subdivision regulations require that one land use is “buffered” from another. This is usually done by landscaping, but can be a small, undeveloped zone of land between uses. |
| Cluster Zoning | Where a local zoning ordinance requires that, in certain locations, new homes are grouped onto part of the development parcel, so that the remainder can be preserved as un-built open space. Cluster zoning allows the same overall amount of development that is already permitted. |
| Conservation Easement | A legal device for conveying the right to enforce restrictions on land uses. Allows purchaser to acquire partial rights to a parcel of land instead of acquiring all of the rights. |
| Density | The intensity of development on any given parcel or district. For residential development, density is usually measured as “dwelling units per acre”. |
| Density Bonus | When a developer agrees to provide for a community need and in return, the municipality can offer permission to build at a higher density than normally allowed. |
| Design Standards | A local ordinance (can be included in the zoning ordinance) that outlines specific building design standards. |
| Floodplain | A land area adjoining a river, stream, watercourse, ocean, bay, or lake, which is likely to be flooded. |
| FEMA | The Federal Emergency Management Agency. |
| Goals and Objectives | Goals and Objectives form the foundation for the comprehensive plan. They are statements of policy that will give guidance to elected and appointed decision-makers. A Goal is a final purpose which the community wants to reach. It is a general level of policy. It is refined more specifically by objectives. An Objective is a specific, measurable task that can be accomplished. They specify how a goal can be reached. |
| HUD | The United States Department of Housing and Urban Development. |

| | |
|--|--|
| ISTEA | The Intermodal Surface Transportation Efficiency Act. This 1991 law authorizes use of Federal Highway Trust Fund monies for programs that relate transportation to open space conservation, recreation, historic preservation and multiple use of roads, among other items. |
| Karst | Refers to features in a region having limestone bedrock that has been dissolved over the years to form cracks, caves and sink-holes. |
| Land Evaluation and Suitability Assessment (LESA) | An objective assessment that evaluates parcels through a variety of criteria including soils, economics, and cultural and scenic importance. |
| Mixed Use | When a variety of land uses such as commercial, residential and agriculture are allowed to be mixed, or located together, in the same district. |
| NSYDOT New York State Scenic Byways Program | The New York State Department of Transportation. A voluntary program administered by the State of New York where roads are inventoried for scenic views. Local communities can, if desired, request the Commissioner of the Department of Environmental Conservation to designate priority roads as “scenic”. |
| Official Map | Not a zoning map. It is a map that shows both existing and future locations of streets, highways, parks, and drainageways desired. In this way, these locations can be protected from future development. |
| Overlay Zone | A special zoning district with a set of special regulations that are uniquely tailored to achieve the special results in the overlay district. Overlay districts are superimposed on existing zoning boundaries. |
| Performance Zoning | This allows a variety of uses and great flexibility, yet forces development to meet a specific level of performance. Generally, performance zoning tries to maximize the density allowed (measured in dwellings per acre, not lot size) while maintaining open space, environmental protection and enhancing the overall site design. It encourages mixed uses where possible and is written so that standards are clear and there is less “interpretation”. In other words — developments either meet the standard or they don't. |

**Purchase of Development Rights
or Donated Development Rights**

When the development rights to a parcel or parcels of land are either purchased or donated to a municipality or appropriate non-profit organization. When the development rights are purchased or donated, the original landowners retain title to the land, but there is no development allowed. Other uses such as farming or outdoor recreation are allowed.

SEQRA

State Environmental Quality Review Act. The purpose of SEQRA is to incorporate environmental considerations into the planning, review, and decisionmaking process of government agencies at the earliest possible times.

Sinkhole

A hole or depression in a limestone region that allows surface water to enter a cave or underground passageway.

Strip Development

When a narrow strip of commercial development lines one or both sides of a highway or arterial road.

**Tax Abatements for Voluntary
Term Easements**

Here the landowner voluntarily puts the land under a conservation easement for up to 25 years. The more years it is protected, the larger the tax break. Penalties are assessed if the agreement is terminated early. Any penalty fees collected should go into a dedicated fund for open space or farmland acquisition.

Watershed

Any lands that are drained by a major stream and all of its tributaries.

ZBA

The Zoning Board of Appeals.

APPENDIX C

■ REFERENCES

The following reports, books or documents were used as reference for this plan:

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- Arendt, R. *Improving New Non-Residential Development: Regulations for Performance and Appearance*. Center for Rural Massachusetts. University of Massachusetts, Amherst, MA. 24 pp.
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Demographic and Other Data From:

- United States Department of Commerce - Bureau of Census. 1990 Census of Population and Housing.
- Regional Economic Information Service Web Site
- Southern Tier East Regional Planning Board
- Soil Survey of Schoharie County
- 1966 Master Plan for Schoharie: Part 1 and Part 2

APPENDIX D

All maps produced for this Comprehensive Plan were funded by the ***Rural New York Grant Program*** administered by the ***New York Planning Federation*** with support of the ***J. M. Kaplan Fund***, the ***Joyce Mertz-Gilmore Foundation***, the ***Andy Warhol Foundation for the Visual Arts***, and the ***Botwinick-Wolfensohn Foundation***.

■ MAPS

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| Town Base Map with Contours | T-11 |
| Town Base Map and Wetlands | T-12 |
| Town Base Map and Watersheds | T-13 |
| Town Base Map and Tax Parcels | T-14 |
| Town Base Map and Agricultural Districts | T-15 |
| Town Base Map and Soils Map | T-16 |
| Soil Map Classifications | T-16A |
| Town Base Map and Floodplain | T-17 |
| Town Base Map & Historic, Cultural & Scenic Resources | T-18 |
| Town Base Map — Limestone Aquifer and Features | T-19 |
| Village Base Map | V-10 |
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