

PART I

Section 2

GREENLEES

TOWN AND VILLAGE OF

COBLESKILL NEW YORK

MASTER PLAN

A MASTER PLAN
for the
TOWN AND VILLAGE OF COBLESKILL, NEW YORK

PART I
Section 2
COMPREHENSIVE LAND USE PLAN

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December 26, 1964

Commissioner Keith S. McHugh
New York State Department of Commerce
112 State Street
Albany 7, New York

Dear Commissioner McHugh:

We are pleased to submit herewith the Master Plan Report, Part I, Section 2, Comprehensive Land Use Plan, for the Town and Village of Cobleskill, New York, which is a part of the planning program for the Town and Village. This planning program was accomplished over a two-year period under the sponsorship of the Town and Village of Cobleskill and the New York State Department of Commerce with the assistance of the Housing and Home Finance Agency under Section 701 of the Housing Act of 1954, as amended.

Regular monthly meetings were held with the Planning Board and excellent cooperation was achieved throughout the program. It is our hope that the work which has culminated in this report will be actively continued by the Planning Board in order to fulfill the future needs of the Town and Village.

To those many interested and dedicated officials and citizens who have contributed their time, counsel and information, we wish to express our appreciation.

Respectfully submitted,

SARGENT-WEBSTER-CRENSHAW & FOLLEY
Architects Engineers Planners



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Director of City and Regional Planning

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SUMMARY OF BASIC STUDIES

PHYSICAL CHARACTERISTICS STUDY

Purpose

Understanding of the physical factors influencing growth helps to explain, in part, the arrangement of existing development and significant effects upon the use of the land, and the influences that will affect the pattern of future growth.

Findings

- 1) The Town of Cobleskill is divided roughly into halves by Cobleskill Creek: to the north is a rolling plain, and to the south the hills are generally higher (over 2000 feet) and steeper.
- 2) Massive limestone formations underlie practically the entire Town, with the usual vertical fractures. Along the southern edge of the Town, the bedrock is predominantly shale.
- 3) In both the northern and southern parts of the Town, the surface soils have been derived, to a great extent, from the underlying bedrock, which accounts for the variation in agricultural productivity. Soils underlain by limestone strata are much better for agricultural purposes than are those in the southern part of the Town which are underlain by shale.
- 4) Large tracts of the Town, especially in the southern half, are on slopes of 15 percent or greater, but relatively flat land in large amounts remains in both the Town and Village.
- 5) Drainage problems are mainly confined to the flood plain along Cobleskill Creek; however, there are growing problems of flooding within the Village due to inadequate drainage provisions.

Implications

- 1) Because of the potential source of pollution to underground waters from a sewage disposal system which depends upon absorption, special attention should be given in future developments to the fact that most of the Town is underlain by limestone with vertical fractures which allow quick water percolation.
- 2) Since with slopes of 15 percent, or more, it is impracticable to install individual sewage disposal systems, and the proper alignment of streets and intersections brings drainage problems because of the increased run-off, future developments should be encouraged preferably in the relatively flat areas.
- 3) Flood plain and swamp areas are unbuildable sites, but they are potential land conservation areas which can provide open green spaces between and around future developments.

POPULATION STUDY

Purpose

To indicate local and external trends in population that will affect divisions in the master planning of land and physical resources in the area.

Findings

- 1) Cobleskill's expansion over the last 50 years has been in the forefront of growth compared to similar villages in nearby communities. The Town has been as weak as similar areas in terms of population change.
- 2) Expansion of population in the Village is largely attributable to its position as a trading center, and to the presence of a unit of the State University. Decisions affecting the growth of this University will have a major impact on the future of the area.

- 3) The extremely high population per square mile of 2,314 in 1960 in the Village is further evidence of the presence of the State University, while the density was only 51.3 in the Town.
- 4) Both Town and Village have a small percentage of population of foreign stock or non-white, an indication of a relatively homogenous type of population.
- 5) There will be a heavy growth of the 5-14 and 15-24 age groups, and continued gain in the over 65 group, during the next 20 years.

Implications

- 1) The total growth of the 5-14 age group would mean the addition of some six school classrooms, assuming drop-outs.
- 2) The predicted heavy growth of the 15-24 age group will increase requirements for recreational and library facilities.
- 3) Gains in the over 65 group will form the basis for further expansion and establishment of nursing homes, housing for the elderly, additional hospital and medical facilities, as well as spectator and indoor types of recreation.
- 4) The large concentration represented by the State University plus anticipated expansion in the next 10 and 20 years indicate that acreage for other than educational purposes will be somewhat limited in the future.

ECONOMIC BASE AND FINANCES

Purpose

To analyze the strengths and weaknesses of the economy of the Cobleskill area, as a basis both for making a generalized forecast of the future and for drawing up a recommended plan of community action.

Findings

Because of its highway and rail connections, the Village of Cobleskill has developed into the County's principal trading center, whose trading area has a 25-mile radius containing approximately 15,000 families. The Town of Cobleskill is predominantly rural in nature, devoted to agriculture and farm activity.

Economic Profile

a - Personal Income

- 1) Cobleskill is part of an area which has shown a slow rate of growth of estimated per capita personal income during the period from 1952 to 1961.
- 2) By 1959, median family income was higher (\$5,454) in the Village than in the Town (\$4,804) excluding the Village, which reflects the influence of the State University at the Village.

b - Labor Force Characteristics

- 1) The main forms of local economic activity - in order of importance - are manufacturing, trade, services, and agriculture.
- 2) By 1960, the male unemployment rate was higher in the Town (12 percent) than it was in the Village (five percent). The available labor supply during the period 1962-1963 was higher in winter than in summer months.

Sectors of the Economy

a - Agriculture

- 1) During the period from 1950 to 1959, there was a 28 percent reduction in the number of farms in Cobleskill, with an overall reduction of 13 percent in total land in farms.
- 2) During the same period there was a concurrent increase of 22 percent in the acreage per farm: 144 acres/farm in 1950, and 175 acres/farm in 1959.

b - Manufacturing

- 1) Cobleskill is part of an area which has a very low level of manufacturing activity. In general, the manufacturing sector of Cobleskill's economy has been trending downwards during past years.

c - Retail Trade

- 1) Employment in retail trade in Cobleskill increased 29 percent between 1948 and 1958, as compared to a gain of 22 percent throughout Schoharie County. From 1954 to 1958 retail employment in Cobleskill grew 19 percent, while the corresponding gain for the County was only five percent.

d - Selected Services

- 1) The service trades in Cobleskill have been weakening in recent years, in terms of establishments, receipts, and employment. In the rest of Schoharie County, outside Cobleskill, this activity has been on the rise.

e - Housing

- 1) In recent years, from five to ten residences a year have been added to the Village's supply. Sale prices for houses range from \$6,000 to \$30,000, and most are single family. Apartment rent averages \$75 a month.

- 2) The demand for rental housing seems to be stronger than the demand for new homes to purchase.

f - The State University at Cobleskill

- 1) College business with local merchants was more than double during 1961-62 (\$93,000) what it was in 1955-56. By 1970 the College's annual business with local merchants could well exceed \$200,000.
- 2) The combined institutional purchases, college payroll and student spending are now contributing about \$1,027,000 to the Cobleskill economy.

Community Finances

Findings

- 1) From 1952 to 1961 there has been relatively little change in the assessed valuation of real property on the tax rolls of both the Village and the Town of Cobleskill.
- 2) The Village at present has a considerable amount of unused taxing power, and there is virtually no tax delinquency.
- 3) Neither the Town nor the Village are close to their constitutional debt limits.
- 4) Tax rates in Cobleskill do not exhibit any dramatic changes over the past decade.

Implications

- 1) Since Agriculture will continue to be a chief mainstay of the area's economic life, and dairying will remain the principal form of agricultural production, protection of existing agricultural uses should be given consideration.

- 2) Retail trade in Cobleskill Village will maintain its dominant position as a producer of income and provider of jobs.
- 3) Selected services activity will probably begin to improve with the anticipated expansion of student enrollment and staff at the State University.
- 4) Steps should be taken to attract new year-round employers to the Cobleskill area, to absorb the unemployment in both Town and Village.
- 5) Some economic gains for Cobleskill will also result from the probable rise in tourism. Other additions to the present economic base should include tourist facilities, wholesaling and distribution facilities, and retailing and service establishments.

LAND USE STUDY

Purpose

To analyze the characteristics of the land and the activities that occupy the land in the planning area, and evaluate past and current developmental trends, which will serve as a basis for the formulation of a long-range land use plan.

Developmental Pattern

Findings

- 1) Agriculture has always been the activity which has had the major influence in determining the type of development at Cobleskill.
- 2) During the last two decades there has been a steady decline in the number of people living on farms, and an equally steady increase in the population outside the Village. Farm dwellings have either been abandoned or are occupied by families with non-agricultural jobs.

- 3) The newer rural type of development has been along major roads and closer to the Village, and has not, on the whole, been associated with the old crossroads settlements.
- 4) The Village's physical development had been associated with the original crossroad settlement at first, and later was assured by the coming of the railroad, which made the Village the Township's leading trading center.
- 5) The present trends of private enterprise are toward the development of the northeastern area of the Village. The public development of the State University taking place at the southwestern corner of the Village establishes a sort of balance with the former.

LAND USE ANALYSIS

Findings

- 1) The Town of Cobleskill is a residential community: of the total 468 uses recorded, almost 90 percent are devoted to residential use. The Village is also a residential community: nearly 83 percent of the uses recorded fall into this category.
- 2) No one planned development may be found in the Town, and due to physical characteristics, most of the existing development in the Town is in the area to the north of U.S. Route 7.
- 3) There are two commercial areas at the Village: 1) the traditional concentration of commercial activity several blocks long on Main Street, and 2) a new commercial complex, also on Main Street, near the eastern Village line.
- 4) Strip commercial development along the highways is not as highly developed as is frequently found in Villages of similar size.

- 5) Three-fourths of all residential land uses are single family structures. The large percentage of two-family houses (18 percent) is a clear indication of a good rental housing market.

Implications

- 1) The natural setting and picturesque surroundings of Cobleskill offer excellent potential for the development of a high quality residential environment.
- 2) Planned development should be encouraged and guided in both the Town and the Village in order to take advantage of unused physical assets, and to provide more efficient land use relationships.
- 3) Development of unplanned commercial activity along the roads should be avoided due to the various problems that strip development brings.

TRANSPORTATION STUDY

Purpose

To analyze existing transportation facilities, investigate traffic and parking problems, classify local traffic facilities by function, and assess whether the Town and Village are meeting the problems related to the use of motor vehicles.

Findings

- 1) The analysis of the existing local transportation system has been based upon the classification of thoroughfares according to function served, or traffic counts, or both.
- 2) Regional transportation facilities passing through Cobleskill include the New York State Thruway and Route 20. Major regional highways serving this area are New York State Routes 7 (east-west), 145 (north-south), and 10. In addition, regional transportation is also provided by bus, railroad, and the Albany airport.

- 3) The major east-west (Route 7) and the major north-south (Route 145) roads of Cobleskill meet in the Central Business District of the Village and traffic friction occurs. The major traffic generator in the Village is the business area located at the intersection of Grand (Route 145) and Main (Route 7) Streets.

- 4) There has been an increase of traffic on Route 7 at the western Village Boundary, of 20.8 percent from 1961 to 1963. On Route 145 between Mineral Springs Road and Acker Hollow Road traffic has increased 25.3 percent during the same period.
- 5) The volume of traffic on Route 7 at Cobleskill justifies its relocation to the south of the Village. Relocation of Route 145 is not considered for the moment, in view of the volume of traffic it carries.
- 6) The local population depends almost entirely upon the automobile (61.7) percent at the Village, and 71.2 percent at the Town) or walking (30.5 percent at the Village, and 1.6 percent at the Town) to get around Cobleskill.

Implications

- 1) Improvements to highways connecting Cobleskill to the New York State Thruway (24 miles to the north) would make a modern highway reasonably accessible.
- 2) The presence of the Albany Airport (40 miles to the east) and a landing strip at Duanesburg (20 miles to the east) precludes the need for additional air facilities in Cobleskill.
- 3) An alternate route seems to be necessary in order to relieve the Village, and especially the Central Business District, of through traffic. Present plans for the improvement of Route 7, including its relocation to the south of the Village, will ease traffic conditions at the Village, especially in the commercial section, and eventually will provide modern regional transportation facilities.
- 4) Major improvements are required to facilitate north-bound traffic.

CENTRAL BUSINESS DISTRICT STUDY

Purpose

To study present and past conditions and problems of this primary concentration of business development, as a basis for formulation of solutions for the Central Business District (CBD).

Findings

- 1) There is a total of 258,675 square feet of floor area at the CBD. Retail trade establishments occupy 30.5 percent of this floor space and services floor area represents 26.5 percent.
- 2) A total of 69 dwelling units presently exist at the CBD, adding to traffic and parking problems in the downtown area.
- 3) The basic circulation problem in the Village's CBD is that it is located at the intersection of Cobleskill's two main regional highways (Route 7 and Route 145), and in part too, because of the extra width of Main Street.
- 4) There is a shortage in the public parking facilities now being supplied to shoppers at the CBD.
- 5) The high percentage of vacant and storage floor area existing at the CBD indicates that the space is not being economically used, and that the physical organization of the area is not as efficient as it should be.

Implications

- 1) Additional off-street parking facilities should be provided at the CBD, among other things, if this area is to maintain its position as the commercial center of Cobleskill.

- 2) Main Street should be redesigned at the CBD section to make it more efficient in its function of carrying traffic.
- 3) To assure the CBD a competitive position, a more economic utilization of the space by means of an effective design should be incorporated in a land use plan for the CBD.

COMMUNITY FACILITIES STUDY

Purpose

To take inventory of the public improvement resources of the community and to evaluate their present extent and condition in relation to the needs of Cobleskill, in order to have a sound basis for the provision of reasonable future needs, that will provide a good environment for living.

EDUCATION

Findings

- 1) The Village of Cobleskill is the seat of the Cobleskill Central School District, which also covers parts of ten surrounding townships.
- 2) At present, there is no problem of overcrowded classrooms. School officials do not expect such a problem in the very near future.
- 3) Ryder and Golding Schools share a site of approximately 75 acres which provide ample space for athletic and recreational facilities. There is only limited space for play fields at the Aker School.
- 4) The condition of the school structures is good to excellent. While existing buildings will eventually have to be replaced, this is not expected within the near future.
- 5) The 5-14 age group will grow by more than 200 children in the Town and Village by 1980.

RECREATION

Findings

- 1) There is a shortage of public space for recreational purposes at Cobleskill.
- 2) Publicly provided recreational facilities at the Village consist of three parks with a total of six acres, approximately. In addition, the school space can also be used during non-school hours.
- 3) Due to its rural character, the Town of Cobleskill has not developed publicly provided recreational facilities such as playgrounds and playfields. In the hamlets, only Lawersville has an open green type park.
- 2) The land use plan should recommend the appropriate amounts and general location of recreational space that the 1980 population will need.
- 3) Areas for recreational purposes should be set aside now when there is still some open land available and when new developments are taking place.
- 4) Steep slopes of over 15 percent and the low sides of Cobleskill Creek might be used for recreational purposes.
- 5) The land use plan for the Central Business District should indicate the location for a Town and Village Municipal Building.

PUBLIC BUILDINGS

Findings

- 1) Cobleskill has a Public Library, supported by both the Town and the Village. Its downtown location seems to be convenient; however, it does not have off-street parking facilities.
- 2) The modernized Fire Department also houses the Village Offices, and the Police Department. The buses of the School District park in the rear.

OTHER FACILITIES

Findings

- 1) The Community Hospital of Schoharie County, a non-profit organization, is located in Cobleskill and serves a much larger area than the Town and Village.

Implications

- 1) Six more classrooms will be needed by 1980 for the Cobleskill School District to meet the growth of the student population of the Town and Village of Cobleskill alone.

PUBLIC UTILITIES

Purpose

To analyze existing conditions of water, sewer, and related service facilities provided in response to existing and prospective patterns of urban development.

Findings

- 1) The Village of Cobleskill derives its water supply from a 100 MG capacity impounding reservoir on Dow Creek.
- 2) In view of the growing shortage of water supply at the sources, during the dry seasons, the construction of an additional reservoir to supplement the existing one at Dow Creek, to be located nearby, has been proposed.
- 3) In 1960 water consumption at the Village of Cobleskill averaged 625,000 gallons during the maximum day. By 1970, it was estimated that 735,000 gallons will be required for the maximum day, and 975,000 gallons for the maximum day by 1980.
- 4) The Village Sewerage Treatment Plant provides only primary treatment, a system that is not sufficient to avoid the pollution some distance downstream of Cobleskill Creek.

- 5) The Town of Cobleskill has no public sewer system and sewerage is provided by individual septic tanks.
- 6) Drainage problems are mainly confined to the flood plain along Cobleskill Creek. There are, however, growing incidents of flooding within the Village due to inadequate drainage provisions.
- 7) On a cooperative basis, the Town of Cobleskill uses both the Village's incinerator and dump for the disposal of its refuse. There is no sanitary landfill system of refuse disposal, since wastes are just spread.

Implications

- 1) The construction of the proposed additional reservoir for the Village water system should be the first step in a program of Cobleskill improvements.
- 2) A complete treatment of the Village's sanitary effluents should be made, to avoid the pollution downstream of Cobleskill Creek.
- 3) Sewer systems should be extended to those developed areas of the Village still using individual septic tanks.
- 4) A complete storm sewer system should be designed for the Village as a whole.
- 5) A sanitary landfill site should be made available for the refuse disposal of both the Town and Village of Cobleskill.

NEIGHBORHOOD ANALYSIS STUDY

Purpose

To evaluate structural condition as well as total environment of the community, on an area basis, and to find which areas are so deteriorated by blight that they must be cleared and redeveloped, and which areas can be improved through programs of rehabilitation and conservation.

Findings

- 1) The Town of Cobleskill presents a total of 267 residential structures, 68 percent of which are sound, 22 percent are sound but need major repair, and 10 percent are dilapidated.
- 2) Sub-standard structures do not seem to be peculiar to any particular portion but rather seem to pertain uniformly to all areas of the Town.
- 3) Of the 680 structures in the Village of Cobleskill, 89 percent are in sound condition, eight percent are deteriorating, and three percent are dilapidated.
- 4) Single family residences are usually in better condition than two- or multi-family structures in the Village.
- 5) Conditions in Neighborhoods #1 and #2 at the Village seem to indicate only a need for conservation and code enforcement programs, with the exception of the unsound structures. Neighborhood #3 requires more intensive treatment, with possible clearance in some of the worst areas.

Implications

- 1) Sound planning, code enforcement, and the provision of adequate community facilities in the development of future neighborhoods, must be the main factors for the prevention of blight.
- 2) Programs of conservation and rehabilitation should be carried out in order to preserve in good condition the structures classified as sound, in both the Town and Village.
- 3) In the Town only four hamlets have some neighborhood significance. Because of the residential concentration, special attention to the causes of blight should be given to those areas.

PART I

Section 2

COMPREHENSIVE LAND USE PLAN

Part I, Section 2
COMPREHENSIVE LAND USE PLAN
Town and Village of Cobleskill, N. Y.

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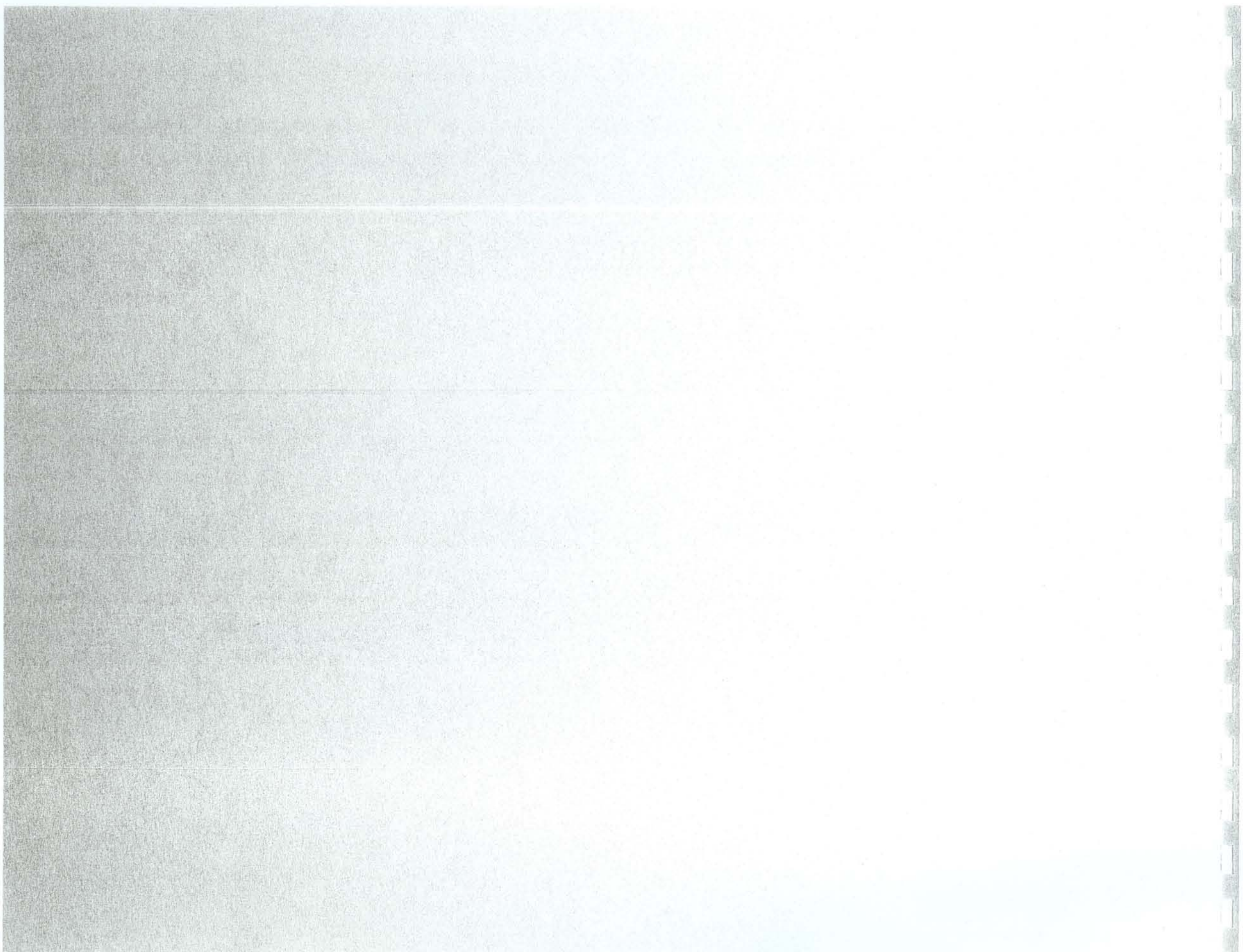
COMPREHENSIVE LAND USE PLAN

PROPOSED GENERAL LAND USE CATEGORIES

POPULATION ESTIMATES

LAND USE PLAN - VILLAGE OF COBLESKILL

LAND USE PLAN - TOWN OF COBLESKILL



I - PROPOSED GENERAL LAND USE CATEGORIES

A - Population Estimates - Town and Village of Cobleskill

The New York State University at Cobleskill, as mentioned in the Basic Study on Population, will be the main factor influencing future growth in both the Town and Village of Cobleskill. By 1980, the enrollment, staff, administration, and families related to the University will probably account for 37 percent of the total of Town and Village combined.

The same Population Study mentions an estimated total population growth of 257 persons for the Town (or a 17.2 percent increase) and 1955 persons for the Village (or a 56.3 percent increase by 1980, in relation to the 1960 population. This means that 2,212 more persons will probably be in both the Town and Village of Cobleskill by 1980.

TABLE MP-1

Population Forecast

	Population		Increase Persons	Per- cent
	1960	Est. 1980		
Town of Cobleskill	1,493	1,750	257	17.2
Village of Cobleskill	3,471	5,426	1,955	56.3
Town and Village	4,964	7,176	2,212	44.6

Source: Sargent-Webster-Crenshaw & Folley

Excluding the enrollment at the State University, the total population gain would be 675 in the Village and 250 in the Town by 1980. This new population will represent approximately 218 new families in the Village and 78 in the Town (using for the conversion the average household figures of 3.1 and 3.3 persons per family respectively, as shown in the Population Study).

TABLE MP-2

Estimated Population Gain

	1980	
	Persons	Families ⁽¹⁾
Town of Cobleskill	250	78
Village of Cobleskill	675	218
Town and Village	925	296

Source: Sargent-Webster-Crenshaw & Folley

(1) Average Household (1960 Census):

3.3 persons/family, Town
3.1 persons/family, Village

B - Land Use Plan - Village of Cobleskill

1. Residential Land Use

Proposed Density Distribution

According to the population forecast, by 1980 218 new families will be in the Village, for whom residential and community facilities should be furnished. The following Table, MP-3, illustrates the distribution of these new families into low, medium, and high residential densities, and the amount of land that each of these categories will need.

(TABLE MP-3)

The population forecast gives 5,426 persons at the Village by 1980, or a total of 1,750 families. Table MP-4 shows the approximate acreage that the Village will require in 1980. The same method and criteria were used as were employed in Table MP-3.

(TABLE MP-4)

TABLE MP-3

Minimum New Residential Land Use
Village of Cobleskill - 1980

Density Type	Families % of Total Number (1)		Lot Size (2)	Residential Use - % of Total Acres		Community Facil- ities - % of Total Acres (3)		Total Acres
Low	45	98	12,000	27	75	25	9	36
Medium	35	76	9,000	16	70	30	7	23
High	20	44	6,000	6	65	35	3	9
TOTAL	100%	218	-----	49	---	---	19	68

Source: Sargent-Webster-Crenshaw & Folley

- (1) The breakdown of the 218 new families into low, medium and high density was based on 1) the figures for "Units in Structure" given by the 1960 Census of Housing for Cobleskill, 2) the distribution of type of residential structures as recorded in the Land Use Survey made by the Consultants, and 3) the factors affecting densities, as mentioned in the Population Study.
- (2) Lot size figures as recommended by the proposed Zoning Ordinance for each of the residential types.
- (3) Includes streets, parks, and other community facilities. The percentages adopted were based on figures given by A. Gallion, "The Urban Pattern," on "Local Planning Administration," other comparable communities, and on the experience of the Consultants.

Note: All figures in acres are rounded off.

TABLE MP-4

Total Residential Land Use
Village of Cobleskill - 1980

<u>Density Type</u>	<u>Families % of Total Number</u>		<u>Residential Use - % of Total Acres</u>		<u>Community Facil- ities - % of Total Acres</u>		<u>Total Acres</u>
Low	45	788	217	75	25	72	289
Medium	35	613	126	70	30	54	180
High	<u>20</u>	<u>349</u>	<u>48</u>	65	35	<u>26</u>	<u>74</u>
TOTAL	100%	1750	391	--	--	152	543

Source: Sargent-Webster-Crenshaw & Folley

The proposed distribution of residential densities for the Village forms a kind of balance between low density and medium and high densities, the latter two together accounting for 55 percent of the 1980 Village population with 47 percent of the estimated acreage; the criteria adopted were mentioned above. A larger amount of land area in each density type than the adequate minimum, as was estimated for the total Village population in 1980, has been provided by the Plan, to give -- within order of priority -- latitude to developers in the selection of site and type of development and, too, in order to have a reserve for any future development not anticipated at this time. Table MP-5 shows a summary of residential densities for the Village.

TABLE MP-5
Residential Densities
Village of Cobleskill - 1980

Density Type	Families	Persons/ Family ⁽¹⁾	Total Persons	Acres	Density (Persons/ Acre)
Low	788	3.1	2,443	289	8.4
Medium	613	3.1	1,900	180	10.5
High	349	3.1	1,083	74	14.6
TOTAL	1,750	---	5,426	543	---

Median Residential Density: 3.2 D.U./Acre
9 Persons/Acre

(1) Average household for Cobleskill, 1960 Census of Population.

The total residential area required by the Village is 543 acres by 1980. The Plan proposes more than 900 acres for residential land use which provides an ample margin to cover any unexpected growth. Tables MP-6 and MP-7 give the minimum and maximum potential development of the proposed residential land use.

TABLE MP-6
Village of Cobleskill
Residential Land Use

Density Type	D. U./ Acre	Minimum Potential		Total	
		Area Acres	%	D. U.	Population
Low	3	621.09	63	1,863	5,776
Medium	4-10	208.18	21	832	2,581
High	6-14	160.00	16	960	2,976
TOTAL	3.7	989.27	100%	3,655	11,333

Source: Sargent-Webster-Crenshaw & Folley

TABLE MP-7
Village of Cobleskill
Residential Land Use

Density Type	D. U./ Acre	Maximum Potential		Total	
		Area Acres	%	D. U.	Population
Low	3	621.09	63	1,863	5,776
Medium	4-10	208.18	21	2,081	6,451
High	6-14	160.00	16	2,240	6,944
	3.7	989.27	100%	6,184	19,171

Source: Sargent-Webster-Crenshaw & Folley

Proposed Types of Residential Development

The Land Use Plan Map of the Village of Cobleskill shows the location of the different categories of residential land uses proposed for the Village.

Of all residential uses, the lowest density proposed on the Plan is "Agricultural and Rural Residence" with a maximum of one family per acre with minimum lots of 44,000 square feet.

Low Density Residential

Two areas of the Village are proposed for this type of density, both predominantly open land, with a maximum of three single family dwelling units per acre. The first is the north and northeastern corner of the Village on the sloping lands around the Hospital, including approximately 400 acres; part of this area still is covered by woods. New residential development is also proposed at the most westerly portion of the Village, north of Route 10, with approximately 230 acres; this is substantially open land, with wooded steep slopes. For both areas low density usage is indicated, in part, because of the location of these areas in relation to other residential areas in the Village but, mainly, in view of the topography of the steep wooded slopes at the north, the buildable areas of which are only recommended for development with large lots. The minimum lot size is 12,000 square feet, with a maximum of three dwelling units per acre. The acreage in this density encompasses 63 percent of all proposed residential use, and 29.4 percent of the total area of the Village.

Medium Density Residential

Four areas are proposed for medium density usage, with a total of 208.1 acres, which form 21 percent of all proposed residential land use and 9.8 percent of the total area of the Village. The first is the area south of the school complex; the second and third extend on both sides of Route 145, at the north; and the last is the area at the northwest of the shopping center.

This use encompasses part of the existing residential development now substantially in one family houses in the first area; one and two family houses, commercial and industrial uses, and some open land at the north, in the second area; and the same uses as in the second area, plus some wooded and open land, are present in the third area. Development for all of these areas should be of medium density, partially because of the general character of present development, also because of similarity to the new development taking place to the north of the shopping center, and finally, in order to have an intermediate area between the lower densities at the periphery and the proposed high densities around the core. A density of four single-family dwelling units per acre is indicated, with lots of a minimum of 9,000 square feet. Higher densities are possible in developments of two-family dwellings, or a pair of semi-detached dwellings, and in developments of multi-family type, as provided by the Zoning Ordinance.

High Density Residential

Six dwelling units per acre of single-family type is the recommendation for this high density type of residential land use, with lots of a minimum of 6,000 square feet. Higher densities are possible in developments of two-family dwellings, or a pair of semi-detached dwellings, and in developments of multi-family type, as provided by the Zoning Ordinance. This high density type of residential land use covers the area adjacent to the business district at the north and to the west comprises the area between downtown and the State University. The area classified in this density is 16 percent of all proposed residential land use, and 7.6 percent of the whole Village's area. The land indicated in this density exists as residential development, besides other land use categories. The high density is recommended here in view of the character of present development, the vicinity of the Central Business District, and also because of the area's location next to the State University.

TABLE MP-8

Proposed Comprehensive Land Use
Village of Cobleskill

<u>Category</u>	<u>Total Area Acres</u>	<u>Percent of Total</u>
Residential		
Low Density	621.09	29.40
Medium Density	208.18	9.85
High Density	160.00	7.57
Commercial		
Shopping Center	56.95	2.69
Highway	36.95	1.74
C. B. D.	22.60	1.07
Industrial	40.51	1.96
Public and Quasi-Public	280.68	13.28
Parks	181.93	8.61
Land Conservation	196.48	9.30
Agricultural Residential	42.20	1.99
Roads	140.47	6.65
Railroad	41.32	1.98
Power Transmission Lines	<u>82.64</u>	<u>3.91</u>
TOTAL	2,112.00	100%

Source: Sargent-Webster-Crenshaw & Folley

2. Commercial Land Use Plan

Three types of commercial areas are proposed, each with a specific purpose:

- 1) The Central Business District, sufficient in size and facilities to adequately serve the regional trading area;
- 2) The Shopping Center will provide convenient shopping facilities to the eastern Cobleskill population, with ease of access and adequate off-street parking; and
- 3) The Highway Commercial area, located south of the Village near the proposed Route 7 relocation, will provide a concentrated location for automobile-oriented services.

Shopping Center - Highway Commercial

Outside of the Central Business District, two areas are indicated on the Comprehensive Land Use Plan as commercial areas. The first is situated on the north side of East Main Street (Route 7), near the eastern Village limit; the other is located at the northwest corner of the intersection of the proposed Route 145 extension and the proposed Route 7 bypass.

The first area is partially developed in commercial uses in the form of a shopping center; the remainder is open land. The second area has been designated as Highway Commercial in recognition of the need for this type of service development, and because of this has its location at the proposed interchange of two major roads. At present, this area is undeveloped. The purpose behind this location is to concentrate automobile-oriented uses, and to avoid scattered, or strip development.

Both of the proposed commercial areas are situated on major roads, with convenient traffic access. The sound development of these areas might be realized by appropriate code enforcement. They total almost 100 acres, and account for more than

four percent of the Village's area, a figure higher than the usual standards which range from 2.65 percent to 3.32 percent.⁽¹⁾ It should be mentioned that the present Central Business District and the Shopping Center alone represent somewhat more than three percent of the total Village area.

The two commercial areas proposed above (Shopping Center and Highway Commercial), in addition to the Central Business District, are considered to fulfill the commercial needs of Cobleskill for the foreseeable future.

Neighborhood Commercial

There is no need at present for neighborhood commercial area in the Village, so the Plan does not propose this type of commercial use. Since neighborhood commercial use obviously must relate to residences, its location should be in accord with, and when new residential development is taking place in the proposed areas.

(1) "The Urban Pattern," A. Gallion; "Land Use in American Cities," H. Bartholomew.

3. Central Business District

The primary concentration of retail enterprise at Cobleskill is the Central Business District (CBD), which has developed over the years around the intersection of New York State Routes 7 and 145. The analysis of the CBD⁽¹⁾ has revealed that some of the problems affecting this complex of land uses are: 1) traffic congestion originating between through and local traffic, and on-street parking; 2) lack of ample parking facilities; 3) inadequate provision for pedestrian

circulation; 4) inefficient use of the space at the interior of the blocks; and 5) the condition of some of the commercial structures.

The land use patterns at the commercial district of Cobleskill and its immediate area should be reoriented if the CBD is to function most effectively and efficiently. The shopping area should be renovated to be competitive in the future, if the downtown expects to continue as the commercial hub of the Cobleskill region. Improvements here should be geared to the long-range scope of the Central Business District.

The Plan presents proposals for the organization of the Central Business District of Cobleskill. It should be noted that these are general suggestions and that specific and detailed studies are necessary in developing a program for the CBD's improvement.

(1) See Part I, Section 1, "Basic Studies and Surveys," of the Master Plan for Cobleskill.

Commercial Land Use

Two compact retail and service concentrations are proposed within the CBD. Both would face East Main Street, have adequate parking at the rear, and be situated between a civic complex and a recreation area. These two commercial concentrations are the areas at both sides of East Main Street between Grand, Union, and Central Streets. The structures fronting on the northern side are devoted to retail, services, some professional offices, and a relatively high number of apartments; vacancies are almost negligible. Among these structures is the Augustan Hotel, which may

be called the landmark of the Cobleskill region. In general, these buildings are in good repair. At the back end of the lots there are some accessory buildings, the small open areas left being used as scattered parking with difficult access. These factors indicate inefficient use of the land at the rear of the main structures.

The Plan proposes that the structures fronting on East Main Street be retained, and that programs for their conservation be carried out; that the rear facades be remodeled; and that all accessory structures in the back yards be cleared. This space, if assembled, could be used efficiently as a parking lot. The wider fire-break spaces between buildings should be used to facilitate pedestrian passage between rear and front facades of the buildings and the parking lot. Both sides of the stores should be redesigned, with attractive facades, show windows and glass doors. Covered walkways should be provided to protect pedestrians from adverse weather conditions, and as a means to attract potential customers to the windows.

The commercial section on the south side presents uses similar to those on the north side, across East Main Street. The conditions at the interior of the block are worse than those on the north side, since the spaces are badly apportioned and wasted, especially in the area between Division and Center Streets.

The Plan recommends that through a program of clearance, the structures in this particular area be removed and replaced by competitive commercial construction. This improvement will eliminate unsightly situations and uneconomic use of land. The standards enumerated for the improvement of the commercial areas on both sides should be applied here too. The difference in level from East Main Street to the proposed parking lot at the south could be taken advantage of for commercial space at the parking level, adding value to the commercial area at the rear. Ramps and stairs could be used to connect the different levels of

East Main Street, the stores at the lower level, and the parking lot.

After the completion of the proposed improvement program, each of these commercial areas would constitute a superblock of stores with facades in all four sites. Another commercial area, relatively small, is indicated to the southwest of the existing movie theater. This area would be oriented to commercial recreation, restaurants and overnight accommodations.

Circulation

The basic circulation problems (unnecessary through traffic, and pedestrian crossing) at the Village's downtown would be minimized through the proposals contained in the Thoroughfare Plan for Cobleskill. They are, in summary, the bypass of Route 7 south of the Village, extension to the south of Route 145, connection of Route 10 to the Route 7 bypass, and the relocation of Route 10 south of Elm Street. Besides, the proposed realignment of Main Street will also serve the purpose of alleviating traffic congestion, and will provide adequate pedestrian circulation and ease the crossings.

Parking

The provision of ample parking facilities is one of the most urgent needs for the improvement of the central business area, and a basis for its prosperous future. This goal could be achieved through the joint efforts of the merchants, the public, and the Village government, and by the enforcement of the off-street parking requirements as indicated in the Zoning Ordinance (proposed) for Cobleskill.

The Plan for the revitalization of the CBD of Cobleskill proposes four parking lots with a total capacity of 750 cars. More detailed discussion of parking is presented in the section of this report, "Parking in the CBD," and the location of the lots is illustrated on the map "Central Business District." (1)

In general, these peripheral off-street parking areas are comprised of the back end of lots fronting on East Main Street, that is, behind the commercial uses at both sides of this street, and at the back of the proposed Municipal Building. The one at South Grand Street fronts on the street.

(1) See also Part I, Section 1, "Basic Studies and Surveys," of the Master Plan for Cobleskill.

At the present, part of the land at the rear of the lots is inefficiently used for scattered parking, mostly private; another part is occupied by accessory buildings of questionable structural condition, and more space is unusable because of the indentations of the rear facades. Walkways connecting parking with the front of the stores on Main Street should be provided, using for this the space left in between some of the buildings which will remain on the north side. The same provision should be made for the new commercial unit proposed for the south side.

For the proposed housing developments to the north and to the south of Central Park, two off-street parking areas for a total of 100 cars are recommended. Approximately 84 dwelling units would be located in this zone of light density, and the proposed parking lots will amply cover the off-street parking requirements as indicated in the Zoning Ordinance (proposed) for Cobleskill. All of the parking lots should be paved, marked, lighted, and landscaped.

Public Land Use

The Village's share in the overall program for the revitalization of Cobleskill's central business area includes: 1) Main Street realignment; 2) public parking lots; 3) Central Park rehabilitation; 4) a new Municipal Building; and 5) general landscaping of the area. These are specific proposals for public investment which would help to stabilize the tax base and property values of the area.

Main Street Realignment

The recommendations of the Thoroughfare Plan will relieve downtown of many of the sources of its present congestion, especially on East Main Street, whose importance will be reduced in relation to motor traffic, but should gain significance as a pedestrian carrier. The north side of the street at the commercial section will retain its present character through a program of conservation; the south side of the same section will present a new face.

The paved surface of Main Street at downtown, between Union Street and Central Park, should be reduced to a width of two 12-foot driving lanes, plus two eight-foot parking lanes. The present curbside metered parking on both sides of Main Street should be retained as an extra convenience for shoppers, but for short period parking. The reduction in the roadbed of the street means the provision of wider sidewalks (since the right of way will be the same), for safe and pleasant pedestrian movement of the greater number of people that may be expected to be attracted to the CBD as a result of its renovation.

Public Parking Lot

A parking lot is proposed for acquisition and development at the center of the area formed by Lark School, the Library, and the future Municipal Building. The capacity would be 35 cars, and it should be paved, marked, lighted, and landscaped.

Central Park Rehabilitation

This park would be the focal point for the western edge of the CBD, because of its central location between the proposed housing developments, and inasmuch as it is the most direct route for pedestrian circulation between the State University and downtown. The proposals for its rehabilitation include cleaning Mill Creek, provision of elements for passive recreation, and general landscaping.

This orderly combination of commercial, residential and open space would furnish a pleasant atmosphere which would benefit not only the adjacent residents, but also the merchants on Main Street, by attracting shoppers and, in addition, it would add to the assets of Cobleskill.

Municipal Building

It is recommended that a new Municipal Building be located at the northeastern corner of East Main Street and Union Street, in the area south of the Cobleskill Public Library and Lark School, and that this area be developed as a Civic Center. This civic complex on the edge of the CBD would be the eastern focal point of the business district.

Housing

Two housing developments of the high density type are proposed at the western edge of the Central Business District, to the north and south of Central Park. Residences at this location are a positive advantage for the downtown area since their occupants, attracted by the convenient shopping within walking distance via the safe and pleasant walkways of the commercial section, would add activity to the area, especially during weekends.

The continued gain in the over 65 age group and the requirements for additional housing were mentioned in the Population Study for Cobleskill.⁽¹⁾ The housing area north of Central Park, with a development of the garden apartment type, would fulfill this need, housing adequately the increasing numbers of the older age group. This would be an ideal location, adjacent to shopping and recreational facilities.

The same Population Study pointed out the augmentation of population produced by the growing enrollment at the State University at Cobleskill, and the consequent need for housing the staff, administration, and students. Middle-income housing is proposed for the residential area south of Central Park to fulfill this demand.

Both of the residential developments would have open spaces and parking facilities.

(1) Population Report of the Town and Village of Cobleskill, S-W-C & F, July 1963.

4. Parking at the C.B.D.

The existing parking facilities and the evaluation of present parking requirements were analyzed in studying the Central Business District of Cobleskill, relating the demand for parking to the existing retail and service floor areas, and to the number of apartments situated in the C.B.D. It was calculated that more than 700 additional stalls are needed at present.⁽¹⁾

As part of the improvement of the C.B.D., the Plan proposes 750 parking spaces in four parking lots at convenient locations: one behind the commercial area at the north side of East Main Street, with access from Route 145 and from Union Street; the second located behind the commercial area on the south side of East Main Street, with access from both South Grand Street and East Main Street; the third, off Main Street at South Grand Street; and the fourth, behind the proposed Municipal Building site, with access from Union Street.

(1) See Part I, Section 1, Basic Studies and Surveys.

The proposals contained in the Plan for the C.B.D. regarding parking facilities at this commercial area were mapped considering that the driver as a potential shopper should:

- 1) Have easy access to the downtown area;
- 2) Find adequate and convenient parking facilities;
- 3) Once converted into a pedestrian, have safe and pleasant walkways; and
- 4) Find an attractive and efficient shopping plant.

Additional Sales Areas and Parking Needs - 1980

The approximate additional sales and parking areas that the 1980 Town and Village population will require are illustrated below. These estimates were based on Schoharie County population projections, personal income data from the 1960 U. S. Census, trends in U. S. spending, and standards developed by planners working in shopping trends and commercial design.⁽¹⁾

1. New Sales Area:

	<u>Town</u>	<u>Village</u>	<u>Total</u>
New Families	78	218	296
Av. Annual Income:	\$ 4,804	\$ 5,454	
Total Av. Annual Income ⁽²⁾ :	374,712	1,188,972	
Gross Income:			\$1,563,600
40% Retail Trade Income:			\$ 625,400
Sales Needed to Support 1 sq.ft. of Retail Space:			\$ 60
Approx. 1980 Additional Commercial Space:		sq. ft. 10,500	

(1) "Shopping Towns USA," by Victor Gruen

(2) No change in the average income assumed.

(3) Figures rounded off.

2. New Parking Space

Using the ratio indicated for indoor retail business by the proposed Zoning Ordinance for Cobleskill⁽¹⁾, by 1980 an additional 67 stalls will be necessary for commercial use at the Central Business District. These additional parking spaces are the needs originated by the population growth of the Town and Village alone, by 1980. If added to the present parking needs for commercial purposes, more than 800 stalls will be required by 1980 in downtown Cobleskill.

(1) Section 1413-21, Zoning Ordinance (Proposed) for Cobleskill -
Sargent-Webster-Crenshaw & Folley

5. Industrial Land Use Plan

The Plan proposes one industrial area at the southeast of the Village, which extends between Cobleskill Creek and the proposed Route 7 bypass. Of this large industrial site, only part is located within the Village, as its boundaries extend across the Creek.

A second proposed industrial area is at the angle formed by Grovenor Meyers Road and the Delaware and Hudson Railroad. This area forms, with one of similar use immediately adjacent in the Town, another adequate industrial site, with railroad frontage, convenient highway access for both regional and local traffic, and the possibility of public utilities.

The proposed industrial sites also have an advantageous location in relation to wind direction, inasmuch as they lie on the eastern boundary of the Village in an area of prevailing westerly winds. When developed, these areas will be a new source of employment, and will reinforce the tax base of the community.

C - Land Use Plan - Town of Cobleskill

1. Residential Land Use

Proposed Density Distribution

The type of development in the Town has been along the major roads, closer to the Village and also at the intersections of major roads. Another characteristic of recent development in the Town has been the growing tendency toward the building of single family houses outside the Village, although their occupants may be employed in the Village or some other urban place.

These two facts have been taken into account in the study of the residential plan for the Town. These strip developments are not desirable since they reduce the carrying capacity of the roads and, at the same time, they create a hazard to people and are dangerous to both local and through traffic. Consequently, future residential development in the Town should be encouraged to be in clusters rather than in scattered or strip patterns. In addition to its other advantages, the first type provides for a most appropriate use of land, preserving the qualities and values of the open land, while giving economy in the provision of public facilities and services.

By 1980, according to the population forecast, a total of 250 more persons, or 78 new families will be in the Town. (Table MP-2)

Existing residential structures form almost 90 percent of the total number of land uses tabulated for the Town of Cobleskill and, obviously, the Town is a residential community. Of these structures, 68 percent are residences, 27 percent are farm residences, and five percent are mobile homes. In calculating the residential acreage that the new population will require, this distribution and other factors, such as the steady decline of people living upon farms, the

increase in the population outside the Village, and the trend toward more single family dwellings, are taken into account. Table M-9 illustrates the percentages adopted and the minimum acreage needs of the new population.

TABLE MP-9

Proposed Comprehensive Land Use
Town of Cobleskill

<u>Category</u>	<u>Total Area Acres</u>	<u>Percent of Total</u>
Residential		
Low Density	424.11	2.42
Low Density (Reserve)	401.51	2.29
Commercial		
Neighborhood	21.32	0.12
Highway	42.45	0.24
Commercial Recreation	39.01	0.22
Industrial	237.75	1.36
Public	729.32	4.17
Parks	257.93	1.47
Land Conservation	3,291.74	18.84
Agricultural	11,233.74	64.29
Roads	494.22	2.87
Railroads	206.61	1.18
Power Transmission Lines	<u>92.97</u>	<u>0.53</u>
TOTAL	17,472.00	100%

Source: Sargent-Webster-Crenshaw & Folley

Proposed Types of Residential Development

The proposed location of the different categories of residential land use of the Town are shown on the map, "Land Use Plan."

Assuming that the tendency toward residential development on some of the major roads, near the Village boundaries and at the main intersections will continue; that most of this development will be in single family houses; and, finally, that the Town will encourage the development in depth, the Plan proposes some residential areas of low density adjacent to the Village boundaries, others at each of the hamlets, and the remainder of the Town in an agricultural and rural type of development. The first two areas were chosen because of the topography and soil and, in some cases, the possibility of services made them most desirable for development in the near future, or as first priority.

Low Density Residential

Three areas adjacent to the Town and Village line are proposed for low density development, as an extension of this same type of residential use in the Village in two cases, and as a transition area between medium and farm densities in the other.

The first of these three areas is on Route 145 at the north of the Village boundary with an extension of more than 50 acres of open land. The second area, situated across the Town-Village line on Lamont District Road, is a continuation of the development at Quarry Street in the Village, also covering more than 50 acres of open land. The last of these border areas contains about 45 acres of open land and is located adjacent to the Village boundary on Grovenor Meyers Road east of the Village. These areas encompass existing residential development substantially in one family homes. In addition,

open land is provided to absorb future development in the Town.

At each of the hamlets of Lawyersville, Barnerville, Bramanville, Mineral Springs, and at other small crossroads developments, areas of open land are proposed for low residential density. Altogether, the areas of these ten hamlets and the areas next to the Village total almost 400 acres. This amounts to almost ten times the minimum that the new 1980 population will require. It gives ample margin of choice for the individual building his own home, as well as for the larger developer, whether local residents or new arrivals. The lots for this density will have a minimum of 12,000 square feet.

Agricultural and Rural

This is the lowest density type of residential development proposed by the Plan, and will cover the remainder of the Town proposed as agricultural use. The minimum will be 44,000 square feet per lot.

2. Commercial Land Use Plan

Highway Commercial

Within the Town of Cobleskill, two areas are indicated on the Comprehensive Land Use Plan as Highway Commercial Land Use. The first occupies the triangle formed by the intersection of Route 145 and Mineral Springs Road, and its connection with present Route 7, just north of the proposed interchange at the east. The location of this highway service center on major roads with easy traffic access, and near the eastern interchange would be very convenient for the traffic coming along the proposed bypass.

The second Highway Commercial site (some three miles from the first, and to the west) forms part of the same use proposed off of the central interchange south of the Village. The condition and advantages of this area were discussed in the Commercial Land Use Plan for the Village.

Neighborhood Commercial

At each of the hamlets, the Plan proposes a small concentration of neighborhood stores, which includes those uses serving the local residents with convenience goods. The Plan proposed no new neighborhood commercial areas besides the ones already developed at the hamlets.

3. Industrial Land Use Plan

Three tracts for industrial use are proposed by the Plan. Two of them form part of similar land use immediately adjacent in the Village, with like conditions of location and advantages of railroad frontage, convenient highway access, and the availability of public utilities.

One of the sites is the present industrial area at Howes Cave, where the cement plant is located. The other two industrial sites are at the edge of the Village, at Grovenor Meyers Road, and across Cobleskill Creek. At the present, the latter two are undeveloped.

Altogether the proposed industrial areas total more than 200 acres, or 1.36 percent of the total Town Area. This figure is low if compared with the area usually recommended for urban places, however, urban standards are not believed to be applicable to a rural locality such as the Town of Cobleskill.

Urban areas usually are those of intensive land use, whereas Cobleskill Town is lightly developed and probably always will be so. The proposed industrial area should more logically be compared to the area of the Town that might reasonably be expected to develop. In this case, the industrial area proposed amounts to 8.3 percent of the probable area of development. This percentage is comparable to that which might be expected in an urban area.

4. Land Conservation Land Use Plan

The Plan proposes that those areas where substantial development is not desirable be used only for agriculture, open recreation, and municipal or public facilities, with the aim of preserving the rural character of the community. In general, land conservation includes those areas with special conditions (like high steep slopes, drainage problems, flood plain, etc.) which make the land unsuitable for development at the present time, because they could cause considerable damage or loss of life. Any proposed development on land designated by the Plan as land conservation should fulfill the requirements of the Zoning Ordinance (proposed) of Cobleskill.

5. Agricultural Land Use Plan

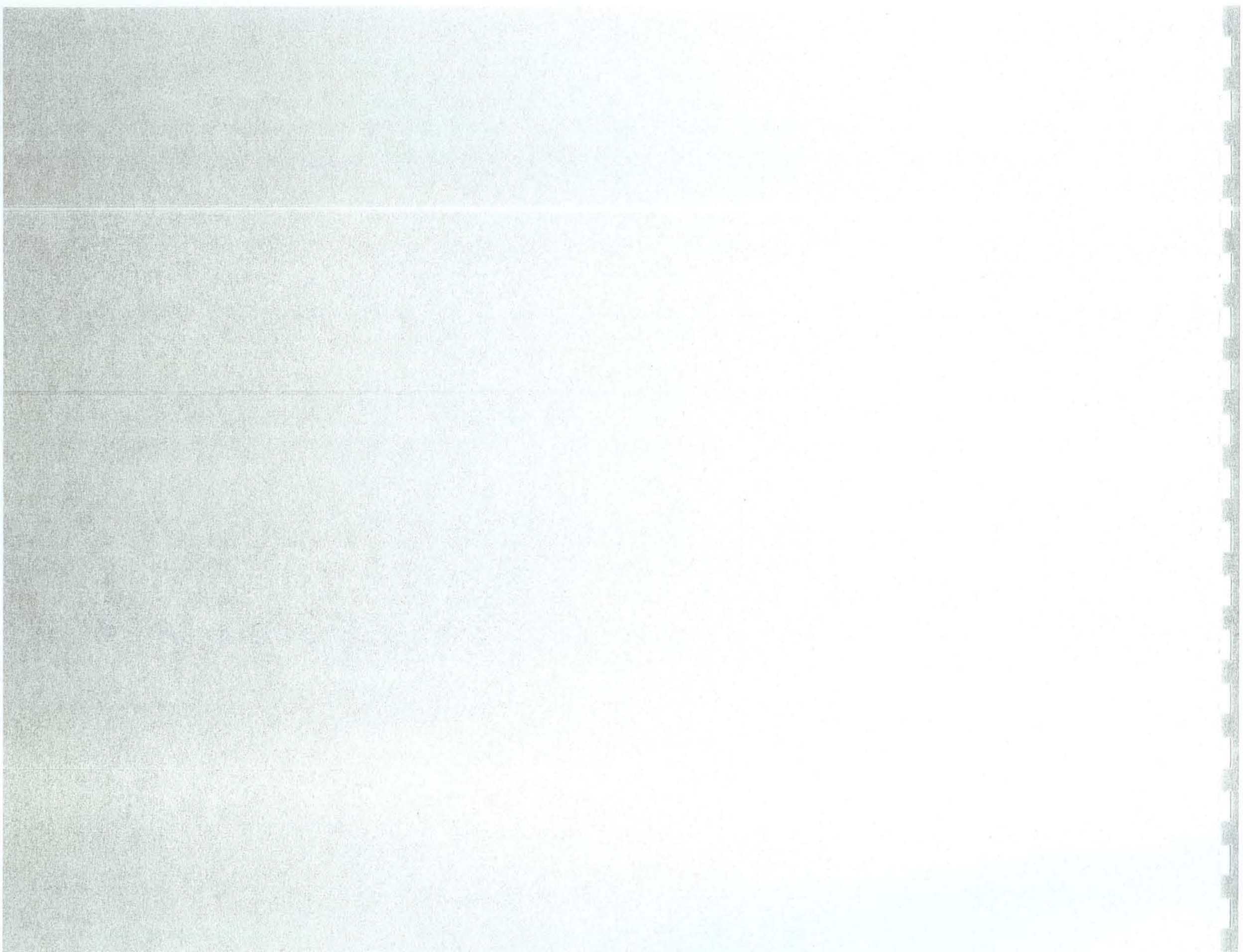
The areas proposed for this use cover more than eleven thousand acres, or more than 60 percent of the Town total area. This land is designed primarily for agricultural and nonfarm or suburban uses. The proposed areas have easy access, good drainage, and a rolling topography of medium gradient.

6. Public Land Use (Town and Village of Cobleskill)

Public uses are discussed in the Community Facilities, Public Utilities, Public Buildings and Central Business District Sections of this report.

PUBLIC FACILITIES PLAN

**COMMUNITY FACILITIES
PUBLIC UTILITIES AND SERVICES**



II - PUBLIC FACILITIES

A - Community Facilities Plan - Town and Village of Cobleskill

1. Schools

The Village of Cobleskill is the seat of Cobleskill Central School District, which covers the Village and most of the Town of Cobleskill, together with parts of ten surrounding townships. All educational facilities provided for the children of the school district are centered in the Village. An extensive bus system has been necessary to serve the scattered population of the school district.

At present, there is no problem of overcrowded classrooms, and school officials do not expect such a problem in the very near future.

Factors influencing future school plans in the Town and Village of Cobleskill are:

- 1) Plans for schools affecting the Town and Village of Cobleskill within the jurisdiction of the Cobleskill Central School District.
- 2) Because various townships are covered by the school district boundaries, plans for school plant expansion should be based on District-wide needs. This inter-municipal school planning operation is beyond the extent of Master Plan activity in the Town and Village of Cobleskill.
- 3) Present facilities at the Ryder-Golding complex are adequate and located on a good-sized lot.
- 4) Present facilities at Aker Elementary School (built in 1914) are still in acceptable structural condition, but located on an under-sized site.

- 5) If past growth patterns are continued, it appears that only one six-classroom elementary school would be needed to serve the forecasted school population of Cobleskill alone.
- 6) The present school plant could be considered adequate for the planning period, if the prototype shelter school is built, and/or the Aker School is relocated.

The analysis of future school requirements poses some problems because the boundaries of the Cobleskill Central School District cover not only the Village and Town areas, but extend beyond these limits. The Consultant estimates that the 5-14 age group will grow by 180 children in the Village of Cobleskill, and 29 children in the Town of Cobleskill by 1980.⁽¹⁾ This means that, assuming dropouts, six more classrooms will be needed by the student population of the Town and Village of Cobleskill alone.

Recommendations

- 1) The construction of the prototype school shelter (eight classrooms and ample indoor recreation, either at the east of the Village or at the Ryder-Golding site) will fully cover not only Cobleskill's need for new classrooms, but will also provide the needed indoor recreation space.
- 2) Aker School building is in fair condition and might continue to be used for some time in the future, but lack of adequate recreation area makes its relocation desirable. When the structure becomes obsolete, Aker School would have an excellent location in the low density zone proposed at the east of the Village, adjacent to the recommended neighborhood park.

- 3) The Nursery School does not have adequate play area and its location at the busy corner of the Post Office makes this site undesirable. This school, which serves as a practice teaching school, would have a better location within the campus grounds. The space left would then serve for Library expansion.

Since probably more than one school will be needed by the School District to serve the student population outside Cobleskill municipality, the Plan proposes that one school be located at the east, as above mentioned; the second be located at the west, on the Ryder-Golding site; and the Nursery School on campus grounds. With these locations, the school service radius would cover the Village neighborhoods within walking distance, making bus service unnecessary for most of the children in the Village.

(1) See Part I, Section I, Basic Studies and Surveys.

2. Parks and Recreation

Concern about adequate recreational facilities in our communities today reflects an essential task of local government. Such facilities should no longer be viewed as merely luxurious or desirable elements in the community. They are generally recognized as necessary facilities for the physical and mental health and well being of our society. This recognition is evident in the efforts of individuals and groups in providing special sports activities and other recreational programs for children and young adults.

Existing recreational facilities for Cobleskill were examined under the section "Community Facilities" of the Basic Studies.⁽¹⁾ The main finding of the analysis was that there is a shortage of public space for recreational purposes at Cobleskill.

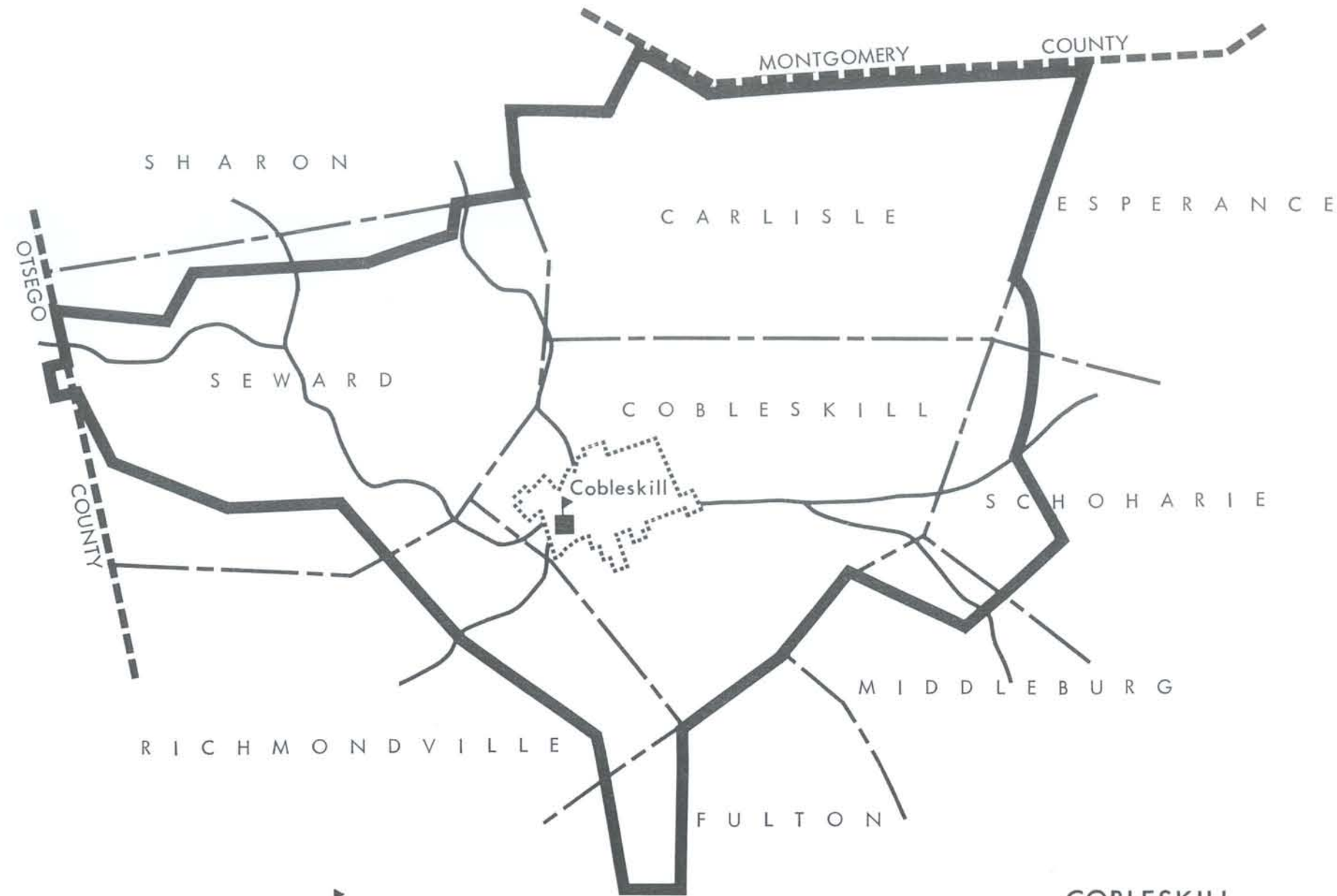
The proposals concerning recreation for the Village of Cobleskill are recommendations related to specific needs, types of facilities, and use of special areas within the Village. They include neighborhood and Village parks, land conservation, and utilization of some of the unbuildable steep slopes. Planning standards for recreational facilities are also presented to serve as criteria for the evaluation of these areas in existing development and as a guide to the future growth of the Village.

Village of Cobleskill

Criteria adopted

Two types of standards should be adopted in analyzing the community's needs for recreational facilities: (1) standard of size, and (2) standard of type. The standard of size may be fixed either as a percentage of the total Village and Town area, or as a number of acres for each one hundred persons. In the case we are dealing with, we will adopt percentage of area as one criterion in finding the overall area of open space needed:⁽²⁾ ten percent of the total Village area should be devoted to public recreational and open space facilities. Since the Village of Cobleskill has an area of approximately 2,112 acres (3.3 miles), the overall public open space requirement based on the adopted criterion gives a total of 211 acres.

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- (1) See Part I, Section I of the Basic Studies and Surveys of the Master Plan for Cobleskill.
(2) City Managers Association, Local Planning Administration.



-  DISTRICT CENTRAL SCHOOLS
-  SCHOOL DISTRICT BOUNDARY
-  COUNTY BOUNDARY
-  TOWN BOUNDARY
-  VILLAGE BOUNDARY
-  STATE HIGHWAYS

COBLESKILL
CENTRAL SCHOOL DISTRICT



NORTH

SOURCE: COBLESKILL
CENTRAL SCHOOL DISTRICT

SCALE 1" = 2 MILES

The preparation of this map for the New York State Department of Commerce was financially aided through a Federal Grant from the Urban Renewal Administration of the Housing and Home Finance Agency, and in part by the State of New York, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

The type of parks depends on the community's characteristics of size, neighborhood, densities of population, and transportation facilities, among other factors. The most generally accepted types of open recreational facilities at the Village level are: 1) the play lot or tot lot; 2) neighborhood playgrounds; 3) playfields; and 4) general or Village park and reservation (land conservation).

The National Recreation Association (NRA) recommends the following standards for the different types of parks: total: 26 acres/1,000 persons; 3 acres/1,000 persons in playgrounds; 3 acres/1,000 persons in playfields; and 20 acres/1,000 persons in large parks and reservation. The area for playlots or tot lots varies from 2,000 to 5,000 square feet for 300 to 700 persons.⁽¹⁾ We will adopt these criteria, in addition to the first mentioned, in evaluating the recreational needs of the Village of Cobleskill, and we will use the estimated population of 5,426 inhabitants in 1980⁽²⁾, and the 1960 Census figure of 3,471 inhabitants.

Park Area Requirements

Using the criteria adopted and the standards of the National Recreation Association, it seems that the total open recreational facilities for the Village of Cobleskill would be from 141 acres (NRA) to 211 acres (ten percent criterion).

An inventory of existing public parks within the Village shows that less than six acres are devoted to this essential facility, and this is a significant shortage of open space compared with any park requirement standards. Since in 1960 the maximum park area needed by the 3,471 inhabitants of Cobleskill Village was 90 acres (NRA standards), it might be assumed that at

⁽¹⁾ Ibid.

⁽²⁾ See Part I, Section I, Basic Studies and Surveys of the Master Plan for Cobleskill.

present, due to the population increases of the last four years, more than 100 acres of open space are required. Working with the total Village area rather than estimated population (because the latter is based on assumption that may or may not be valid), and using the percentage criterion, present and final open space requirements for the 3.3 square miles the Village covers would be 211 acres. Whatever the criteria used, a serious shortage of recreational facilities exists at Cobleskill Village. This also means that a serious deficiency of recreational open spaces will be felt by the Village of Cobleskill by 1980, if appropriate measures are not adopted in time and the land for parks is not made available at the time when new developments take place.

At the present time, in the Village of Cobleskill, there is only one neighborhood park, located at North Grand and High Streets, with an area of four acres and facilities for all population groups, and for use during both weekdays and weekends. The Schoharie County Fairgrounds and the Little League Baseball Field contribute to outdoor recreation, but these facilities are of quasi-public character.

The Fairgrounds land and buildings belong to the Cobleskill Agricultural Society, a private organization; the Little League is supported by private groups. A fair and agricultural exhibit is held annually, the third week in August, at the Fairgrounds.

In order to fulfill the minimum standards for open space requirements, it seems advisable to use for this purpose some of the land in steep slopes (more than 15 percent) at the northwest of the Village, and land along the sides of Cobleskill Creek, both of them unbuildable (no sewer possibilities, or soil condition, and poor drainage make them not adaptable for building development). These areas would total something around 300 acres of open space.

Using the National Recreation Association Standard⁽¹⁾ as a minimum, for the breakdown of park areas into the different types, and the estimated population in 1980 for the Village of Cobleskill, we have:

Type	Acres (Minimum)	Radius of Area Served (Miles)
Total Park Area	141.0	
Playgrounds (neighborhood parks)	16.5	0.5
Playfields	16.5	1.5
Large Parks and Reservations	107.0	2.0
	141.0	
Play lots or tot lots - 8 units totaling 1 acre	1.0	
	142.0 Acres	

(1) City Managers Association, Local Planning Administration.

Some of the tot lots can be provided as a part of the neighborhood playground site; the others might be scattered at the most convenient locations in relation to population densities.

Adopting seven acres as a minimum size for a neighborhood park, and taking into account physical characteristics and pattern of development of the Village, a total of three neighborhood parks will be needed by the Village's population in 1980. Since the existing four acre park space at North Grand and High Streets seems to be adequate, two new parks, seven acres each, are proposed: one at the steep slope of the western corner of the Village, and the other at the steep slope and forest area at the north-

western side. The existing park at North Grand and High Streets, because of its central location, will continue serving most of the presently developed land. The other two parks will serve the future population growth of the new developments. It is recommended that the same type of facilities that the existing park has be furnished to the new ones, in order to meet the requirements for the growth of the 5 - 14 age group and adults, and assume their use during weekdays and weekends.⁽¹⁾

The recommended standard for the size of a playfield goes from ten acres as a minimum to the ideal of 15 acres.⁽²⁾ For the 1960 population there was a need for one playfield with a ten acre site size. Applying the ideal criteria, only one playfield would be needed by 1980 in the Village. As above mentioned, the total playfield area will be approximately 16.5 acres and the radius of service is 1.5 miles, a distance that gives some flexibility as to location. It is suggested that it be placed on the proposed land conservation area located west of the Fairgrounds, where its location seems appropriate due to topography and soil condition. It should be designed to serve the predicted heavy growth of the 15 - 24 age group.

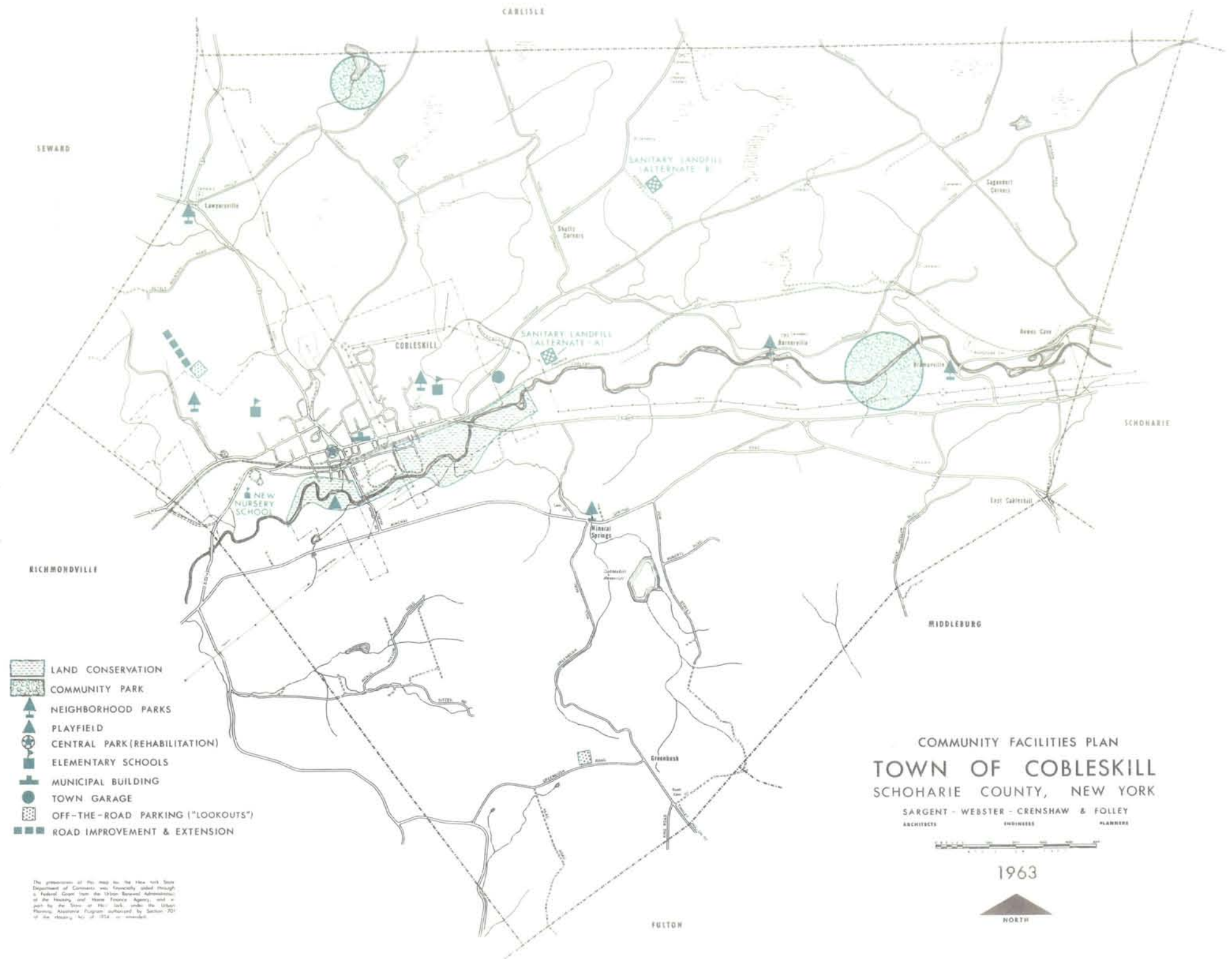
The remainder of the required park area is comprised of the proposed land conservation area and some of the unbuildable steep slope areas at the northwestern corner of the Village.

In addition to the concrete proposals regarding parks and recreational facilities above indicated, recommendations of general character are:

- 1) Whatever the criteria used, a serious shortage of open space for recreational purposes exists at Cobleskill. Steps should be taken to furnish the Village with the recreational areas now required.

(1) See Part I, Section I, Basic Studies and Surveys, Population, of the Master Plan for Cobleskill.

(2) A. Gallion, The Urban Pattern.



- 2) The Planning Board should start to consider the problem of provision for open space and act accordingly now while there is still some open land available.
- 3) A financial plan - short- and long-range - should be studied to obtain the land, facilities and operation of these recreational areas, in accordance with the development of priorities that should be established.
- 4) Use of other measures - through private groups, civic organizations, or use of the various legal methods - to acquire the public recreational space that the estimated population for 1980 will require. Legal measures should be adopted in order to prevent the transfer or conversion of recreational facilities to different, or even to related, land use.
- 6) Diversified public recreation should be made available in the future, including in this category facilities like golf, ice skating, ski lodges, and a swimming pool.
- 7) The programs and plans for recreational facilities should be coordinated with those at different levels of government. Coordination among Town, Village and School District officials should be permanent, since continuous cooperation is basic to present and future economic and technical points of view.

Town of Cobleskill

Due to its rural character, the Town of Cobleskill has not developed publicly provided recreational facilities such as playgrounds, playfields, neighborhood parks, or other types of open space for recreational purposes. This is not exceptional, but rather is of frequent occurrence in rural areas where scattered develop-

ment and generally low population density is the rule.

At present, with the exception of the open green type park at Lawyersville, there are no public parks or campsites within the Town, and recreational facilities are reduced to a Community Hall located at Shutts Corners, a golf course, a ski area, and the natural phenomenon of the "caverns," all of which excepting the Community Hall are operated on a commercial basis.

Other community facilities are the Post Office located at Howes Cave, and the Town Garage situated on Route 7. Within the Town, but serving the Village of Cobleskill, are the Cobleskill Reservoir and the Water Treatment Plant, located off of Dow Street. The Schoharie County DPW has a storage area off of Route 7, west of Barnerville.

Recommendations

- 1) The hamlet of Lawyersville has a nice open space in front of the church, with a kiosk at its center. Some benches, walks and lights should be added to improve its quality; a rustic type of fountain could complete the landscaping. A similar type of green space for passive recreation is proposed for the other hamlets within the Town of Cobleskill, and steps should be taken to provide them with this neighborhood recreational area.
- 2) A community park for family groups could have a general location at the low, flat area along Cobleskill Creek between Barnerville and Bramanville. Picnic tables, barbecue grills, places for sitting, and parking space would be all the equipment necessary. This park would serve the Town population as a place to relax, as a means of strengthening good family groups, and also might attract people traveling on Routes

7 and 145, or by any of the numerous Town roads which give the proposed site easy accessibility.

- 3) The Russell Lake area - about two miles north of the Village, at the Town line - presents an excellent location for the development of a community park, with easy access for both Town and Village inhabitants. Facilities here would be the same as those recommended for the Cobleskill Creek community park.
- 4) The topography gives Cobleskill Town numerous outstanding panoramic views which can be spotted traveling by any of its roads. To take advantage - at least minimally - of some of the vistas, off-the-road parking areas should be constructed in several places, such as Greenbush Road west of Greenbush. Improving the Settle Mountain Road (south of Lawyersville), and extending it to the top of the hill with provision for parking, would create a site giving the spectator a breathtaking vista of Cobleskill Town.

3. Public Buildings - Town and Village of Cobleskill

a - Municipal Building

At present, the Village Offices occupy part of the modernized Fire Station on East Main Street. With the estimated increase in population and growth of the administrative load during the next twenty years, both the Village administration and the Fire Department will require additional space: the Village to house new offices, and the Fire Department to house new equipment.

The Plan proposes the construction of a Municipal Building at the northeastern corner of Union and East Main Streets, less than half a block away, and across the street from the existing Fire Station. It has been suggested that this Municipal Building be constructed on a cooperative basis with the Town, grouping all governmental activities in a single place with the consequent advantages for the public.

The proposed Municipal Building, with the Library and Post Office Buildings, would form a civic complex at an excellent location in the periphery of the Central Business District.

b - Library

The Cobleskill Public Library occupies the first floor of the structure at Union and Lark Streets. The second floor is occupied by six classrooms of the Campus Nursery School. Within the next twenty years, with the increase in the school and University population, and with the continuous gain in the over 65 age group, the Library will become even more important to the community, and expansion of services will be required.

Because the existing Library structure is in sound condition, with a convenient downtown location, and since the Nursery School will probably be removed in the future, leaving space for the Library's future expansion, the plan does not propose a new Library Building.

c - Fire Station

The Fire Department, along with the Village Offices and the Police Department, occupies a structure on East Main Street which appears to be adequate for Village needs within the near future, therefore, no new fire station is proposed. When additional space for equipment is needed, which could be at the time the

need for a Municipal Building arises, and the Village offices move to the proposed building, the Fire Department would then have additional equipment storage space. It is suggested that the Police Department continue at its present location with the Fire Department.

d - Department of Public Works

The Village garage is situated at North Street off Lark Street, in a predominantly residential area. The Town garage is about a mile east of the Village, on heavily traveled Route 7. In both cases, the site is somewhat limited in size and the location is questionable. In addition to the noise, dust, and heavy traffic generated, this type of garage represents a nuisance of the industrial type; therefore, they should be located in areas of this land use category, and not in a residential area as is the present Village garage.

The Plan proposes that the Village and Town garages be relocated and incorporated in an industrial area, and recommends for this the proposed industrial area at the east on the Town-Village line. This would be an excellent location for both Town and Village, close to the main east-west axis of circulation (Main Street) in the Village, and at the geographical center of Cobleskill for the Town. The proposed industrial area at Grovenor Meyers Road could easily be reached from the northern section of Cobleskill where most of the Town's roads are located.

B - Public Utilities Plan - Town and Village of Cobleskill

Basic factors in the development of a community are an efficient water supply and an adequate system for disposal of sanitary wastes. The growth and development of Cobleskill depends considerably on the extent to which utilities, vital to public health and welfare, can efficiently and economically be provided.

1. Water Supply

The Village of Cobleskill derives its water supply from a 100 million gallon (MG) capacity impounding reservoir on Dow Creek.

In view of the growing shortage of the water supply at the sources, during the dry seasons, the construction of an additional reservoir to supplement the existing one at Dow Creek, and to be located nearby, has been proposed. This additional reservoir would be situated west of the adjacent watershed of Smith Brook, and would provide approximately 83 MG of additional storage. The daily yield, together with that of the existing reservoir, would provide a total dependable yield of 1.20 MG daily, enough water to serve the Village's needs in the foreseeable future. Based on a per capita consumption of 150 gallons a day, this is adequate for a population of 8,000 inhabitants.

Possible Sources of Water

Of the methods of water supply discussed in the Section on Public Utilities of the Basic Studies,⁽¹⁾ the following are not feasible for the reasons noted therein:

Russell Lake
Cobleskill Creek
Wells

(1) See Part I, Section I, Basic Studies and Surveys of the Master Plan for Cobleskill.

Of the remaining two under consideration (Lawyersville Stream, and Dow Brook), it is apparent that involving Lawyersville Stream as a source should be considered only when the capacity of Dow Creek will not meet anticipated needs, since the Lawyersville project would involve the construction of an entirely new system. Since with the addition of another reservoir in the Dow Creek vicinity, facilities will supply a population of 8,000 at 150 gallons per capita per day, the need for a new system is not apparent. Accordingly, it seems that the construction of an additional reservoir to supplement the existing one is the desirable course of action. This solution has been proposed several times in the past by Consultant Engineers engaged by the Village.

Recommendations

Previous to the construction of any capital improvement, complete engineering studies should be carried out.

For each of the major items of Public Utilities -- water supply, sewer treatment plant, and storm drainage system -- the Plan proposes that comprehensive engineering studies be undertaken as the first step in developing a construction program.

- 1) Engineering Studies
- 2) Construction of: additional reservoir, additional transmission main, additional downtown storage tank
- 3) To minimize the water contamination problem at each of the sources, and to assure a water supply at these sources for the reasonable future, the Village of Cobleskill should:
 - a. Buy the still privately owned land on the proposed watershed
 - b. Carry out a reforestation program for the said watershed

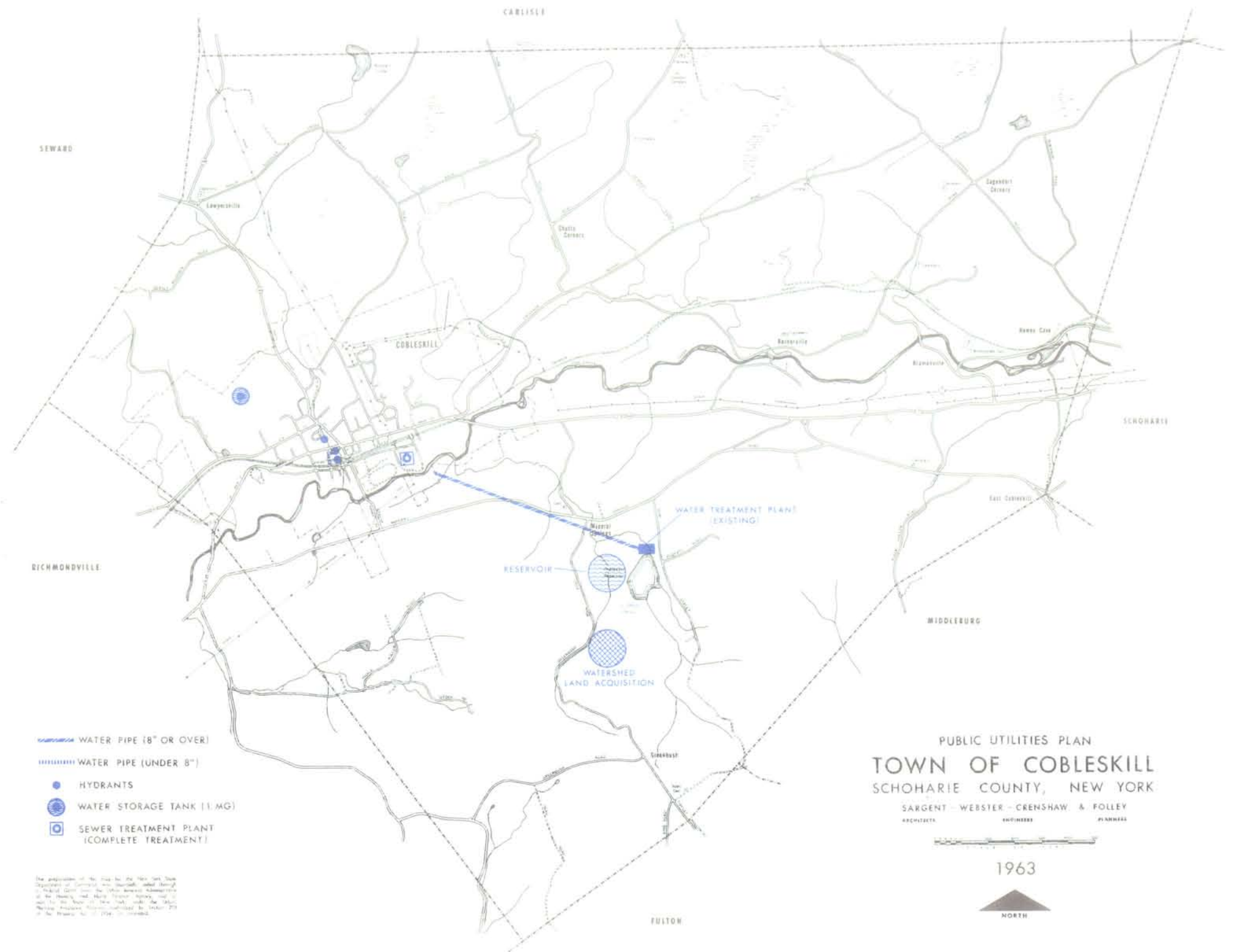
- c. Enforce the sanitary regulations of the New York State Department of Health with regard to trespassing around the reservoir
 - d. Adopt and enforce legislation for the physical protection of the existing and proposed watersheds.
 - 4) A comprehensive program for the periodic cleaning and inspection of pipes should be drafted and carried out. This program should include:
 - a. The transmission mains
 - b. The distribution system
 - 5) Undersized pipes should be changed, and dead ends should be eliminated. Old pipes which are frequently attacked by tuberculation should be replaced.

The Town of Cobleskill does not have a water system at present. The Plan proposes that, after the water supply of the Village has been improved, the service be extended to those areas of the Town immediately adjacent to the Village.

2. Sewer System

The Cobleskill Village sewer system consists mainly of pipes 6 and 8 inches in diameter, 10 and 12 inch collector pipes in some streets, and interceptor located at the south, and the Sewerage Treatment Plant.

The Village Sewerage Treatment Plant provides only primary treatment, a system that is not sufficient to prevent pollution of Cobleskill Creek some distance downstream.



The preparation of this plan for the Town of Cobleskill was financed in whole or in part by a grant from the New York State Department of General Services, under the terms of the State Aid to Local Government Act, Chapter 100 of the Laws of 1962, and Chapter 100 of the Laws of 1963. The plan was prepared by Sargent - Webster - Crenshaw & Folley, Inc., under the supervision of the Town Engineer.

Recommendations

- 1) Engineering Studies
- 2) Complete treatment -- that is, primary and secondary treatment -- of sanitary effluents should be made to avoid pollution of Cobleskill Creek downstream. Industrial wastes should be treated before their discharge into the public system.
- 3) The public sewer system should be extended to the area in the Village where private septic tanks are still in use.
- 4) Septic tanks should be allowed only in those areas where the public system does not exist, and where technical reasons make impossible the construction of a public sewer system, and provided that a minimum lot size of 20,000 square feet guarantees the proper absorption of septic tank effluents.

The Town of Cobleskill has no public sewer system and sewerage is provided by individual septic tanks. Because the subsurface conditions of heavy clay soil are poor for the absorption of effluents from septic tanks, this system should be allowed only on lot sizes of over 20,000 square feet which will provide sufficient area for proper disposal of sanitary wastes.

3. Storm Drainage

Waste and storm water are separated along some of the principal streets in the older section of the Village of Cobleskill, but there is no available data about the location of the storm sewer lines. Drainage consists of underground piping and some open ditches.

Drainage problems mainly are confined to the flood plain along Cobleskill Creek. There are, however, growing incidents of flooding within the Village due to the inadequacy of drainage provisions.

Recommendations

- 1) Engineering Studies
- 2) Construction of separate systems for storm and sanitary sewers should be required in new subdivisions, and separate systems should also be constructed in old neighborhoods to avoid overloading the public sanitary system at the treatment plant.

4. Refuse

Sanitary landfill is defined as "the method of disposing of garbage, rubbish, and ashes on land without nuisance, fire, or public health hazard"⁽¹⁾ and it implies covering such disposal with earth.

Amount of Refuse - Area Requirements - 1980

Assuming an average of three pounds of refuse per person per day, ⁽²⁾ the refuse produced by the estimated population ⁽³⁾ of 5,426 by 1980 at the Village of Cobleskill will be 16,278 pounds, or 8.1 tons a day. In the Town, the estimated 1,750 inhabitants will produce 5,250 pounds of refuse, or 2.6 tons a day. The Town and Village of Cobleskill together will produce a total of approximately 10.7 tons of refuse per day by 1980.

Using the recommended figure ⁽⁴⁾ of one acre per 10,000 persons per year of operation for a seven foot depth of compacted refuse, the estimated population of Cobleskill Village will require 0.5426 acres per year of operation, and the Town of Cobleskill 0.1750 acres per year of operation. This means that at the end of the 16th year -- from now to 1980 -- the Village will require approximately nine acres, and the Town nearly two acres, or a total for both of eleven acres for the Sanitary Landfill operation.

(1) "Municipal Refuse Disposal," American Public Work Association, Public Administration Service, 1961.

(2) Ibid.

(3) See Part I, Section I, Basic Studies and Surveys of the Master Plan for Cobleskill.

(4) Op. Cit., American Public Work Association.

Recommendations

Because of the pollution of Cobleskill Creek, the inherent odors and unsightliness, and the inadequacy of the lot size, the Village dump should be relocated. As a continuation of the Town-Village cooperative policy, a new site should be jointly chosen to meet the requirements of the estimated increase in population during the next 16 years.

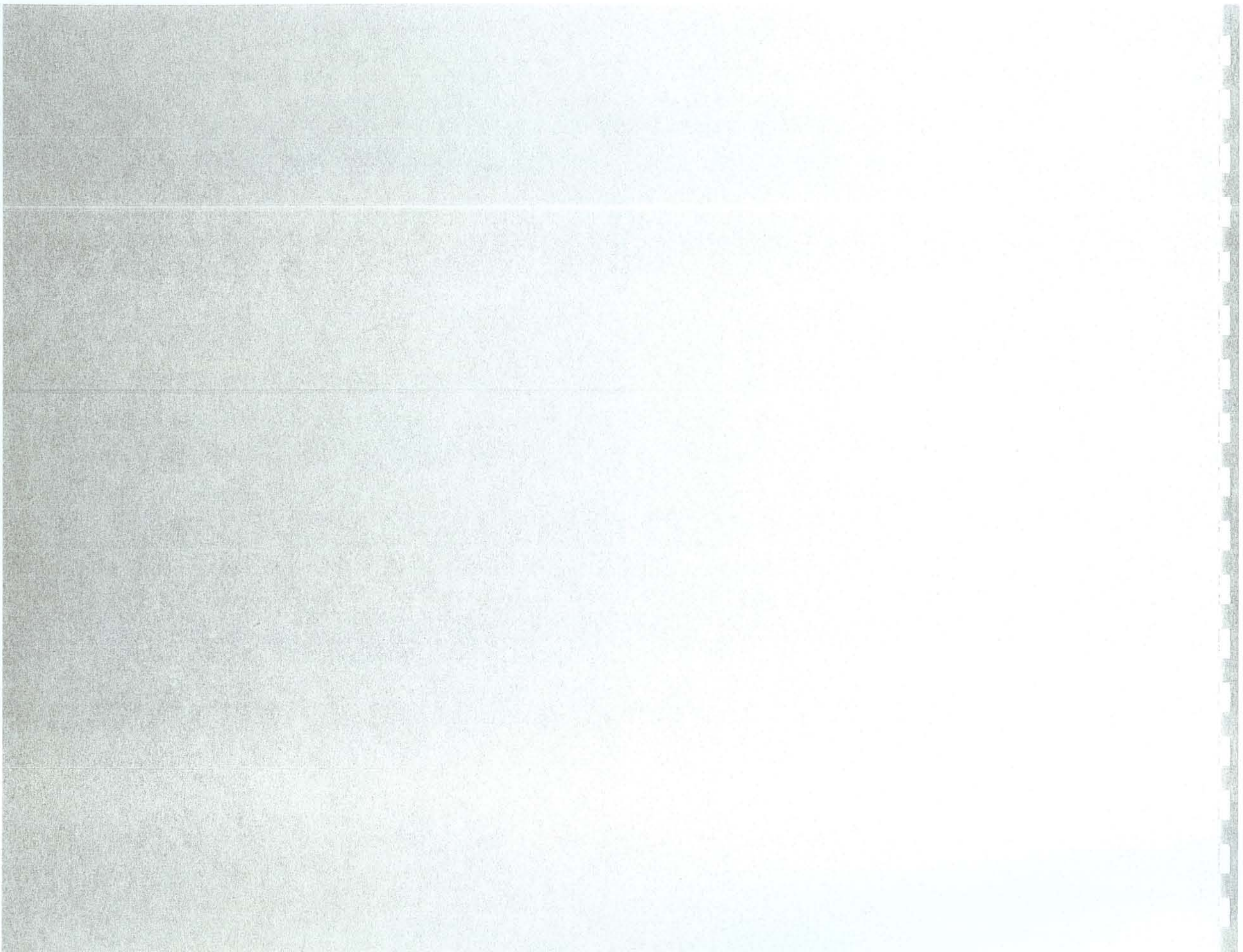
The Plan proposes two alternate locations for the sanitary landfill operation. The first is the area bounded, roughly, by the main line and switch of the railroad, and the power transmission line, at the southwest of the recommended Grovenor Meyer Road. This site would occupy a slight depression which makes the place topographically and economically suitable for the use proposed. It is advantageously located with relation to wind, which blows in a westerly direction. The lot is near the road (about 1,000 feet), and the Village (about one mile), and next to the Town garage, and the proposed Village garage at the adjacent industrial site. Negative factors for this location would be the chance of seepage, and the construction of about 1,000 feet of all-weather road.

Alternate two is a site on Kennedy Road about two miles northeast of the Town-Village line. This lot would be more isolated than the first location, but farther, too, from the main source of refuse, and from the Town and Village garages. The topography has a slope of about three percent.

From the planning point of view, the first alternative is more desirable; however, the final decision about location should be made only on the basis of engineering studies and recommendations.

THOROUGHFARE PLAN

**REGIONAL TRANSPORTATION SYSTEM
LOCAL TRANSPORTATION SYSTEM
PROPOSED ROUTE 7 RELOCATION**



III THOROUGHFARE PLAN - TOWN AND VILLAGE OF COBLESKILL

The Thoroughfare Plan consists of a series of proposals to organize a system of circulation capable of meeting traffic needs for the planning period. Existing and proposed state and federal highway programs were utilized in both the analysis and the Plan of the circulation system to the extent that they are known at present.

The main objectives of the Plan are:

- 1) To provide an efficient transportation system -- safe, fast, pleasant -- to satisfy the needs not only of the residents of Cobleskill, but the users of all road networks:

An efficient transportation system in the Town and Village of Cobleskill is vital to the future of the area as it furnishes the tie between the Town and Village, and the surrounding region.

- 2) To relieve the neighborhoods of unnecessary traffic:

The mixture of local and through traffic produces unnecessary congestion and inefficiencies in the movement of people and goods, and it is a negative factor in the development of a healthy community, being one of the factors in neighborhood deterioration.

- 3) To facilitate the circulation in, and improve access to the Central Business District for both people and motor vehicles.

Difficult access, lack of adequate parking facilities, and hazards to pedestrian circulation discourage customers coming to the Central Business District with consequent economic loss for this primary concentration of business development.

- 4) To provide for the free flow of traffic along Route 7 and to eliminate the congestion that such traffic causes in the streets of the Village of Cobleskill.

A - Regional Transportation System

Regional transportation facilities within a reasonable distance from Cobleskill include U.S. Route 20, the Thomas E. Dewey Thruway (Interstate 90) seven and 24 miles respectively, to the north of Cobleskill, and the entire regional transportation system of the Albany-Schenectady-Troy area, including the recently constructed Albany airport.

Regional transportation facilities passing through the Town and Village of Cobleskill consist of various highways leading from Cobleskill to other sections of eastern and central New York State, as well as railroad and bus service. An airplane landing strip is located close to the Town, at Duanesburg. There are no navigable waterways in the Town or Village.

Regional highways serving the Cobleskill area that carry traffic in and out of the Town and Village are New York State Routes 7, 145 and 10. Also Routes 30-A and 162 which are used mainly by heavy trucks from the Dewey Thruway to Cobleskill. These routes complete the regional highway system passing through the Cobleskill community, although U.S. 20 and the Dewey Thruway are close enough to be of service to Cobleskill residents and should be considered part of the total regional transportation system. The combination of all highways and roads form the basic circulatory system of the community.

Airport

The Plan does not contemplate the construction of an airport at Cobleskill and, since there is a landing strip at Duanesburg and the modern airport at Albany, it is proposed to use these air facilities. The landing strip at Duanesburg, about 20 miles east of Cobleskill, is big enough for twin-engine Beechcraft, and charter service is available; this facility could supply air transportation on a local scale. The airport at Albany, with regularly scheduled commercial service, provides air transportation to all major terminals in the northeastern United States. Access to Duanesburg is by Route 7, and then via Route 20 to Albany airport, some 40 miles from Cobleskill.

Railroad

Cobleskill is served by the Delaware and Hudson Railroad which is a northeast-southwest route. One freight train per day is operated each way between Albany and Binghamton, Monday through Saturday. Additional trains pass through the Village and if necessary stop, since Cobleskill is on the main line. Considering that these lines connect two major regional centers providing inter-regional freight, it is thought that this railroad will be in service for many years to come.

B - Local Transportation System

According to function served, traffic counts, and in some cases a combination of both these factors, the Thoroughfare Plan proposes the classification of local streets and other local thoroughfares into one of the following categories:

- 1) Arterial Roads
- 2) Primary Roads
- 3) Secondary Roads
- 4) Local Roads

1. Arterial Roads

The Town and Village of Cobleskill have not, at the present, a limited access highway or arterial category thoroughfare. New York State Route 7, when relocated, will be in the arterial classification, designed to move large volumes of traffic and having controlled points of access.

2. Primary Roads

The following are the roads serving the Town and Village of Cobleskill classified as primary roads. They should carry all major traffic in and out of the Town and serve as connectors to the major regional highway network. Since the routes classified here as primary roads are State of New York highways, they should fulfill New York State road specifications. They are:

- a. Present New York State Route 7 from the eastern proposed interchange all the way to the Village at west, until it meets Route 145 in downtown Cobleskill.
- b. All the present extension and proposed improvements of Route 145.
- c. The present extension up to Elm Street, and proposed improvements of Route 10.
- d. Proposed Improvements:
 - 1 - Route 145 in Lawyerville should be relocated to the east, bypassing the hamlet. This will eliminate the bad intersection right at the center of Lawyerville and the left turn for traffic going south to the Village, and will relieve the hamlet of unnecessary traffic.
 - 2 - The continuance of Route 145 to the south is proposed, along South Grand Street of the Village, to serve as a connector between the New York State Route 7 proposed bypass, and urban Cobleskill. This Route 145 will form the western boundary of the Central Business District. The proposed improvements will facilitate north-south transportation for Cobleskill and the connection between Route 7 and U.S. Route 20.
 - 3 - Route 10 should be connected to the proposed Route 7 bypass, by the interchange recommended outside the Town's southwest boundary. This will eliminate the present necessity for the eastbound through traffic on Route 10 to go to downtown Cobleskill in order to take Route 7.
 - 4 - Route 10 should be extended from the

west of Elm Street to West Main Street, parallel to the railroad. Elm Street, presently, is the only access from Route 10 to the Village, and because the school complex is only two blocks north of Elm Street, a traffic hazard for the students exists. The proposed improvements to Route 10 will reduce this problem.

3. Secondary Roads

The routes listed below are classified as secondary roads within the Town and Village of Cobleskill. They should have a paved surface with a minimum width of two 10 foot driving lanes, plus two paved eight foot parking lanes, where necessary. These secondary roads should serve to collect traffic from local roads and provide the link necessary to move traffic from local streets to primary roads. They are:

- a. Present New York State Route 7 from its intersection with N.Y.S. Route 145 at the south of Barnerville, to the Town's eastern boundary.
- b. County Roads:
 - Corner Road
 - Barnerville Road (from Barnerville to the northeastern Town limit)
 - County Road 4 (south of the Town, at Greenbush Road)
 - Mineral Springs Road
 - Acker Hollow Road (County Road 41, at the southeast of Cobleskill)

4. Local Roads

All other roads within Cobleskill are designated as being local in function and should be kept free of through traffic and uses generating large volumes of traffic. Their main function is to provide vehicular and pedestrian access to the properties abutting the right-of-way. Within the

Village they should have a paved surface with a minimum width of two 10 foot driving lanes, plus one eight foot paved parking lane where necessary. Within the Town the paved surface should have a minimum width of 24 feet.

5. Pedestrian Traffic

There are two major generators of pedestrian traffic concentrated at certain hours in Cobleskill: the New York State University at Cobleskill and the Ryder-Golding School complex. Since the latter is within the built-up area of the Village, there will be no major traffic hazard for the students after the relocation of Route 10 south of Elm Street. Pedestrian circulation between the State University and downtown Cobleskill should be encouraged by providing safer, and pleasant walkways along East Main Street from the University to the Central Business District.

C - Proposed Route 7 Relocation

1. Route 7 Bypass

Present plans for the general improvement of New York State Route 7 between Albany and Binghamton contemplate the relocation of this road from its present alignment through the business section on East Main Street of the Village of Cobleskill.

Three alternate locations were presented by the State of New York Department of Public Works⁽¹⁾ for a bypass at Cobleskill, which would be a much more desirable solution than reconstructing the highway in its present alignment through the center of the Village.

Alternate one, south of the Village and Cobleskill Creek, at the north, follows in straighter form the general alignment of Mineral Springs Road; alternative two proposes location between Mineral Springs Road and the Delaware and Hudson Railroad;

and alternative three proposes skirting the Village on the northern side. All three alternatives for the bypass start east of the Village at the same point on the proposed relocation of Route 7, which is approximately southwest of the present Town garage.

The New York State Department of Public Works suggests alternative one as the recommended relocation for Route 7, for technical and economic reasons. In general, the Plan adheres to the recommended relocation of the bypass south of the Village, but also proposes: 1) the construction of three interchanges on the bypass, and 2) a more southern alignment of the road in the section to the east of the Village, and more to the north at the west of the Village. It would have the same location as proposed for alternative one along the south side of the Village.

As proposed by the Plan, when relocated, Route 7 would parallel the existing road to a point on Route 145 south of its intersection with existing Route 7 at the east of the Village. From that point, relocated Route 7 would parallel present Route 7 about 3,000 feet to the south, until a point north of the hamlet of Mineral Springs, where it would have the same alignment as alternative one to a point west of Foster Barner Road, from which point it would continue straight until it meets present Route 7 just outside of the Town line at the west. Route 7 would then swing to the south.

(1) Report on 1961 Origin and Destination
Survey for Cobleskill, N. Y. - 1963.

The bypass proposed in the Plan, for all practical purposes, is the same as alternate one recommended the New York State Department of Public Works and would:

- 1) Have good alignment;
- 2) Provide the most direct line for through traffic on Route 7;
- 3) Offer adequate access for both the Town and Village; and
- 4) Would not interfere with any later relocation of Route 145.

In addition, the location proposed by the Plan has a more southern position than alternate one proposed by the New York State Department of Public Works, leaving a more usable space between the bypass and the present Route 7, than that left by alternate one.

Another advantage for local, regional and inter-regional traffic would be the convenient location of the proposed interchanges, since all of them would serve the local and regional needs of the Town and Village of Cobleskill, as well as the surrounding area.

2. Route 7 Interchanges

Another advantage for local, regional and inter-regional traffic would be the convenient location of the proposed interchanges, since all of them would serve both the local and regional needs of the Town and Village of Cobleskill, as well as the surrounding area.

Three interchanges are proposed in order to provide adequate connections to the bypass facility: one east of the Village on Route 145; a second at Foster Barner Road, immediately to the south of downtown Cobleskill; and the third at the west, at the triangle formed by the junction of Mineral Springs Road to Route 7 and the Town line.

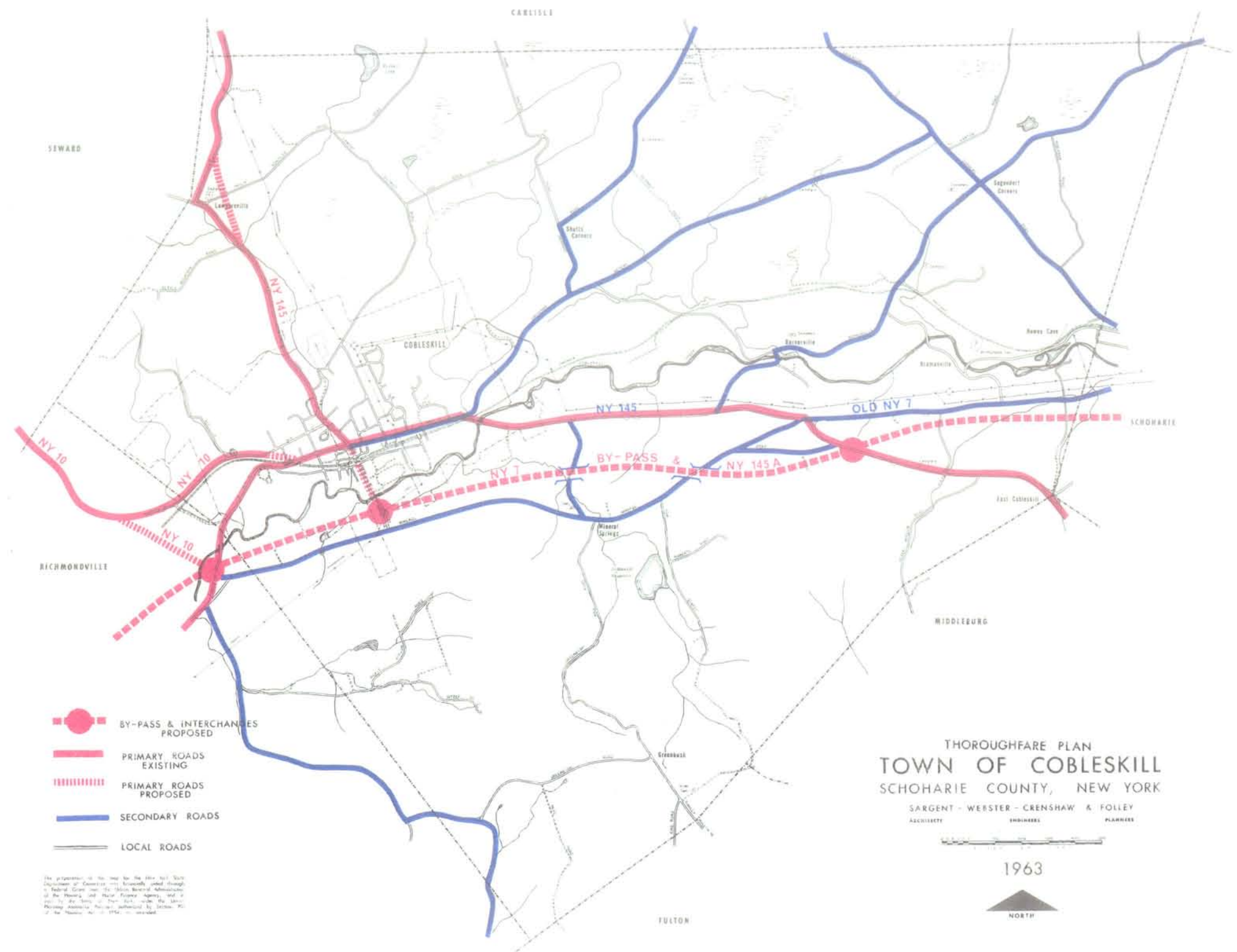
The interchange proposed to the south of urban Cobleskill would join the New York State Route 7 bypass to the proposed extension of New York State Route 145. It would provide a direct connection between downtown Cobleskill and the bypass, serving as a vital link between Cobleskill Village

and the surrounding region by furnishing a good tie with the best northeast-southwest road for Cobleskill (New York State Route 7 bypass). In addition, this interchange would furnish access (by means of the Route 145 extension) for traffic coming on the Route 7 bypass to the industrial area proposed south of the Village.

The interchange proposed at the west of Cobleskill, like the one at the south of the Village, would supply an adequate connection to inter-regional transportation facilities. In this case, these are at the north (U.S. 20 and the Thruway), and the connection is by way of New York State Route 10. With the proposed linkage from Route 10 to the interchange, downtown Cobleskill would be relieved of one of the sources of unnecessary through traffic, and hazardous traffic conditions at Elm Street, two blocks south of the school location, would be alleviated. One of the reasons that made this interchange necessary is the crossing of the proposed bypass with old Route 7.

The third interchange, at the east of the Town of Cobleskill, on Route 145, south of its junction with present Route 7, would amply serve the needs of that part of the Town. It has a central location in relation to a heavy traffic generator, the existing industrial area at Howes Caves (cement plant), and to the proposed industrial area at Grovenor Meyers Road at the eastern edge of the Village, both of which would be easily reached by the present Route 7, after leaving this interchange.

The proposed circulation network would carry all northeast-southwest inter-regional traffic; also, it would collect and distribute the north-south traffic of the adjacent region and would adequately relate the inter-regional traffic needs to those of the Town and Village of Cobleskill.



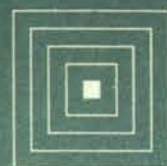
IMPLEMENTATION

IV - IMPLEMENTATION

There are two major ways to implement the Master Plan proposals contained in this report: the first is regulatory measures regarding the use of land within Cobleskill; and the second is related to the procedures and practices for the orderly development and redevelopment of Cobleskill, and the provision of major improvements according to recommendations contained in the Master Plan.

Regulatory measures concerning the use of land within Cobleskill, and the schedule for securing or constructing the major physical improvements are contained in three (3) separate volumes accompanying this report. They are the Zoning Ordinance, the Subdivision Regulation, and the Capital Improvement Program and Financial Analysis. Two alternates (with urban renewal, and without it) are included in the Capital Improvement Program for Cobleskill.

These devices concerning the procedure and methods for the effectuation of the Plan need the active cooperation of the Town and Village for the effective development of the area.



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