

PRE-NOMINATION STUDY

Kerhonkson Revitalization Opportunities

Towns of Rochester and Wawarsing,
Ulster County, New York

2019



 Kerhonkson
Revitalization Opportunities
Ulster County BOA

This document was prepared by Skeo Solutions for Ulster County with funds provided by the New York State Department of State Brownfield Opportunity Area grants program.

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1. PROJECT DESCRIPTION AND OVERVIEW

Ulster County is conducting a countywide revitalization planning process with funding from the New York State Department of State (NYSDOS) Brownfield Opportunity Area Grant program. The project identifies five study areas within communities across the county, evaluates study area conditions, and identifies barriers and potential opportunities for advancing revitalization efforts for these areas. Study area revitalization opportunity report identify underutilized sites and groups of underutilized sites with potential for revitalization to support community and economic development goals.

This report outlines findings for the Kerhonkson study area, which includes Hamlet of Kerhonkson along Route 209 in portions of Rochester and Wawarsing. The preliminary analysis and recommendations support the Town of Rochester, Town of Wawarsing, Ulster County, key stakeholders and partners in evaluating revitalization opportunities for underutilized areas in portions of both towns.

LEAD PROJECT SPONSORS

Ulster County is the lead project sponsor for the revitalization opportunities project and has been working with the Town of Rochester and Town of Wawarsing through a project steering committee. Convened by the County Planning Department, the steering committee includes representatives from Rochester and Ulster County offices of Planning, County Executive, along with the Department of Environment, Department of Budget, Planning Board. The recommendations outlined in this report are intended to support the Wawarsing, Rochester, and partners in local advancement of the revitalization opportunities.

STUDY AREA

The hamlet of Kerhonkson is one of the five focus areas selected for further analysis. The 475-acre area encompasses the historic hamlet of Kerhonkson, including the commercial areas along Route 209, and hamlet gateways in both Wawarsing and Rochester jurisdictions. A description of the area and list of related planning efforts are below.

REGIONAL CONTEXT

Kerhonkson is located in the Rondout Valley in south-central Ulster County. Approximately 30 miles south of Kingston, Kerhonkson lies along Rondout Creek in a narrow valley flanked by the Catskill Mountains to the west and Shawangunk Ridge to the east.

Historically, the Rondout Valley provided a transportation link between the Hudson and

KERHONKSON STUDY AREA

Size: 475 acres

Location: Hamlet of Kerhonkson along Route 209 and including areas north and south of the highway within the Towns of Rochester and Wawarsing

Related Initiatives

- Recent water and sewer district investments
- Catskill-Shawangunk Greenway Trail
- Arrowhead farm incubator
- Greenfield resorts development
- Wawarsing zoning update

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Delaware Rivers – served initially by the Delaware & Hudson Canal (D&H Canal) connecting the ports of Kingston and Port Jervis, New York, and later by the Ontario & Western Railroad (O&W Railroad), and U.S. highway Route 209. Th

Kerhonkson grew around small-scale industries and the Catskill region’s tourism and resort economy. With changes in transportation economies and many Catskill region resorts now closed, Rondout Valley communities are working together on regional economic development strategies that leverage their natural, scenic and historic resources. The Hamlet of Kerhonkson has a cluster of vacant and underutilized commercial properties along Route 209. These underutilized sites are an opportunity to pursue target revitalization using a regional approach building existing agriculture, tourism, and cultural heritage assets.

2. COMMUNITY PARTICIPATION

SUMMARY OF OUTREACH TO DATE

Representatives of Rochester and Wawarsing have participated in Steering Committee discussions held from November 2016 through March 2018. Initial outreach efforts in October 2016 through May 2017 focused on countywide conditions and led to the selection of five study areas across Ulster County, including areas in Saugerties, Kingston, Kerhonkson, Ellenville, and Wawarsing. Preliminary analysis and recommendations presented in this report are based on stakeholder recommendations and outcomes of recent steering committee study area working sessions held in September and November 2017, March 2018 and a community forum held in April of 2018.

KEY STAKEHOLDERS AND TECHNIQUES TO ENLIST PARTNERS

Revitalization opportunities for Kerhonkson will need support and guidance from key partners such as the local government, private sector and non-profit organizations listed below.

Rochester and Wawarsing

- Ulster County Economic Development Alliance
- Land Owners
- Rondout Valley Business Association
- Town residents
- Wawarsing Town Board
- Wawarsing Building and Highway Departments
- Wawarsing Environmental and Youth Commissions
- Joseph Resnick Airport
- Rochester Planning/Zoning, Code Enforcement, Recreation and Youth offices
- Open Space Institute
- New York State Department of Transportation
- Kerhonkson Fire Company
- Rondout Valley Central School District3. Preliminary Analysis of the Proposed BOA

COMMUNITY VISION

On April 18, 2018, the Town of Wawarsing, Town of Rochester and Ulster County held a community workshop at the Kerhonkson Fire Company. The purpose of the workshop was to share initial project findings and gather community goals and priorities related to the six revitalization opportunities: the commercial corridor along Route 209, historic main street, a light industrial area, flood-impacted residential Carlo Drive, and two gateways at the northeastern and southwestern ends of the study area. A draft community vision for the Hamlet of Kerhonkson is outlined below.

The Hamlet of Kerhonkson thrives as a defined commercial center with an active community of local businesses, a farmers' market and regional education hub. Leveraging its historic main street and canal infrastructure, its proximity to the Shawangunk Ridge and Catskill Mountains, the Hamlet grows as an outdoor recreation destination with opportunities and convenient access to field sport facilities, hiking trails, and the O&W rail trail.

This preliminary vision statement provides a starting point that communities can use to evaluate future land use and revitalization scenarios.

3. PRELIMINARY ANALYSIS OF THE STUDY AREA

STUDY AREA BOUNDARY AND JUSTIFICATION

The study area is defined by locally recognized hamlet gateways, hamlet zoning areas, Rondout Creek and clusters of underutilized sites located along and just off the Route 209 corridor. The study area encompasses a two-mile segment of Route 209 defined around the historic Hamlet of Kerhonkson. Boundary features include: an eastern gateway in Rochester, the Rochester Industrial district, Kerhonkson's historic main street, the Route 209 commercial corridor and the western gateway in Wawarsing.

DEMOGRAPHIC CHARACTERISTICS

The study area's demographic characteristics are highlighted below and detailed in Appendix A – Demographic Tables.

- **Population:** The Kerhonkson Study Area population is approximately 325 and includes portions of Block Group 1, Census Tract 9545 and Block Group 1, Census Tract 9550. The area and its two municipalities have slowly lost population over the last few decades, though population rates are generally consistent with Ulster County in general.
- **Age:** The area's population is slightly younger than that of its surrounding Towns and the County.
- **Race and Ethnicity:** The study area racial and ethnicity is 90% white. 10% of the area's residents are Hispanic.

- Median Home Value: Home values ranging from \$147,000 - \$166,000 was well below the Town of Rochester and Ulster County median values, though generally consistent with those in the Town of Wawarsing.
- Housing Units: The study area includes approximately 160 housing units. 17% of housing units are vacant.
- Poverty: Poverty levels for the two census tracts in the study area were 15% and 18% which are slightly higher than those in Ulster County as a whole.
- Unemployment: One of the study area census tracts had a 25% unemployment rate well above County (9.3%), Wawarsing (11.2%) and Rochester (13%) levels.
- Economic Distress: As part of a countywide review of Block Group-level data, the Kerhonkson area block groups it was met two out of the three criteria used to identify economic distress – lower median home values and higher rates of poverty.

EXISTING LAND USE AND ZONING

The study area encompasses commercial, residential, industrial, agricultural and open space areas. The majority of the properties in the area are within a Hamlet zoning district, which allows for a mix of small-scale commercial, residential and community service uses. Residential and industrial zoning districts are located north of Route 209. The current land-use types are mapped in Figure 2 and listed in the table below by acres and percent of the study area.

Land Use Type	Acres	% Study Area Total Acreage
<i>Commercial</i>	160	28%
<i>Residential</i>	95	17%
<i>Vacant Land</i>	127	22%
<i>Agriculture</i>	59	10%
<i>Industrial</i>	70	12%
<i>Community Services</i>	33	6%
<i>Wild, Forested, Conservation Lands & Public</i>	16	3%
<i>Public Services, Entertainment and Recreation</i>	15	3%
Study Area Total	*575	100%

**Study Area Total acreage estimate includes the entirety of several larger parcels that extend beyond the study area boundaries and make the calculated land use acreage larger than the 475-acre study area.*

Key Land Considerations

- Commercial areas account for most of the land including a two-mile corridor of properties along Route 209, the Hamlet's historic Main Street to the south of Rondout Creek, and a private 70-acre former resort property in the Town of Rochester.
- Residential areas are primarily single-family and two-family housing located north of Route 209 and along the highway corridor.

- Vacant land in the area is predominantly located in Wawarsing areas along the south side of Route 209 within Rondout Creek’s 100-year flood plan (see Natural Features for additional details); as well as interspersed with commercial/industrial areas north of the highway. In addition, Kerhonkson’s Main Street contains many vacant properties, which include areas that used to be part of a thriving commercial district with a passenger train depot, markets and accommodations. Little remains of Kerhonkson’s former commercial center, but it remains a historically and culturally important location and asset for both Rochester and Wawarsing.
- Agricultural land in both Wawarsing and Rochester jurisdictions include active crop land adjacent to Rondout Creek that are current and historic components of the hamlet’s economy. Active cropland areas are located between Route 209 and Rondout Creek. Several farms and agriculture product businesses are located south of Route 209 in the study area.
- There are few industrial uses in the study area. The Town of Rochester’s 67-acre sand mine, and several trucking, storage and stone processing manufacturing businesses are located north of Route 209 at the eastern end of the Hamlet.
- Community services include recreation and parkland in each jurisdiction, as well as a regional school complex on Academy Street.

Revitalization Opportunities

- Kerhonkson has grown up along the Rondout Creek and Route 209 corridor. Roadside businesses and residential properties are spread out along a several-mile stretch of Route 209, forming sparse development pattern with many inactive or underutilized commercial properties. Distinguishing cohesive nodes or activity centers along the Route 209 corridor would help to unify development patterns in the area.
- Kerhonkson’s current commercial center is located at the intersection of Route 209 and 42nd Street. The community’s historic commercial hub along Main Street, was centered around a former train depot and tourism businesses. Kerhonkson’s gateways include recreational assets (northeast) and a regional highway intersection (southwest). Together, these distinct areas offer a range of opportunities for revitalization that could help to define centers of activity throughout the hamlet.

LAND OWNERSHIP

Most of the land in the study area is privately owned, with several parks, regional school complex and essential services making up the public land in the area.

Land Use Type	Acres	% Study Area Total Acreage
Private	485	85%
Public	90	15%
School District		
Town Parks		
Fire Department		
Vacant rail corridor		

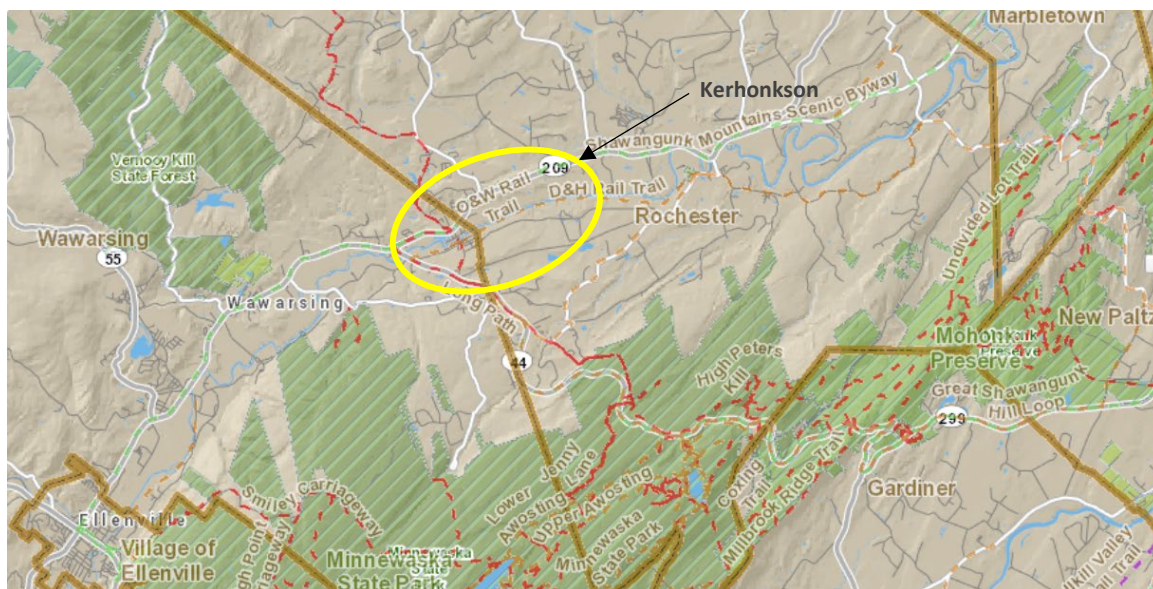
Key Ownership Considerations:

- The Town of Rochester's sand mine accounts for most of the public land and is located in close proximity to the Town's Pine Bush Ballfields park. Depending on the long-term need for the continued use of the sand mine for aggregate extraction, this area could offer a valuable public open space land for recreation or other public benefits.
- Rondout Valley Central School complex straddles the town boundary. Historically the school defined the hamlet and today it unifies the two rural towns as a regional district. The property is located near residential areas but relatively isolated from other public property and commercial areas. There is an opportunity to focus efforts around increasing connections between schools, parks and a clearly defined commercial area at the center of the hamlet.
- The Kerhonkson Fire Company, Town of Wawarsing parkland, Ulster County and Town of Rochester owned former rail corridor property to the south of Rondout Creek form a potential cluster of public properties. The O&W rail-trail extends north from Kerhonkson's Main street and represents a key recreation and tourism opportunity for the hamlet.

NATURAL RESOURCES

The natural resource within and around Kerhonkson are important to consider in the future growth and revitalization of the area. Key resource considerations include the hamlet's proximity to protected open space areas, Rondout Creek and its tributaries. See Figure 6 for reference.

Forestlands, Wildlands and Open Space Areas: Ulster County encompasses outstanding open space assets including state parkland, state preserves, and forest wilderness areas. The ecological and open space values The Rondout Valley lies in between the Catskill Mountains to the west and Shawangunk and Mohonk Ridges to the east. The map below shows the areas relative



Open space resources in the Rondout Valley region (excerpt from Town of Rochester Open Space)

Key Open Space Resource Considerations:

- Proximity to Protected Open Space Resources – Nearby State parks, forest lands and preserves - Sundown Wild Forest, Vernoy Hill State Forest, Witches Hole State Park, Minnewaska State Park Preserve and Mohonk Preserve are all within five miles of the study area and accessible via Routes 209 and 44, and Sampsonville Road.
- Proximity to High-Value Habitat Cores -- Ulster County's 2009 open space plan and its 2015 Green Infrastructure Plan classify and rank the value of forestland habitats across the county. The protected open space assets north and south of the study area also provide the highest value habitats for forest wildlife and plant species.

Surface Water, Flood Plains and Wetlands:

Rondout Creek, the primary surface water resource in the study area, is part of the Rondout-Walkkill watershed, a major tributary of the Hudson River estuary. The creek flows from west to northeast through the study area with its headwaters in the Catskill Mountains and the Rondout Reservoir, which is part of New York City's drinking water supply.

Rondout Creek, its floodway and flood zones, along with those of three tributary streams, cover more than 50% of the study area, as shown in Figure 6. Wetlands including areas classified as riverine, emergent and forest wetlands are also located within the 100-year flood zone.

Recent major storm events caused significant flood impacts to areas within the study area. Floodwaters from Hurricane Irene and Tropical Storm Lee scoured stream banks, eroded infrastructure, damaged bridges and forced closures of Route 209. Potential flood resilience solutions to these flood impacts were evaluated in a 2014 Community Reconstruction Plan for Ulster County. The plan, sponsored by the NYS Governor's Office, addressed areas in Rochester and Wawarsing. Key findings from the effort are summarized in the reconstruction considerations below.

Key Surface Water and Flood Risk Considerations:

- Water Quality -- This segment of Rondout Creek is a Class B surface water resource and designated for swimming, boating, fishing and fish propagation.¹
- Flood Zone Limitations -- Rondout Creek's 100-year flood zone and present future development constraints throughout most areas south of Route 209 in both Rochester and Wawarsing and in some areas north of the Route 209 corridor. Existing commercial and residential uses are located within the 100-year flood zone, and certain related structures experience more frequent flood impacts than others.
- Flood Impacts -- North of Route 209, three tributaries converge along a ¼-mile stretch of the highway between the junction of US Route 44 and Academy Street. Frequent flooding in this area has impacted homes in the Carlo Drive area and nearby businesses creating a patchwork of vacant and intermittently occupied structures.

¹ NYSDEC. 2002. *Rondout Creek Watershed Water Quality Assessment*: <https://www.clearwater.org/wp-content/uploads/2009/09/Section-4.1-Water-Quality1.pdf>

- Main Street -- Kerhonkson's historic Main Street lies within the 100-Year floodplain on the south side of Rondout Creek and includes the Kerhonkson fire station, vacant properties and several homes and businesses.
- Future development and revitalization considerations -- Consider mitigation strategies for current uses in the 100-year floodplain, and direct new development outside flood zones.
- Community Reconstruction Considerations – Flood impacts from recent major storms caused impacts to bridges, roadways and facilities in both Rochester and Wawarsing. The NY Rising Community Reconstruction Plan for Ulster County communities recommends several specific strategies relevant to the study area: 1) Replace Route 209 bridge in Accord (Rochester) with a higher elevation bridge structure over Rondout Creek (project under construction outside the study area); 2) Identify and adapt an existing community facility in Rochester or Wawarsing as a designated flood emergency shelter; 3) For Route 209, identify and designate alternate emergency route through Kerhonkson that would ensure emergency vehicle access and evacuation during flood events in the Rondout Valley.

TRANSPORTATION AND INFRASTRUCTURE

The Rondout Valley towns and hamlets between Kingston to Ellenville have grown up around its physical geography and transportation infrastructure. Historically, the Rondout Valley provided a transportation link between the Hudson River and Delaware River valleys – served initially by the Delaware & Hudson Canal (D&H Canal) connecting the ports of Kingston and Port Jervis, New York, and later by the Ontario & Western Railroad (O&W Railroad) and U.S. highway Route 209. Today highways, trails and waterways are the primary infrastructure corridors through the study area. However, this transportation heritage remains an important consideration for the future of both Wawarsing and Rochester communities.

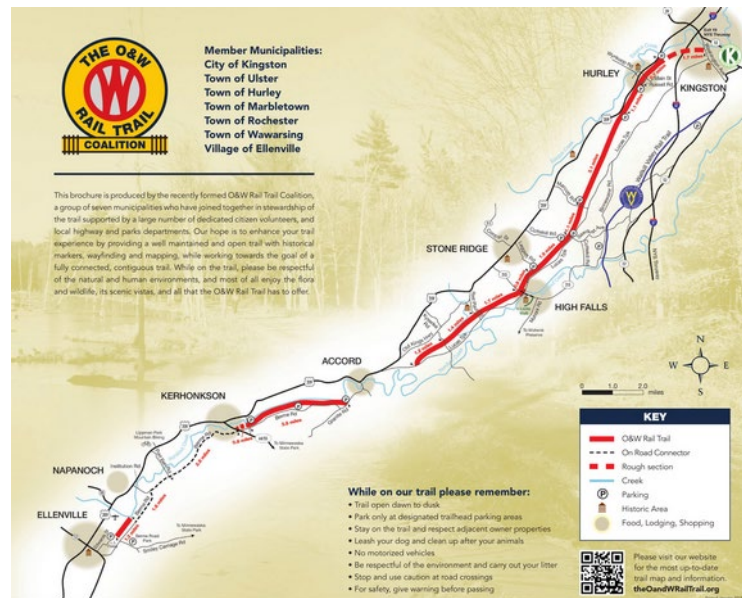
Highways: The major transportation routes through the study area include US highways - Route 209, Route 44/County Route 55 – and local roads.

- Route 209: Is a US highway that links the New York communities of Kingston/Ulster in the Hudson Valley and Port Jervis in Orange County along the Delaware River. It is the main north-south transportation corridor through central Ulster County. Route 209 through the study area is part of the Shawangunk Mountains Scenic Byway. This designation is a valuable tourism asset for the corridor and the Rondout Valley towns.
- Route 44/County Route 55: The Catskills and Shawangunk Ridge flank the Rondout Valley and constrain east-west transportation routes. Route 44 and County Route 55 branch off Route 209 eastward from the Wawarsing side of the study area, climbing over the Shawangunk Ridge, through Minneswaska State Park Preserve and Mohonk Mountain Preserve, and connecting with I-87 in New Paltz.

Trails

O&W Rail Trail

The Town of Rochester O&W Rail Trail is a multi-use 3.5-mile cinder trail along Rondout Creek between the hamlets of Accord and Kerhonkson. It is open for non-motorized uses, including walking, running, bicycling, horseback riding, cross-country skiing and snowshoeing. The main access point for the trail is located near Town Hall on Granite Road in Accord (outside the study area). However, a trailhead and small parking area on Main Street in Kerhonkson provides access to the southern end of the trail.



The Rochester O&W trail is part of a planned regional trail that will eventually connect Kingston and Ellenville. Segments of the trail are under development in several communities. Further north, a completed 12-mile segment connects Marbletown and Hurley.

Long Path: The Long Path is a long-distance hiking trail extending from New York City to John Boyd Thatcher State Park near Albany. The 350-mile Long Path weaves through many New York state parks, preserves and forestlands. A portion of the Long Path utilizes local roads connecting Minnewaska State Park preserve and the Catskill Mountains through the Wawarsing portion of the study area – following Old Minnewaska Trail, portions of Route 44 and Clay Hill Road. As the Long Path crosses through the Study Area, hikers and related tourism traffic are drawn through the area. Kerhonkson’s retail businesses may be able to take advantage of this opportunity by offering backpacking supplies, overnight accommodations and related services.

Utilities – Municipal Water and Sewer

The study area is served by municipal water and sewer infrastructure. The Town of Wawarsing operates the Kerhonkson Water and Sewer District which serves the Wawarsing portions of the study area and most of the Rochester section of the area.

Water: The existing Kerhonkson water distribution network and sewage collection system provide service throughout the focus area. Significant improvements have recently been made to the water distribution system where virtually all principal water mains have been replaced. Similarly, improvements are being made to the sewage collection system through a relining program to repair mains and reduce inflow and infiltration. Two new 270,000-gallon storage tanks have been added to the water system on opposite ends of the Hamlet to provide enough pressure and storage for the entire community. Accordingly, the improved water system infrastructure can support future development. The yield from the existing well supplies, however, provide only limited excess capacity.

Wastewater: A new activated sludge treatment facility located on Berme Road has the capacity to treat 450,000 GPD. The existing SPDES permit for the sewage district, however, limits the discharge from the plant to just 135,000 GPD. Although the plant has the capacity to support additional development and can accommodate a significant increase in flow modifications to the SPDES permit through the NYS Department of Environmental Conservation would be required to increase the effluent discharge to the Rondout Creek. Further, depending upon the location of any proposed re-development the capacity of existing pump stations would have to be reviewed to determine if they have enough capacity to handle increases in flow.

Key Transportation and Infrastructure Considerations:

Trails – The O&W rail trail provides a valuable connection between Rochester’s Rondout Valley hamlets and plans are in place to extend the trail south through Wawarsing to the Village of Ellenville. There are opportunities to promote the long-distance hiking trail known as the Long Path through the area as well.

Road Infrastructure – Major storms in the past decade have caused flooding impacts forcing the closure of Route 209 in Kerhonkson. A new bridge has been constructed further north in Accord, and previous studies recommend evaluation of flood-resilient alternate emergency routes through the Study Area.

Transportation Heritage – The Rondout Valley’s historic transportation routes - the D&H Canal and O&W railroad - combined with Route 209’s scenic byway designation are key tourism assets for the region. Museums in Ellenville and Wawarsing are dedicated to the history of these two transportation routes. Kerhonkson’s historic Main Street area offers a connection between the O&W rail trail and the Long Path corridors.

Utilities – Recent extensions of the Wawarsing water and sewer districts now serve areas of Kerhonkson in both Wawarsing and Rochester jurisdictions. Areas with infrastructure already in place can better support redevelopment without further public investment.

MARKET AND ECONOMIC CONSIDERATIONS

In addition to the physical assets, and regional transportation networks described in the previous sections, Kerhonkson businesses operate in manufacturing, retail, hospitality, education and financial/professional services. There are many vacant commercial storefronts along Route 209, and Kerhonkson’s businesses and community leaders have begun discussing the need for business association focused on supporting active enterprises within the hamlet of Kerhonkson. A list of business identified through economic and business research was developed for screening purposes and may not include all active businesses, is included below.

BUSINESSES & EMPLOYERS IN THE KERHONKSON STUDY AREA		
Name	Street Address	Industry
Barra & Trumbore Stone Fabricators	40 Old Mine Road	Manufacturing
Bob Gaydos Auto Body	6212 U.S. Route 209	Other Services
Bottini Fuel	5 Webster Avenue	Retail
Cancelliere's Pizzeria	U.S. Route 209	Hospitality
Catskill Pharmacy	6387-6401 U.S. Route 209	Retail

BUSINESSES & EMPLOYERS IN THE KERHONKSON STUDY AREA

Name	Street Address	Industry
Dollar General	6280 U.S. Route 209	Retail
FreightWorks	118 Hilltop Terrace	Other Services
Humiston Funeral Home	30 42nd Street	Other Services
Kerhonkson Diner	6315 U.S. Route 209	Hospitality
Kerhonkson Elementary School (Rondout Valley Central School District)	30 Academy Street	Education
Kerhonkson Wine & Liquor	12 Spruce Street	Retail
Key Bank	3 Bank Road	Finance/Insurance
Self Reliance (NY) Federal Credit Union	6329 U.S. Route 209	Finance/Insurance
Stewart's Shop	6331 U.S. Route 209	Retail
Sunoco Gas Station	6337 U.S. Route 209	Retail
Yang's Kitchen	6314 U.S. Route 209	Hospitality

UNDERUTILIZED SITES

The study area encompasses approximately 17 underutilized sites, as listed the table below and in the corresponding map in Figure 4. Sites were identified based on a county-wide screening and include vacant properties in commercial/industrial areas, several areas identified as inactive uses or for-sale- properties and tax-delinquent property eligible for tax deed sale as of October 2016.

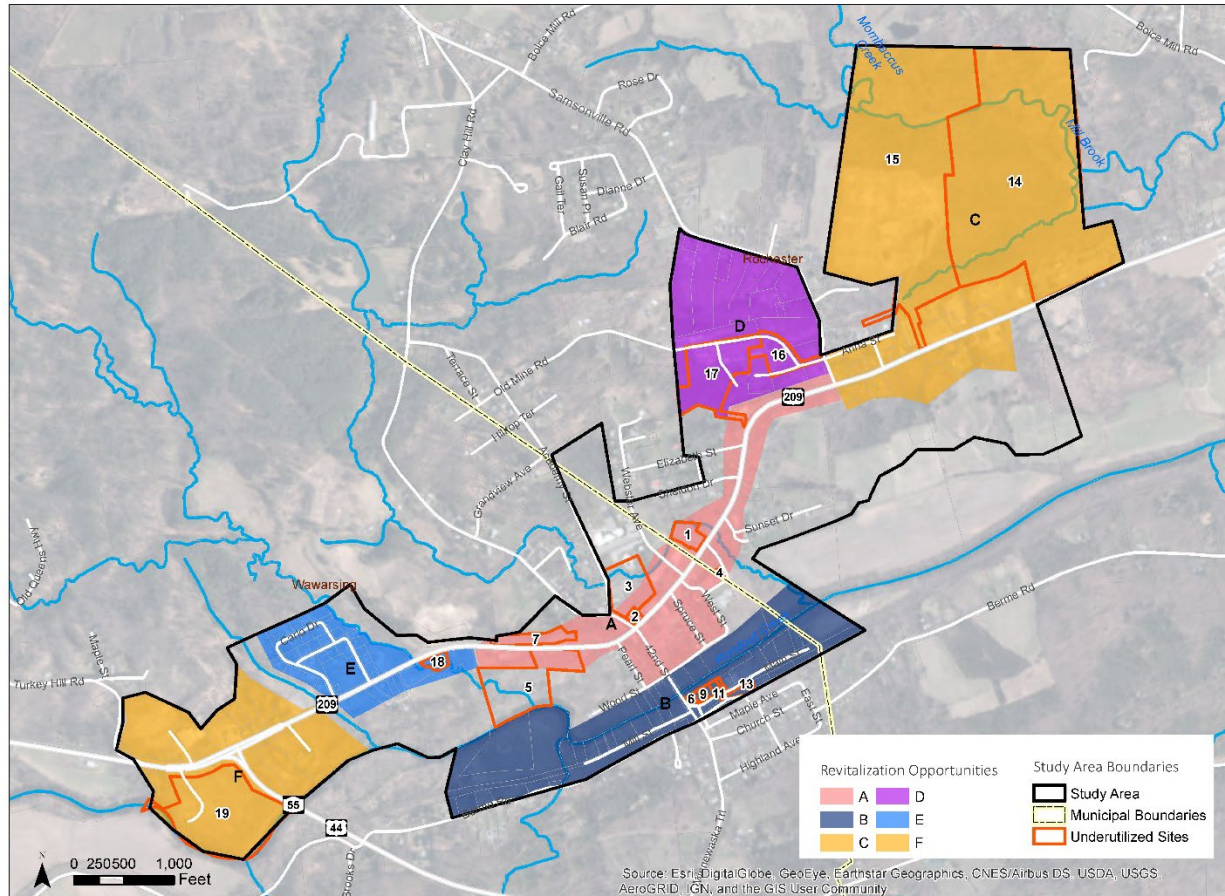
Map ID	Acreage	Address	Owner	Public Land	Vacant
1	1.5	Route 209	Waruch, Claudia		Y
2	0.4	Clayhill	Kwon Property Corp		
3	4.4	Academy	Kwon Property Corp		Y
4	0.1	Sunset Dr	Key Bank		Y
5	9.2	Rt 209	Kwon Property Corp.		Y
6	0.2	Main	County of Ulster		Y
7	2.1	Rt 209	Bradford, Wayne		Y
9	0.2	Main	Rocha, Phyllis		Y
10	0.2	Main	Sky Island Inc		Y
11	0.3	Main	Sky Island Inc		Y
12	0.1	Main	County of Ulster	Y	
13	0.5	Main	Faso, Giacomina		Y
14	70.2	Route 209	Dutka, Wolodymyr		
15	67.5	Route 209	Town Of Rochester	Y	
16	3.2	Old Mine	Gilles Eric J		
17	9.2	Old Mine	Humphrey Enterprises, Inc		
18	0.8	Rt 209	Stein, Sheldon		
19	18.8	Rt 209	Wawarsing Estates LLC		

Key Underutilized Property Considerations:

- Underutilized properties, primarily vacant land and inactive or commercial properties for sale account 175 acres, more 30% of the study area's acreage.
- Clusters of underutilized properties and revitalization considerations identified based on the preliminary analysis of the study area presented in previous sections and stakeholder input highlighted in Figure 7 and discussed in detail in Section 4 and Appendix B – Descriptive Profiles.

4. SUMMARY OF PRELIMINARY ANALYSIS AND RECOMMENDATIONS

Clusters of underutilized properties in Kerhonkson are identified and grouped into sub-areas as potential revitalization opportunity zones (listed to the right). Draft findings indicate these targeted areas would benefit from coordination among municipalities, partnerships between land and business owners, and support from New York State and local government agencies.



Revitalization Opportunities Map

Midtown Study Area Revitalization Opportunities			
Revitalization Opportunity Zone	Zone Size	Underutilized Sites	
		Underutilized Acres	Number of Sites
A. Commercial Corridor (Route 209)	57 acres	17.6	6
B. Historic Main Street	62 acres	1.7	3
C. Rochester Gateway	171 acres	137.7	2
D. Light Industrial Zone	49 acres	12.3	2
E. Residential Flood Impacts	27 acres	0.7	1
F. Wawarsing Gateway	59 acres	17.6	1

REVITALIZATION OPPORTUNITIES

The following section outlines the six key revitalization opportunities for the Kerhonkson Study Area, and summarizes workshop outcomes, community goals, priorities and key recommendations.

Zone A. Commercial Corridor (Route 209 and 42nd Street)

A cluster of underutilized parcels extends through the Hamlet along Route 209. The area is zoned primarily for a mix of commercial. Many small commercial buildings are no longer in active use, vacant or abandoned.

Related Community Input:

- Community members value the Hamlet of Kerhonkson as an opportunity for a defined local business node and suggested focusing efforts on improving underutilized sites and attracting traffic to the 42nd Street and Main Street commercial areas.
- Creating a business district, hosting pop-up events like farmers markets, art exhibits and festivals are identified as opportunities to increase visibility.
- Designate a commercial activity zone with incentives to promote property rehabilitation and revitalization around 42nd and Route 209.
- Repairing or demolishing flood damaged commercial buildings on Route 209 is a key priority for local stakeholders. There's an opportunity to coordinate code enforcement activities between Rochester and Wawarsing jurisdictions to remove blighted structures from the corridor.

Zone B. Historic Main Street

This small cluster of buildings along the hamlet's historic Main Street and also lies within the 100 – year flood plain. Key features include the Kerhonkson fire station, underutilized apartment buildings, auto repair and salvage businesses, and parking and access point for O&W greenway trail.

Related Community Input:

- The O&W rail trail connection is a community asset and increasing its visibility is an opportunity to bring visitors through the hamlet. Many visitors passing over Shawangunk Ridge bypass the center of Kerhonkson.
- The historic center used to house a train depot, shops and stores and community members are interested in preserving this history. Community members see the potential for a combination of community heritage exhibits and O&W rail trail-related recreation services, such as bike rentals.
- Redevelopment of vacant properties is a local priority, but many recognize flood zone constraints and want to know what is possible along Main Street and what type of flood mitigation would be needed to allow development.

Zones C and F. Rochester and Wawarsing Gateways

At the northeastern edge of the study area, Zone C is a former resort with a cluster of vacant bungalow structures, Pine Blush Ball Park that marks the gateway to Kerhonkson and offers potential to help enhance the aesthetics of the corridor and may have potential for reuse focused on small scale tourism.

The former resort property combined with the Town of Rochester former sand mine form over 100 acres of contiguous open space.

At the southwestern end of the area, the intersection of Route 209 and Route 44 marks the Wawarsing gateway. This gateway includes one vacant parcel south of Route 209 with areas outside the 100-year flood plain that may be an opportunity to capitalize on the strategic highway junction.

Related Community Input:

- Western Gateway (Zone F) - Community members prioritized the southwestern gateway at the intersection of Route 209 and 44/55 for improvements and signage to increase visibility and attract travelers through the heart of Kerhonkson. Specific improvements for this location included plantings, informative entrance signage to hamlet attractions like restaurants and the O&W trailhead; and developing high visibility recreational facilities at underutilized sites in this area.
- Eastern Gateway (Zone C) - The Town of Rochester has plans to develop a solar farm at the former municipal sand mine north of 209 at the eastern gateway to the study area. Community members would like to see trails and publicly accessible forest areas or recreational amenities throughout portions of the property not used for solar. Participants also see the potential for reuse of the vacant bungalow colony resort structures and property for tourism, recreation or accommodations.

Zone D. Light Industrial Zone

North of Route 209, along Old Mine Road, industrial-zoned areas offer available space with room for expansion. Coordination with business owners and property owners to determine interest and market potential for commercial/light industrial expansion may be warranted.

Related Community Input:

- Property owners in the industrially zoned areas have identified access, zoning setbacks and lot configurations as barriers to expansion of existing trucking, storage and fabrication operations. Illegal access and dumping in this area has blighted the entrance to several properties.
- Town of Rochester and property owners see opportunities to consider public road improvements along private, unimproved sections of Old Mine Road that would improve access and reduce illicit dumping.

Zone E. Residential Flood Impacts

A cluster of residential properties along Carlo Drive at have experienced significant flood impacts and many residents have relocated from their homes.

Related Community Input:

- Flooding in the area has significantly impacted some residential structures and several are vacant. However, there are residents that intend to remain in their homes.
- Some participants suggested the need to limit the development of new structures at condemned properties without flood protection, and other suggested a coordinated plan to improve or demolish vacant unoccupied and abandoned homes.

NEXT STEPS

The Towns of Rochester and Wawarsing, along with Ulster County and partners have identified a range of opportunities for revitalization of the inter-municipal hamlet. The recommended next steps for advancing revitalization opportunities in the study area include the actions outlined below.

- 1) NYSDOS Program Application(s):** The Towns of Rochester and Wawarsing, together or in concert, apply to NYSDOS Office of Planning and Community Infrastructure grant programs. These programs could include the Brownfield Opportunity Area grants program, or Local Waterfront Revitalization Plan program. Municipal officials and leaders will need to determine whether to apply jointly for the entire Kerhonkson Study Area, or to pursue targeted revitalization in separate areas. Under NYSDOS BOA program, community input suggests prioritizing Areas A, B and C for targeted planning studies that include evaluating future land-use scenarios, developing market analysis to test feasibility and prioritizing catalyst properties. Consider a separate application to the NYSDOS Local Waterfront Revitalization Program with a focus on flood resiliency planning across the entire Study Area.
- 2) Agency Program Coordination with NYSDOS:** Discussions among municipal officials, staff and NYSDOS program staff will likely be needed for the study area. The purpose of coordination discussions is to determine program eligibility, application timelines and funding availability may be an advantageous immediate step. Once municipal officials determine the approach they'd like to take, consultations with NYSDOS program staff will be needed to evaluate timing, availability of grant funding and eligibility.

KERHONKSON STUDY AREA

Size: 575 acres

Location: Hamlet of Kerhonkson along Route 209 and including areas north and south of the highway within the Towns of Rochester and Wawarsing

For More Information, please contact:

Michael Baden, Supervisor, Town of Rochester
mbaden@townofrochester.ny.gov

Terry Houck, Supervisor, Town of Wawarsing
wawsupervisor@hvc.rr.com

FIGURES

Figure 1. Kerhonkson Study Area

Figure 2. Land Use

Figure 3. Zoning

Figure 4. Underutilized Sites

Figure 5. Property Ownership

Figure 6. Natural Resources

Figure 7. Study Area Revitalization Opportunities

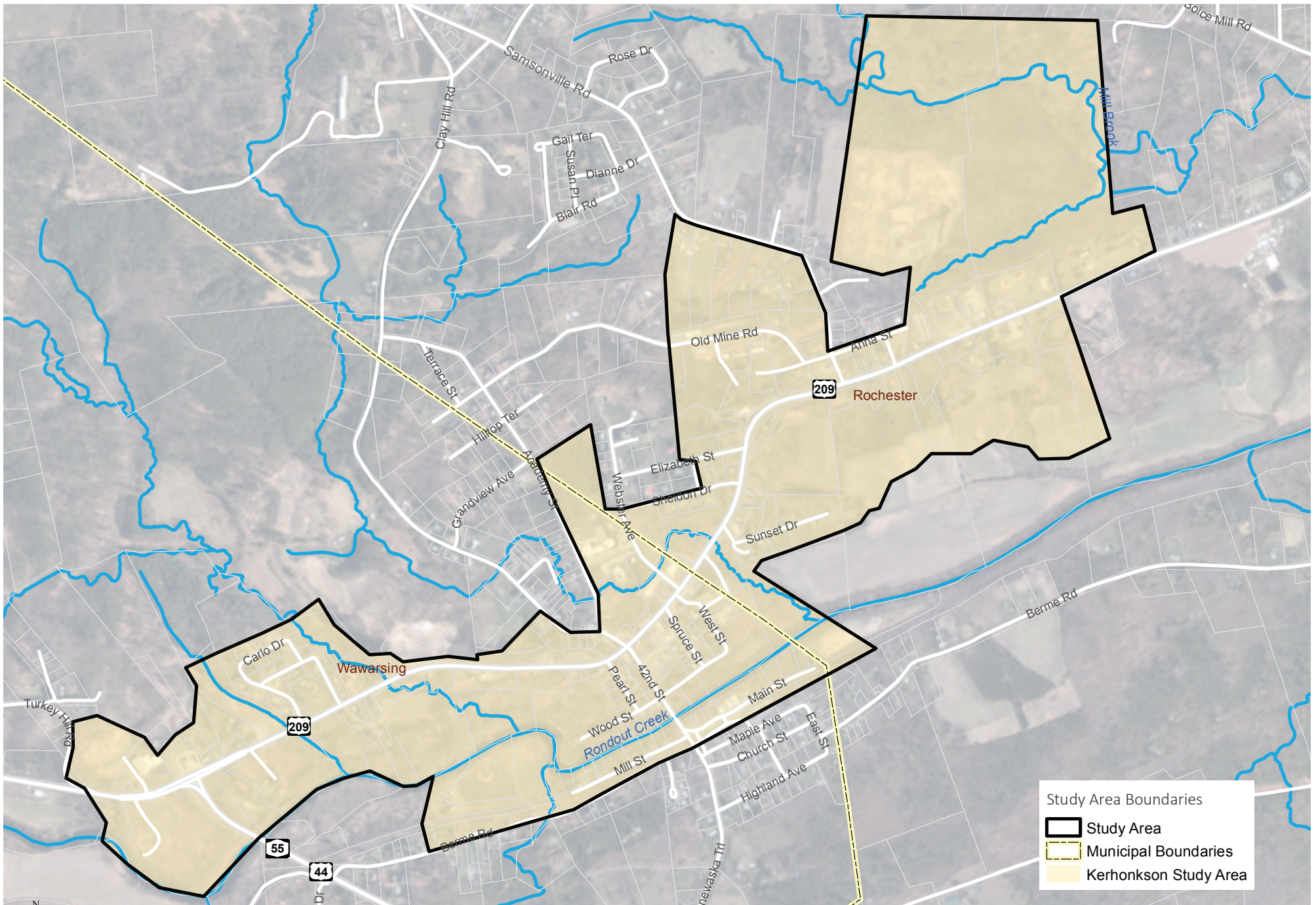


Figure 1. Kerhonkson Study Area

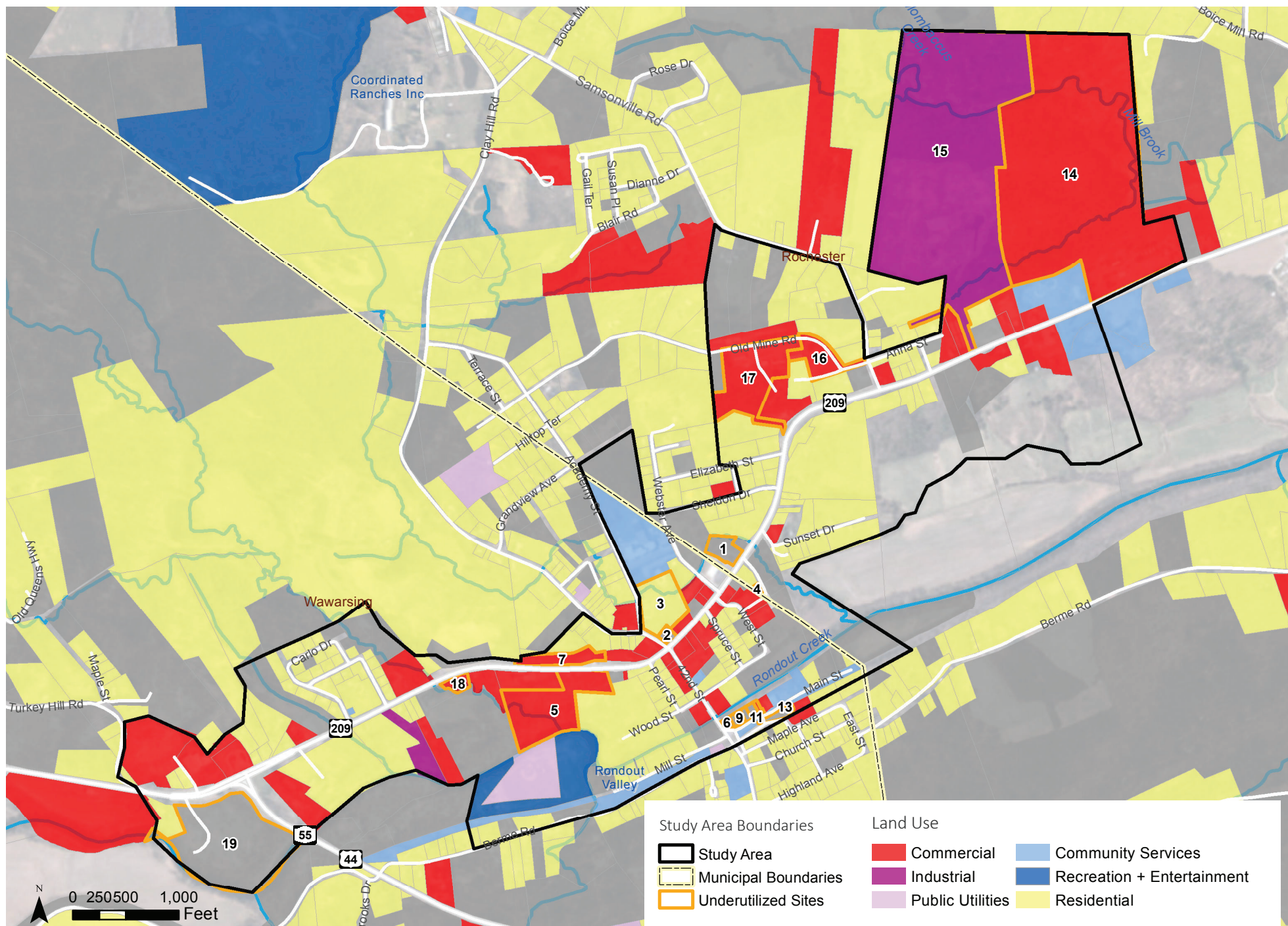


Figure 2. Land Use

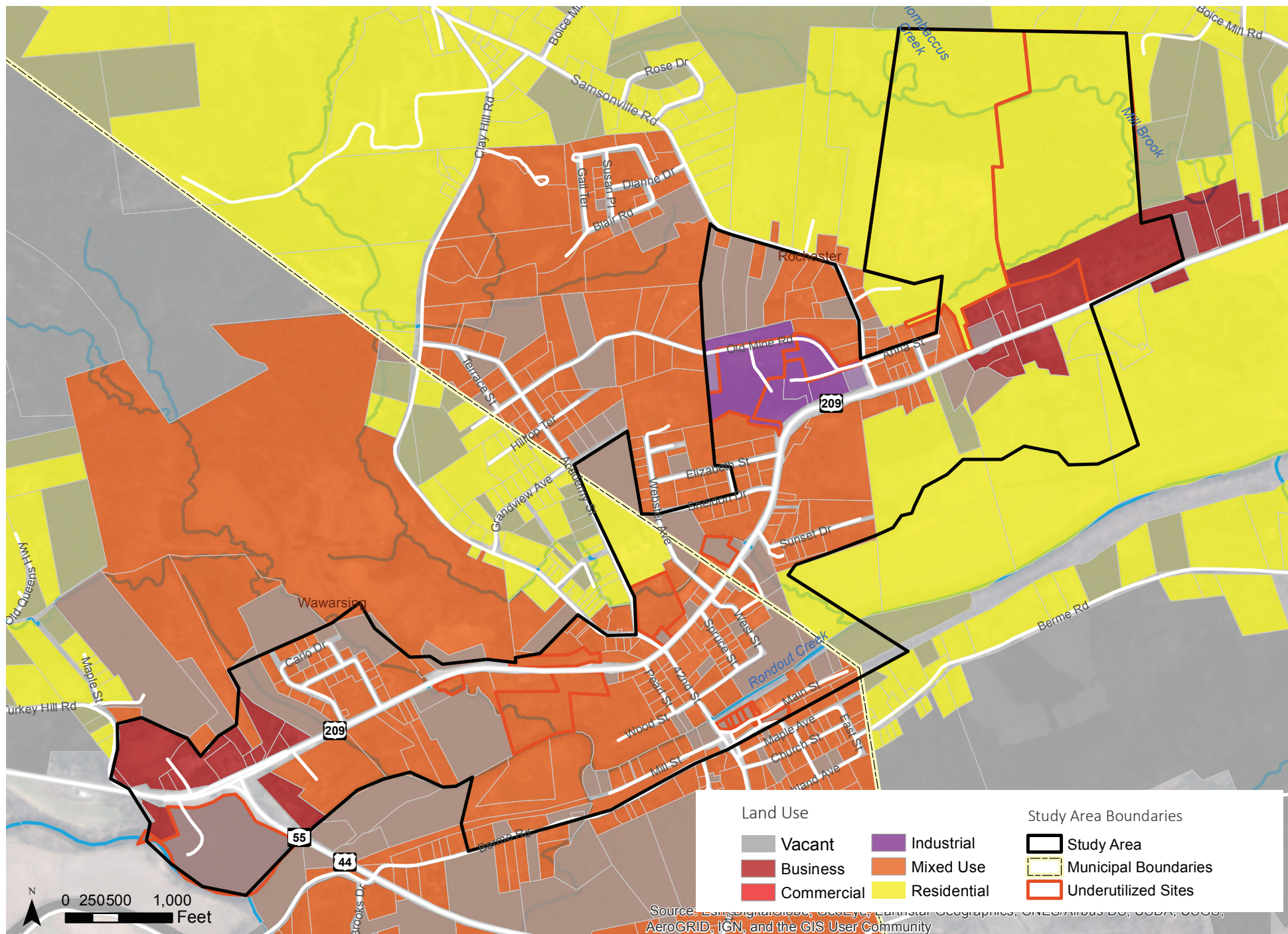


Figure 3. Zoning

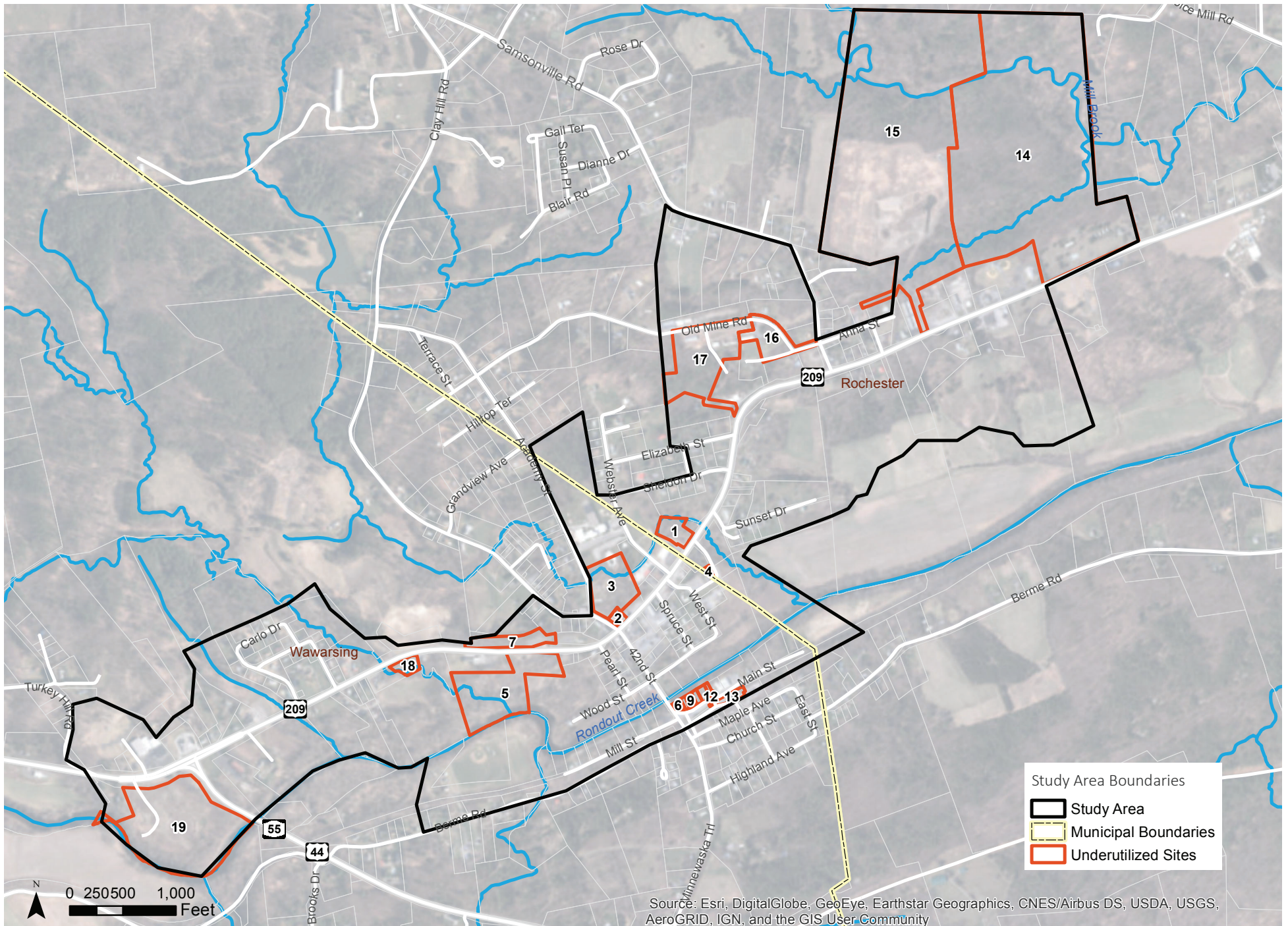


Figure 4. Underutilized Sites

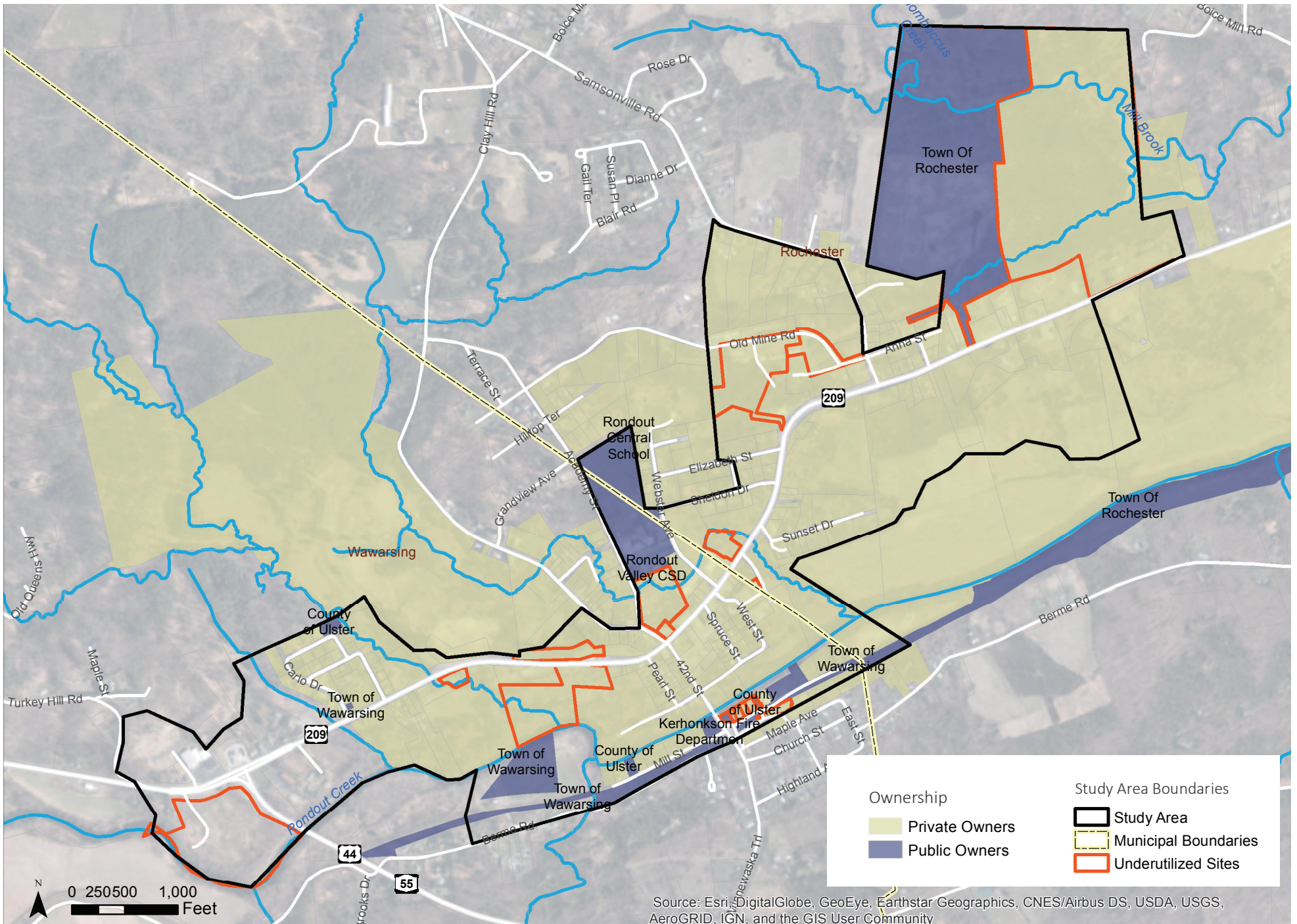


Figure 5. Land Ownership

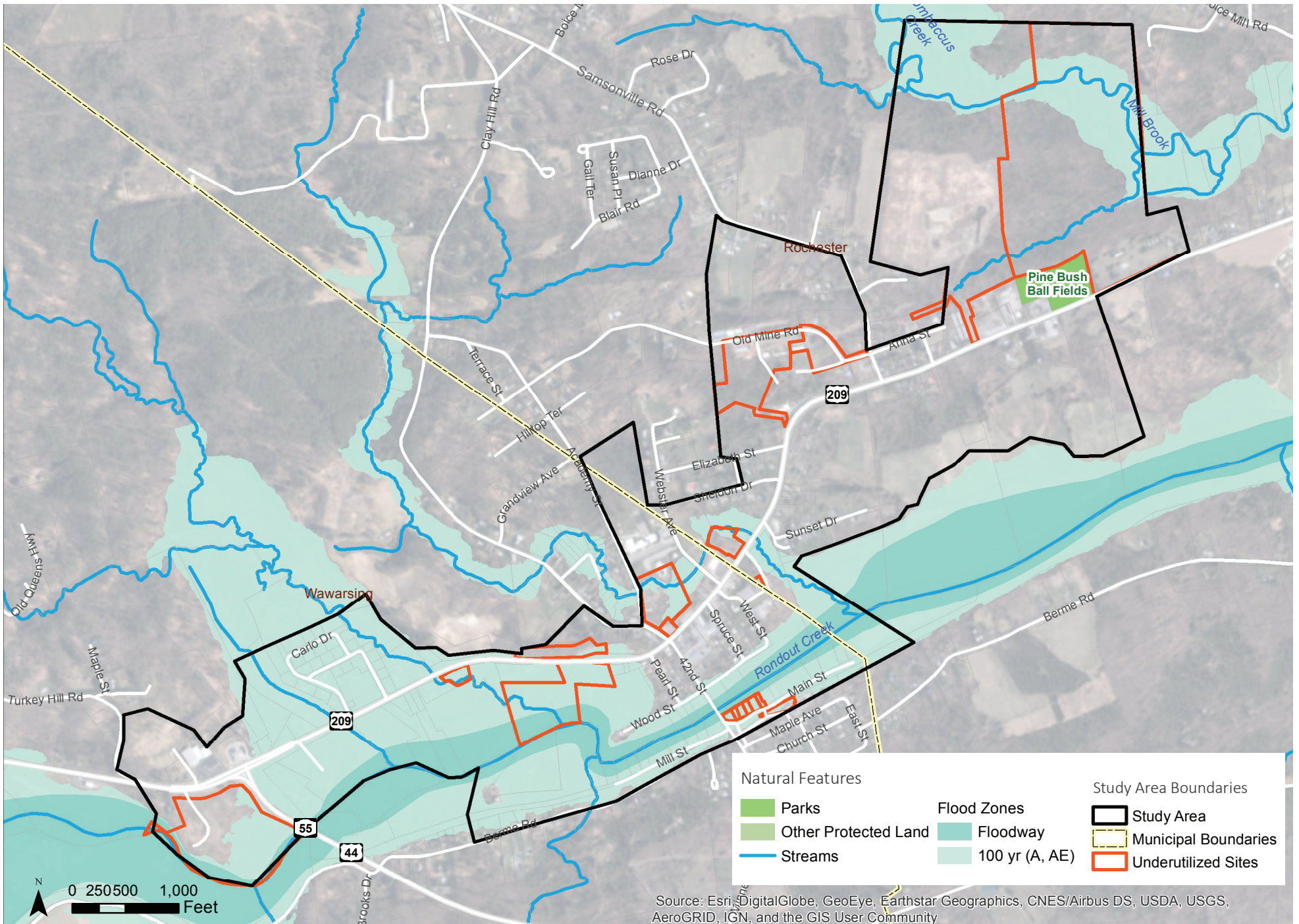


Figure 6. Natural Features

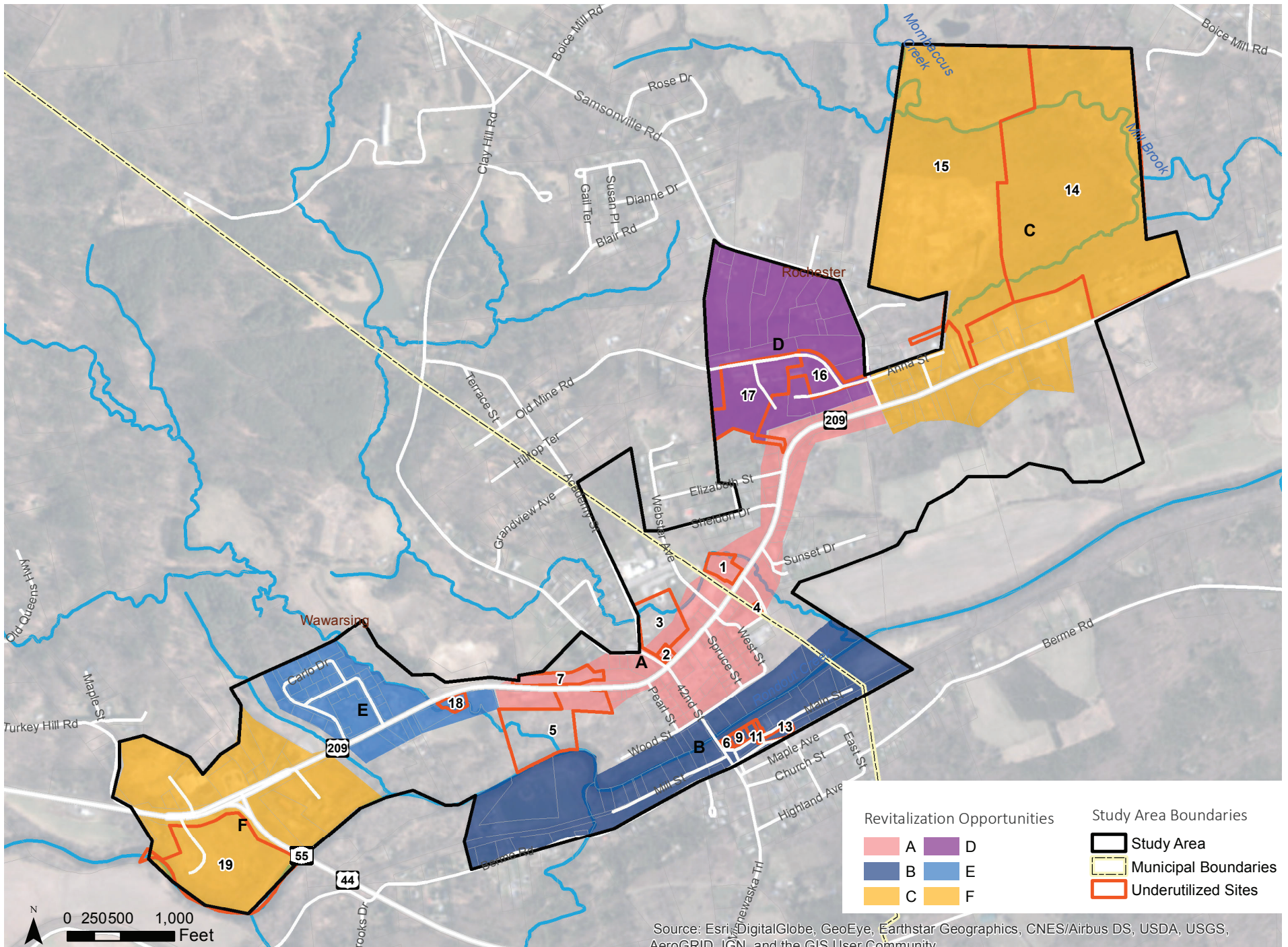


Figure 7. Revitalization Opportunities

APPENDIX A – DEMOGRAPHIC TABLES

The information below provides an overview of the demographic characteristics of the Kerhonkson Study Area, with comparisons to the Towns of Wawarsing and Rochester and Ulster County. The data presented is derived from the U.S. Census Bureau and ESRI, a leading provider of market information whose proprietary methodology relies on both federal and private data sources to develop demographic estimates and projections.

Population -

POPULATION TRENDS				
	Kerhonkson Study Area	Town of Wawarsing	Town of Rochester	Ulster County
2000	325	12,889	7,038	177,749
2010	315	13,157	7,313	182,493
2017 estimates	332	13,426	7,657	185,613
2022 projections	342	13,620	7,840	187,704
% Change, 2000-10	-3.1%	2.1%	3.9%	2.7%
% Change, 2010-17	5.4%	2.0%	4.7%	1.7%
% Change, 2017-22	3.0%	1.4%	2.4%	1.1%

Source: U.S. Census (2000 and 2010); ESRI (estimates and projections)

Race/Ethnicity –

RACE AND ETHNICITY								
	Kerhonkson Study Area		Town of Wawarsing		Town of Rochester		Ulster County	
2017 estimates			#	%	#	%	#	%
White Alone	301	90.7%	9,465	70.5%	6,976	91.1%	156,843	84.5%
Black Alone	7	2.1%	2,135	15.9%	191	2.5%	12,250	6.6%
American Indian Alone	2	0.6%	107	0.8%	31	0.4%	557	0.3%
Asian Alone	5	1.5%	228	1.7%	92	1.2%	4,083	2.2%
Some Other Race Alone	8	2.4%	873	6.5%	130	1.7%	5,754	3.1%
Two or More Races	9	2.7%	618	4.6%	237	3.1%	6,125	3.3%
Hispanic Origin (Any Race)	36	10.8%	3,101	23.1%	551	7.2%	20,046	10.8%
Total Minority Population	31	9.3%	3,961	29.5%	681	8.9%	28,770	15.5%

Source: ESRI (estimates)

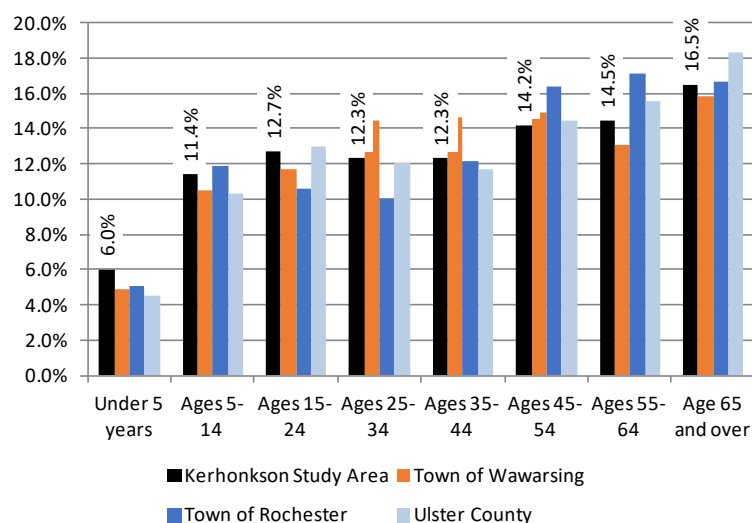
Age

MEDIAN AGE

*Percent of Population
by Age, 2017 (ESRI)*

	Kerhonkson Study Area	Town of Wawarsing	Town of Rochester	Ulster County
2010	39.6	40.1	42.8	42.0
2017 estimates	41.2	41.0	45.1	43.6
2022 projections	40.2	41.4	46.6	44.2
% Change, 2010-17	4.0%	2.2%	5.4%	3.8%
% Change, 2017-22	-1.2%	1.0%	3.3%	1.4%

Source: U.S. Census (2010); ESRI (estimates and projections)



Educational Attainment

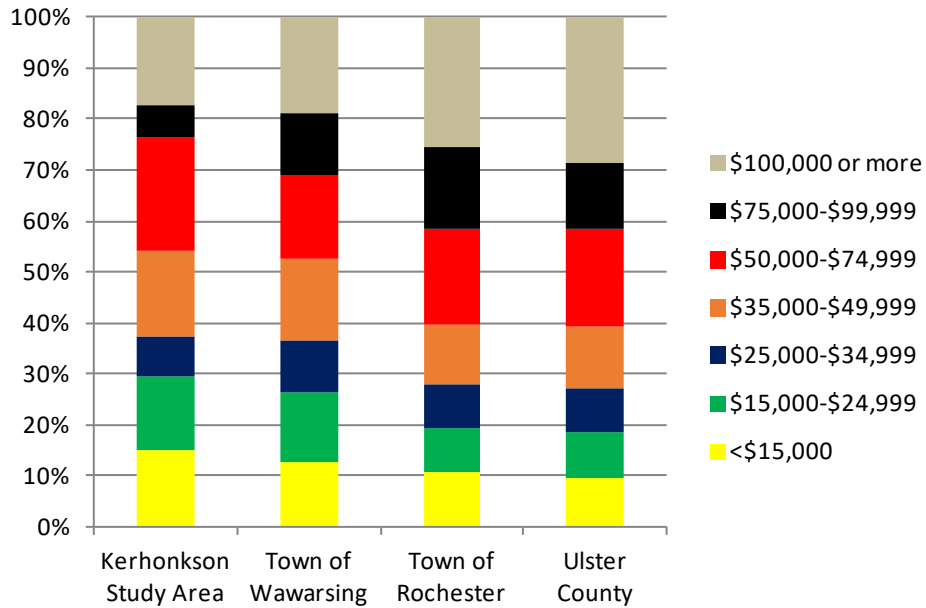
EDUCATIONAL ATTAINMENT

	Kerhonkson Study Area		Town of Wawarsing		Town of Rochester		Ulster County	
2017 estimates	#	%	#	%	#	%	#	%
Less than 9th Grade	2	0.9%	382	3.9%	89	1.6%	4,018	3.0%
Some High School	26	11.2%	1,135	11.6%	504	9.1%	9,242	6.9%
HS Grad or GED	83	35.6%	3,445	35.2%	1,491	26.9%	40,050	29.9%
Some College/ND	44	18.9%	2,144	21.9%	1,181	21.3%	25,316	18.9%
Associate's Degree	16	6.9%	822	8.4%	482	8.7%	13,395	10.0%
Bachelor's Degree	49	21.0%	1,106	11.3%	1,120	20.2%	23,173	17.3%
Graduate Degree	13	5.6%	754	7.7%	676	12.2%	18,752	14.0%
% high school diploma or higher		87.9%		84.5%		89.3%		90.1%
% bachelor's degree or higher		26.6%		19.0%		32.4%		31.3%

Source: ESRI (estimates)

Income and Poverty

Households by Income, 2017 (ESRI)



POVERTY & UNEMPLOYMENT		
	Poverty Rate	Unemployment Rate
Block Group 1, Census Tract 9545	18.2%	9.7%
Block Group 1, Census Tract 9550	12.2%	23.4%
Town of Wawarsing	15.8%	11.2%
Town of Rochester	6.9%	13.0%
Ulster County	12.8%	9.3%
Source: 2011-2015 American Community Survey Five-Year Estimates, U.S. Census Bureau.		

Housing Characteristics

HOUSING UNITS								
	Kerhonkson Study Area		Town of Wawarsing		Town of Rochester		Ulster County	
2010 Census	#	%	#	#	#	%	#	%
Occupied Units	133	83.1%	4,509	72.6%	2,936	73.1%	71,049	84.9%
Owner-Occupied	88	66.2%	2,883	63.9%	2,302	78.4%	48,781	68.7%
Renter-Occupied	45	33.8%	1,626	36.1%	634	21.6%	22,268	31.3%
Vacant Units	27	16.9%	1,702	27.4%	1,083	26.9%	12,589	15.1%
Total Housing Units	160	100.0%	6,211	100.0%	4,019	100.0%	83,638	100.0%
Source: U.S. Census								

MEDIAN HOUSING VALUES	
Block Group 1, Census Tract 9545	\$147,200
Block Group 1, Census Tract 9550	\$166,400
Town of Wawarsing	\$159,800
Town of Rochester	\$220,100
Ulster County	\$222,800
Source: 2011-2015 American Community Survey Five-Year Estimates, U.S. Census Bureau.	

APPENDIX B. DESCRIPTIVE PROFILES FOR THE KERHONKSON STUDY AREA

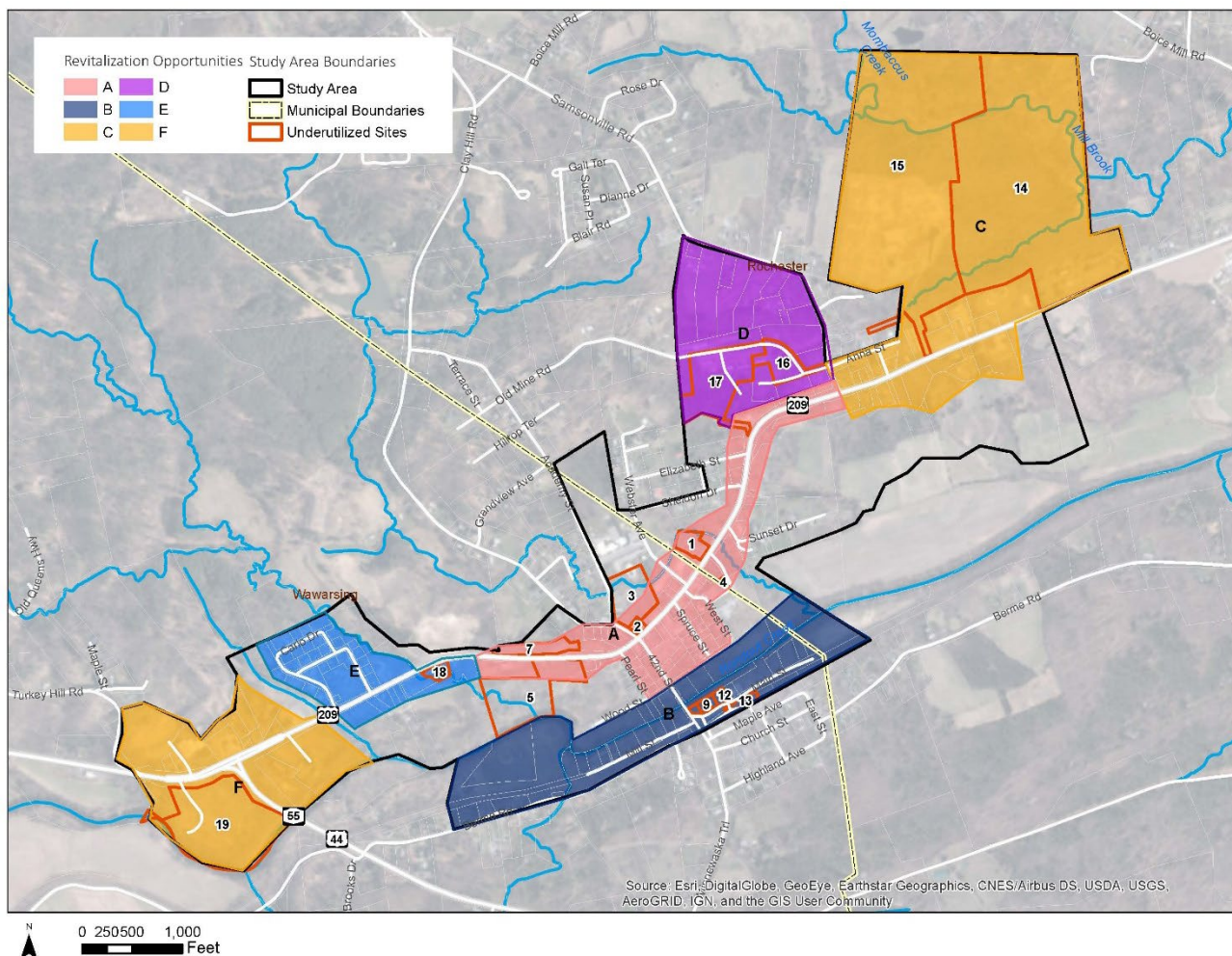
APPENDIX B – KERHONKSON DESCRIPTIVE PROFILES

Based on analysis of the study area and revitalization goals, opportunities and recommendations have been organized into the following six geographic zones.

The following pages provide details by zone including:

- A descriptive profile, detailed map, underutilized sites list,
- Description of the underutilized sites, and;
- Specific opportunities and recommended actions to advance these opportunities.

Midtown Study Area Revitalization Opportunities			
Revitalization Opportunity Zone	Zone Size	Underutilized Sites	
		Underutilized Acres	Number of Sites
A. Commercial Corridor (Route 209)	57 acres	17.6	6
B. Historic Main Street	62 acres	1.7	3
C. Rochester Gateway	171 acres	137.7	2
D. Light Industrial Zone	49 acres	12.3	2
E. Residential Flood Impacts	27 acres	0.7	1
F. Wawarsing Gateway	59 acres	17.6	1



STUDY AREA REVITALIZATION OPPORTUNITY ZONES

ZONE A. COMMERCIAL CENTER (ROUTE 209 AND 42ND STREET)

OVERVIEW

The Commercial Corridor encompasses a cluster of underutilized parcels that extends through the Hamlet along Route 209. The area is zoned primarily for a mix of commercial. Many small commercial buildings are no longer in active use, or are currently abandoned, for sale or vacant.

OPPORTUNITY

A cluster of underutilized commercial buildings and several vacant lots extends through the Hamlet along Route 209. The area is zoned primarily for a mix of commercial and residential uses. Many small commercial buildings are no longer in active use, vacant or abandoned.

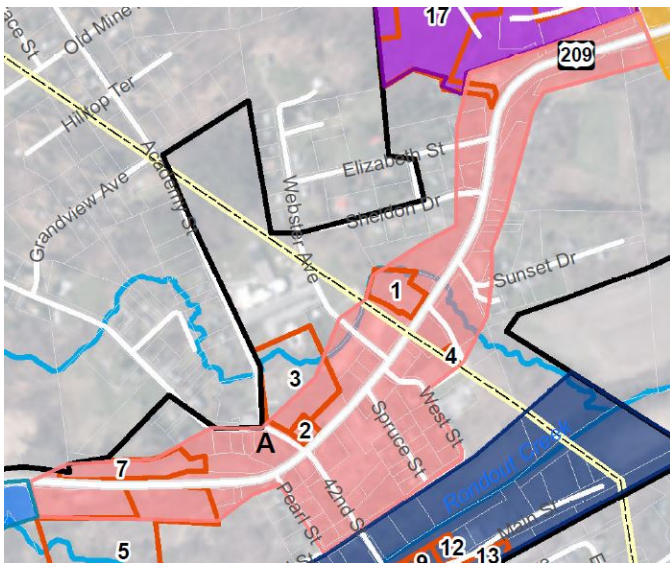


Figure 1. Zone A. Commercial

Descriptive Profile

Current Uses	Low-density roadside commercial and residential uses and inactive businesses.
Publicly owned:	N/A
Size:	57-acre area (17 acres in underutilized sites)
Buildings:	Multiple
Zoning:	Mixed-Use (Hamlet)
Utilities:	Partially within Wawarsing water and sewer district; electric, gas, broadband utilities readily available
Access Road:	Route 209
Closest Highway:	Route 209
Miles to Highway:	0
Closest Interstate:	I-87
Miles to Interchange:	17 miles (New Paltz interchange)
Rail service:	N/A
Closest Airport:	Robert Resnick Airport (municipal) Stewart International, Newburgh, NY.

MAP ID	Address	Owner	Acres	Zoning	Underutilized Status
1	Route 209	Waruch, Claudia	1.5	Hamlet	Vacant commercial
2	4 Clay hill Road	Kwon Property Corp	0.4	Hamlet	Vacant commercial
3	4 Academy Road	Kwon Property Corp	4.4	Hamlet	Vacant commercial
4	Sunset Drive	Key Bank of Southeastern	0.1	Hamlet	Vacant commercial
5	6387 Route 209	Kwon Property Corp	9.2	Hamlet	Vacant commercial
7	6372 Route 209	Bradford, Wayne	2.1	Hamlet	Vacant commercial

SITE DESCRIPTION

The Hamlet of Kerhonkson would benefit from a defined business district and activity center. Community input supports a focus on improving underutilized sites and creating new organizational structures for engaging businesses, property owners and community leaders in revitalization at the center of the hamlet.

Underutilized Site 2 includes two properties located at the corner of Clay Hill Road and Route 209.

Site 2 (former Restaurant Building)

The former My Little Ranch Restaurant building is a two-story wooden structure, with frontage on Route 209 and at a four-way intersection of Clay Hill Road, which continues across the highway and turns into 42nd Street. While restaurant has been inactive for years and the structure needs façade repairs, this underutilized property is a beloved institution in the community.

Community Input: Stakeholders would like to see the building rehabilitated for commercial business or community uses.

Reuse Potential: As a potential community center facility or retail business, the site is centrally located relative to local assets, institutions and businesses: a regional school complex, 42nd Street which supports several small businesses and access to a bridge over Rondout Creek and Kerhonkson's historic Main Street and the O&W trail access point.

Site 3 (vacant commercial building and land)

The vacant commercial building on the northeast corner of Clay Hill Road and Route 209 is a former swimming pool supply store and maintenance business. The building has frontage on Clay Hill Road and Route 209 and adjoins 4 acres of vacant land at underutilized site 3.

Community Input: Stakeholders noted need for property and right of way improvements around this intersection and supporting property owners in returning active businesses to this location.

Commercial Center Recommendations

- Designate a commercial activity zone with incentives to promote property rehabilitation and revitalization around 42nd and Route 209. Related steps could include: create a business district, hosting pop-up events like farmers markets, art exhibits and festivals are identified as opportunities to increase visibility; and conduct a market feasibility study for Site 2 properties and integrate outcomes with ongoing business district formation discussions among local business owners, property owners and community leaders.



- Consider right of way improvements and property improvements at the intersection of Clay Hill, 42nd Street and Route 209 as an early step to delineating and celebrating a focused business district and activity center at this location.

Underutilized sites 5 and 7 are highly visible vacant and flood damaged commercial buildings on Route 209 and prioritized for rehabilitation or removal.

Site 5

A vacant 500 square-foot commercial building is situated on more than 9 acres of land, primarily within the Rondout Creek 100-year flood plain. The commercial structure is deteriorated and has been inactive for years.

Site 7

Located on the north side of Route 209, this vacant 3,500 s.f. structure sits on 2 acres and is partially within the 100-year flood plain and highway right of way.



Site 7 (above left) and Site 5 (above right)

Community Input:

Community stakeholders identified these properties as examples of flood damaged or deteriorated and abandoned commercial properties in need of rehabilitation or removal.

Recommended Steps:

- In the near-term, code enforcement actions are recommended to evaluate and determine potential for rehabilitation and reuse.
- As a long-term strategy to address properties along Route 209 like these, coordinated code enforcement actions and potentially a hamlet vacant properties agreement between Rochester and Wawarsing jurisdictions could help to ensure that abandoned structures not suitable for reuse or occupancy are demolished and removed.

B. HISTORIC MAIN STREET

OVERVIEW

This small cluster of buildings along the hamlet's historic Main Street and lies within the 100 – year flood plain. Key features within the zone include the Kerhonkson fire station, underutilized apartment buildings, an auto repair and salvage businesses, and parking and access point for O&W greenway trail.

OPPORTUNITY

The study area encompasses three underutilized sites, as shown in the Historic Main Street detail map and listed the table below.



Historic Main Street Detail

Descriptive Profile

Current Uses	Vacant lots within flood zone on historic Main Street
Publicly owned:	Partially owned by Ulster County
Size:	63-acre area (1.3 acres in underutilized sites)
Buildings:	Multiple
Zoning:	Mixed-Use (Hamlet)
Utilities:	Within Wawarsing water and sewer district; electric, gas, broadband utilities readily available
Access Road:	Main Street and 42 nd Street
Closest Highway:	Route 209
Miles to Highway:	.25 mile
Closest Interstate:	I-87
Miles to Interchange:	17 miles (New Paltz interchange)
Rail service:	N/A
Closest Airport:	Robert Resnick Airport (municipal) Stewart International, Newburgh, NY.

MAP ID	Address	Owner	Acres	Zoning	Underutilized Status
9	309 Main Street	Rocha, Phyllis	0.2	Hamlet	Vacant commercial
12	317-318 Main Street	County of Ulster	0.2	Hamlet	Vacant commercial
13	Main Street	Faso, Giacomina	0.5	Hamlet	Vacant commercial

SITE DESCRIPTION

The small cluster of vacant commercial properties are located at the western end of Main Street. The properties are within the Rondout Creek 100-year flood plain, and were formerly commercial buildings, and train depot.

Sites 9 and 12

Sites 9 and 12 are part of a cluster of small .1-acre lots located on the north side of Main Street adjacent to Rondout Creek.

Site 13 (former Depot property)

The larger ½ acre vacant property located on the south side of Main Street is the location of the former Kerhonkson train depot. Owned by Ulster County, the property currently serves as a parking area for the O&W rail trail.

Reuse Potential:

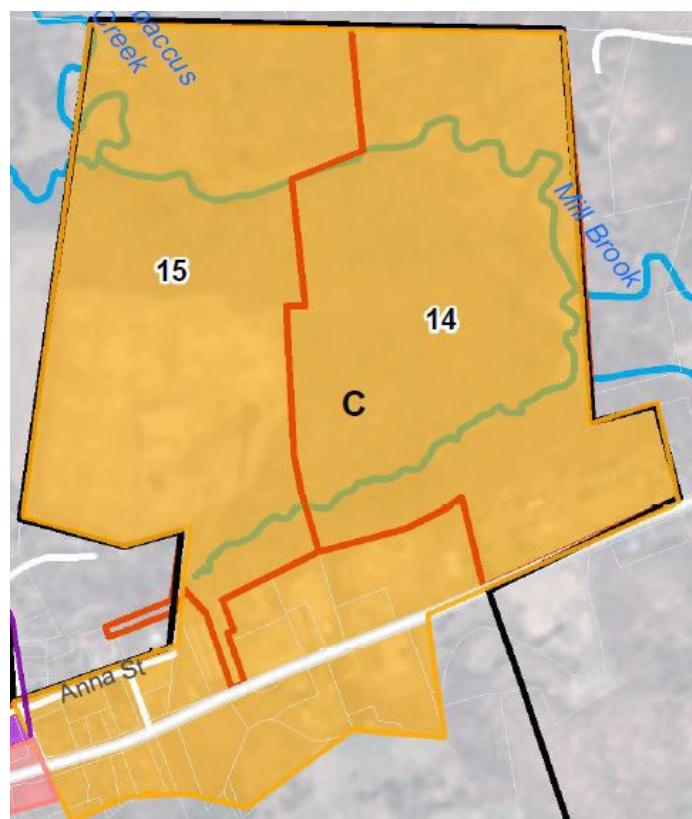
Kerhonkson residents are eager to celebrate and recognize the history of the former Main Street commercial district through instillations, exhibits and flood resilient structures and related activities. The small size and location of these properties in the flood plains limits potential for redevelopment of new buildings and structures. Both locations provide a suitable location for art installations, expanded parking or information about Kerhonkson's history.



ZONE C. ROCHESTER GATEWAY

OVERVIEW

At the northeastern edge of the study area, Zone C is a former resort with a cluster of vacant bungalow structures, Pine Blush Ball Park that marks the gateway to Kerhonkson and offers potential to help enhance the aesthetics of the corridor and may have potential for reuse focused on small scale tourism. The former resort property combined with the Town of Rochester former sand mine create form over 100 acres of contiguous open space. Underutilized sites 14 and 15 are identified in the areas immediately surrounding the proposed Gateway, as shown in the map and listed the table below.



Rochester Gateway Detail

Descriptive Profile

Current Uses	Former bungalow resort, municipal sand mine, and Pine Bush ballfields
Publicly owned:	Partially owned by Town of Rochester
Size:	171-acre area (139 acres in underutilized sites)
Buildings:	Resort bungalow main house and cabins
Zoning:	Commercial Business (C-1)
Utilities:	Within Wawarsing water and sewer district; electric, gas, broadband utilities readily available
Access Road:	Main Street and 42 nd Street
Closest Highway:	Route 209
Miles to Highway:	0
Closest Interstate:	I-87
Miles to Interchange:	19 miles (New Paltz interchange)
Rail service:	N/A
Closest Airport:	Robert Resnick Airport (municipal) Stewart International, Newburgh, NY.

MAP ID	Address	Owner	Acres	Zoning	Underutilized Status
14	6050 Route 209	Duka, Wolodymyr	70.2	C-1	Vacant commercial property
15	6140 Route 209	Town of Rochester	67.5	C-1	Vacant municipal property

SITE DESCRIPTION

Site 14 (former Bungalow Colony Resort)

An inactive resort business located on 70 acres on Route 209 includes four cottages, a barn and two-story residence and inn. The property structures total 15,000 s.f. and 29 seasonal rental accommodations. Structures include four separate buildings ranging in size from 3,500 to 4,500 s.f. All structures are considered in poor condition. Other property amenities include tennis courts, a pool and barn located on acreage fronting on Route 209. Additional acreage to the rear of the lot extends north through a stream and woodland areas. The property adjoins the Pine Bush ballfields and the Town of Rochester sand mine property. The parcel is privately owned.

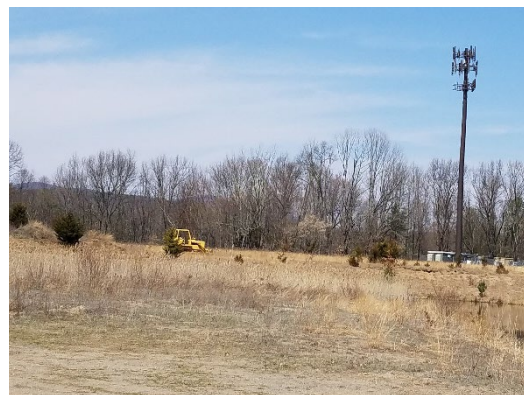


Site 15 (Town of Rochester)

The Town of Rochester owns a 67-acre vacant property used partially for bulk material storage and sand mining.

Reuse Potential:

The Town of Rochester, partners and the property owner are in discussions regarding options for creating a community recreation district that utilizes portions of the resort property, and adjacent municipal land.



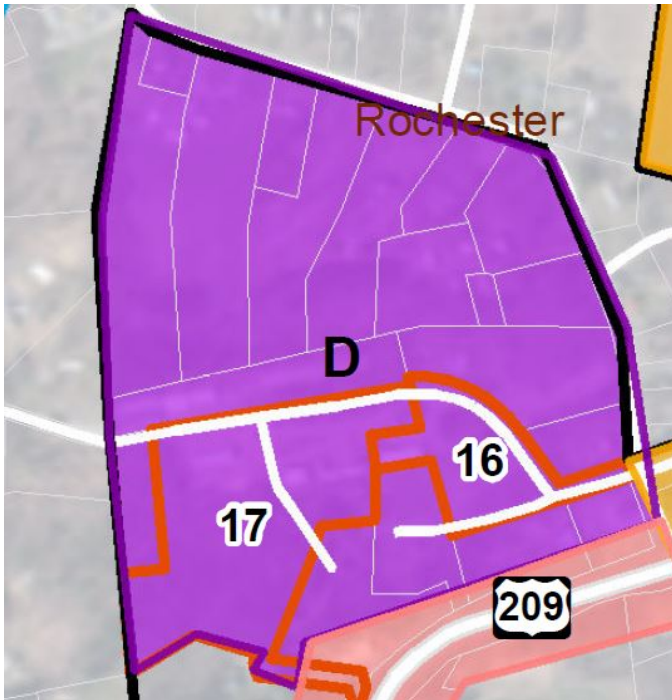
The Town of Rochester has plans to develop a solar farm at site 15 (former sand mine). Additional reuse concepts include trails connecting from the adjacent ballfields to publicly accessible forest areas or recreational amenities throughout portions of the property not used for solar.

Town of Rochester, property owners and partners are working to identify options for Site 14, including potential reuse of vacant cottage structures and property recreation facilities for tourism, recreation or accommodations.

D. LIGHT INDUSTRIAL ZONE

OVERVIEW

North of Route 209, along Old Mine Road, industrial zoned areas offer available space with room for expansion.



Zone D Detail

Descriptive Profile

Current Uses	Partially developed industrial property (trucking, processing and storage)
Ownership:	Private
Size:	49-acre area (12.3 acres in underutilized sites)
Buildings:	Stone processing facility and warehouse
Zoning:	Industrial (I-G)
Utilities:	Within Rochester water and sewer district; electric, gas, broadband utilities readily available.
Access Road:	Route 209, Old Mine Road
Closest Highway:	Route 209
Miles to Highway:	0
Closest Interstate:	I-87
Miles to Interchange:	19 miles (New Paltz interchange)
Rail service:	N/A
Closest Airport:	Robert Resnick Airport (municipal) Stewart International, Newburgh, NY.

MAP ID	Address	Owner	Acres	Zoning	Underutilized Status
16	23 Old Mine Road	Giles, Eric J	3.2	I-G	Vacant industrial land
17	37 Old Mine Road	Humphrey Enterprises Inc.	9.2	I-G	Partially vacant industrial land

SITE DESCRIPTION

Sites 16 and 17 are in an area accessible from Old Mine Road, with potential access directly from Route 209.

Site 17

A commercial stone processing facility with adjacent trucking and warehouse business occupies the 9-acre property. The lot is accessible from the end of Old Mine Road and includes a narrow dog-leg connecting to Route 209. An unimproved private gravel road through this area is a frequent illegal dumping location.



Site 16

A vacant and for sale 3-acre industrial property is located on Old Mine Road adjacent to Site 17. The property could benefit from improved access and connections to Route 209.



Community Input: Property owners in the industrial zoned areas have identified access, zoning setbacks and lot configurations as barriers to expansion of existing trucking, storage and fabrication operations.

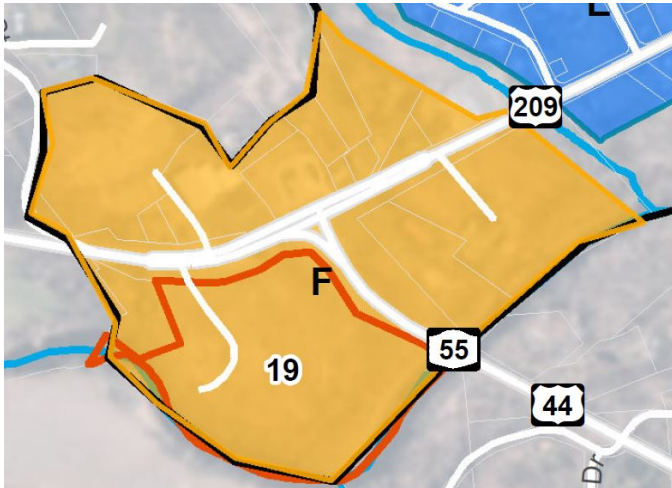
Reuse Potential: The property owner and Town of Rochester have discussed options for opening a new road connection between Route 209 and Old Mine Road through the property in order to address improve access and combat illegal dumping.

Further discussion among Town officials and property owners may be needed to address zoning setbacks, access improvements and long-term plans for expansion of industrial and commercial businesses in the area.

ZONE F. WAWARSING GATEWAY

SITE DESCRIPTION

At the southwestern end of the area, the intersection of Route 209 and Route 44 marks the Wawarsing gateway. This gateway includes one vacant parcel south of Route 209 with areas outside the 100-year flood plain that may be an opportunity to capitalize on the strategic highway junction.



Western Gateway Detail

Site 19

The 18-acre property located at the intersection of Route 209 and 44 is situated in an ideal location for a retail or tourism-oriented business. However, the property is mostly within the 100-year flood plain.

Reuse Potential: Community members prioritized the southwestern gateway at the intersection of Route 209 and 44/55 for improvements and signage to increase visibility and attract travelers through the heart of Kerhonkson. Specific improvements for this location included plantings, informative entrance signage to hamlet attractions like restaurants and the O&W trailhead; and developing high visibility recreational facilities at underutilized sites in this area.

Descriptive Profile

Current Uses	Vacant commercial land in 100-year flood plain
Ownership:	Private
Size:	59-acre area (17.6 acres in underutilized sites)
Buildings:	N/A
Zoning:	Business (C-1)
Utilities:	Within Rochester water and sewer district; electric, gas, broadband utilities readily available.
Access Road:	US Route 209 and US Route 44
Closest Highway:	Route 209 / Route 44
Miles to Highway:	0
Closest Interstate:	I-87
Miles to Interchange:	16 miles (New Paltz interchange)
Rail service:	N/A
Closest Airport:	Robert Resnick Airport (municipal) Stewart International, Newburgh, NY.

In addition, Site 19 may benefit from a grid depth analysis to determine flood elevations relative to development envelopes prior to determining reuse options. Given the location, the property would offer an accessible location for recreation fields or a tournament venue.

MAP ID	Address	Owner	Acres	Zoning	Underutilized Status
19	6549-6563 Route 209	Wawarsing Estates LLC	18.8	C-1	Vacant commercial land