Hamlet of Central Bridge
Community Planning Project
Final Report March 2018
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Acknowledgments

The Towns of Schoharie and Esperance and SALT Development would like to recognize and thank the many people whose assistance has made the completion of the Study a reality.

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SECTION 1: INTRODUCTION

The Town of Schoharie, in partnership with the Towns of Esperance and Schoharie Area Long Term (SALT) Development, conducted a Community Planning Study. The intent of this Study was to evaluate current conditions of the local housing stock, pedestrian and vehicle circulation and safety considerations; streetscape aesthetics, economic opportunities and recreational amenities. To assist in understanding local conditions and identifying opportunities to enhance the Hamlet for existing and future residents and business owners, the Study included an assets inventory (Community Profile), a Strengths, Weaknesses, Opportunities & Threats (SWOT) analysis, income and housing conditions surveys; and a complete streets analysis. The process also involved several opportunities for residents and business owners to participate in the planning process through a variety of workshops and informational meetings. Funding for this project was secured by SALT through the Community Development Block Grant (CDBG) Program, with the Town of Schoharie providing a funding match and SALT Development providing in-kind services towards the overall project cost.

Over the years, the Hamlet of Central Bridge has seen a steady drop in population and the loss of local businesses. The Hamlet now suffers from deteriorating structures, vacant commercial spaces, decaying sidewalks and related poor pedestrian infrastructure; continued population loss and a high percentage of low income residents. First floor commercial spaces have been converted to apartments, further exacerbating a deteriorating business district that is now essentially non-existent.

The Town of Schoharie and SALT Development have been concerned about housing conditions in Schoharie County since the 2011 floods associated with Hurricane Irene. A growing number of properties in the Town have been abandoned. Securing funding to rehabilitate these properties has been challenging due to the lack of good information on housing conditions and need. The housing conditions survey and income survey conducted as part of this planning study is intended to help the Town and SALT Development obtain a more accurate understanding of housing conditions in the Hamlet and identify the income levels of residents. Depending upon the overall results of the two surveys, the Hamlet may be eligible for additional funding towards housing improvements and related projects.

Despite these troubles over the years, the Hamlet of Central Bridge has been able to retain numerous structures in good condition that contribute to the character of the Hamlet. After conducting several site visits and meeting with the public and committee members, several opportunities have been identified to make small, incremental and medium-scaled improvements. At this stage in the revitalization efforts for Central Bridge, it is
important to focus first on making improvements that will benefit current residents and business owners in the Hamlet and make the community a more attractive place to live and start a business. As the Hamlet begins to undergo positive change and the Town and SALT Development establishes an efficient revitalization process, the environment will be more attractive for future small-scale businesses to become established in Central Bridge.

**A. Elements of the Plan**

The Central Bridge Community Planning Project focuses on a variety of factors impacting the Hamlet’s character, attractiveness, housing choices and conditions; pedestrian and automobile safety; recreation opportunities, and economic growth. The resulting Plan identifies strategies and priorities for public investment that will strengthen these key Hamlet elements and is divided into the following sections:

- The **Introduction** sets the stage and provides an overview of the history and intent/purpose of the planning study, discusses the community engagement methods utilized in the planning process, identifies the boundaries of the Study Area, details the results of the SWOT Analysis, summarizes previous planning initiatives involving Central Bridge and sets forth a Vision for the Hamlet of Central Bridge.

- The **Community Profile** provides an overview of the Hamlet’s existing conditions including land use, zoning, transportation and infrastructure; environmental resources, recreation and open space; socio-demographics and local economic conditions. The socio-demographic and economic analyses were prepared using U.S. Census data along with other data sources, and includes comparisons to the Towns of Schoharie and Esperance and Schoharie County, where appropriate.

- The **Complete Streets Analysis** evaluated the Hamlet’s existing roads and pedestrian infrastructure and identified opportunities for focused improvements to increase pedestrian and bicycle safety; encourage less automobile trips, improve traffic circulation and enhance the Hamlets overall streetscape character and aesthetics.

- The **Housing Condition and Income Surveys** were carried out in compliance with the NYS CDBG and US Housing and Urban Development (HUD) guidelines to understand the condition of housing units in the Hamlet and resident income levels. The resulting information is necessary for the Towns and SALT Development to determine if future funding may be available to assist homeowners with necessary improvements.

- The **Community Revitalization Strategies** provide recommendations for improving the Hamlet and includes projects and policy recommendations to enhance Central Bridge’s overall community character, along with detailed streetscape enhancements; improved walkability, connectivity and access to recreational amenities; support future business development and growth; improve housing conditions and property aesthetics; increase the tourism and visitor-base; and ideas for overall community preservation and place-making.

- The **Implementation Plan** provides a matrix outlining the Plan’s implementation strategy, likely partners and potential funding sources.
The projects and strategies described in this Plan are not requirements nor are they guaranteed to be implemented. Rather, they are ideas and recommendations designed to stimulate more creativity, inspiration, focus and direction for future decision making regarding resource allocation, programming and partnerships. It will be up to the Towns of Schoharie and Esperance, Central Bridge residents and SALT Development to decide on an ongoing basis which initiatives to advance and at what schedule. Immediate choices to begin implementing will often be based on opportunities and “low-hanging fruit” and available funding while other initiatives, which may be equally important but are more complex, take time to evolve. *A necessity to ensure ongoing progress is continuous citizen participation, key to the ultimate success of this Plan.*

**B. Community Engagement**

This Planning Study included multiple opportunities for public engagement, including the SWOT (Strengths, Weaknesses, Opportunities & Threats) workshop, the Complete Streets Workshop, a Housing Conditions Informational Meeting and a Community Center Workshop. In addition to these public meetings, a Planning Advisory Committee made up of local residents and community leaders was formed. This Committee conducted six working meetings, attended the public workshops and interacted with residents of Central Bridge over the course of this project to help understand current issues and craft recommendations. Each public gathering began with a potluck dinner that provided opportunities for attendees to meet with their neighbors and discuss ideas for improving the Hamlet before the formal meetings began. A business owner stakeholder group meeting was also conducted to assist in understanding local challenges to starting, running and expanding local businesses.

The first public meeting was held on October 12, 2017 at the Central Bridge Firehouse to provide residents, property owners, businesses and local leaders with information about the planning process, purpose and intended goals. The workshop was facilitated by the consultant team who provided an overview of existing conditions in the Hamlet and then guided attendees in conducting the SWOT analysis. The information obtained during this workshop
has been crucial to the Committee and the consultant team as they prioritized issues and crafted strategies detailed in this Plan. A summary of the SWOT Workshop is provided below in *Section 1D Strengths, Weaknesses, Opportunities & Threats*. Refer to *Appendix A: SWOT Workshop Presentation and Results* for a copy of the presentation provided during the meeting and the public input received.

The Project Advisory Committee conducted a complete streets tour on October 12, 2017, prior to the SWOT workshop to begin inventorying existing conditions and identify potential improvements to the Hamlet’s pedestrian infrastructure and transportation resources. The results of this tour were instrumental for the Committee and consultant team in their efforts to understand key issues and begin crafting potential strategies to improve pedestrian safety, streetscape aesthetics and vehicle circulation.

The Complete Streets Workshop was held on November 13, 2017, and provided opportunities for the public to offer input on their concerns related to pedestrian safety and traffic circulation in the Hamlet. After a presentation on what makes streets safe and conformable for all users, meeting attendees worked together to identify safety issues and concerns along with recommendations for improving street and pedestrian infrastructure throughout the Hamlet. Refer to *Appendix B: Complete Streets Workshop Presentation and Public Input* for additional information.

A Housing Condition Information Workshop was held on December 5, 2017, which provided attendees with draft results of the housing conditions survey and preliminary recommendations on how the Hamlet’s housing conditions could be improved. After a review of the survey results, the public participated in an open discussion on housing concerns and provided their input on how improvements could be made. Refer to *Appendix C: Housing Workshop Presentation and Results Summary* for additional information.

SALT Development along with the Towns of Schodarie Esperance, hosted two public SWOT Analysis workshops to explore the development of a Community Center in Central Bridge on February 11, 2018 at the Central Bridge Firehouse and on February 12, 2018, at the Church of Jesus Christ of Latter-day Saints. The Workshops were held to obtain ideas and recommendations from the public on the need and possible locations for a community center in the Hamlet. Refer to *Appendix D: Community Center SWOT Workshop Results* for the results of the SWOT Analysis Workshops.

A final outreach meeting was held on February 15, 2018, between the Central Bridge Fire Department and representatives of the Project Advisory Committee and SALT Development at the Central Bridge firehouse. The purpose of this meeting was to discuss the Department’s current issues, concerns and needs. Refer to *Appendix E: Central Bridge Fire Department Meeting* for a copy of the meeting notes.

The Draft Report was presented to the public at the final public meeting held on March 5, 2017 at the Church of Jesus Christ of Latter-day Saints. The Project Team provided a presentation on the key findings and recommendations in the Draft Report. An open discussion period was held after the presentation. Refer to *Appendix F: March 5, 2018 Public Meeting Presentation* for a copy of the presentation provided.
C. Project Boundary

Central Bridge is an unincorporated Hamlet located primarily within the Town of Schoharie with a small portion in the Town of Esperance. Due to the fact that Central Bridge does not have formal corporation boundaries, the main area evaluated within this Study includes lands within the Census Designated Place (CDP) of Central Bridge as illustrated on Map 1: Project Area. It is important to note that lands within the Town of Esperance are not within the CDP. A CDP is a concentration of population defined by the U.S. Census Bureau for statistical purposes. The Central Bridge CDP encompasses a land area of approximately 1.84 square miles and has been used for the socio-demographic analysis. A few residential parcels along N. Main Street in the Town of Esperance along with industrial and commercial properties located on NYS Rt. 30A in the Town of Esperance are considered part of the Hamlet for the purposes of this report.
Map 1: Project Area
Map 1: Project Area
Hamlet of Central Bridge
Revitalization Project
Towns of Schoharie and Esperance

This map identifies the general study area for the
Central Bridge Planning Project

Legend

- County Tax Parcels
- Central Bridge CDP
- Municipal Bounds

Map 1 identifies the general study area for the Central Bridge Planning Project.
D. Strengths, Weaknesses, Opportunities & Threats

A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis is often used to begin the evaluation of a community’s overall health, identify deficiencies and possible room for improvements. SWOT analyses are generally influenced by community input, technical reports and observed conditions. The observations and input obtained during Central Bridge’s October 12, 2017, SWOT analysis served as the basis of many of the recommendations in this Plan. Refer to Appendix A: SWOT Workshop Presentation and Public Comments, for copy of the Presentation provided during the meeting along with the results of the SWOT analysis: The following are summarized results from the SWOT Analysis.
### Central Bridge Revitalization Public Workshop – SWOT Analysis
Listed in order of importance based on number of comments received.

<table>
<thead>
<tr>
<th>If I was King for a day, with a $500,000 budget, what would I do?</th>
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<tbody>
<tr>
<td>- Hamlet Revitalization and Beautification</td>
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<tr>
<td>- Sidewalk and Pedestrian Improvements</td>
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<tr>
<td>- Improved Street Lighting</td>
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<tr>
<td>- Traffic Calming</td>
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<tr>
<td>- Water and Sewer Improvements</td>
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<tr>
<td>- Stricter Traffic Enforcement (no parking on sidewalks)</td>
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<tr>
<td>- Utilize Railroad Land</td>
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<tr>
<td>- Create Central Bridge Museum</td>
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<tr>
<td>- Drainage and Roadway Repairs</td>
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<tr>
<td>- Economic Development (general store)</td>
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<tr>
<td>- Build More Parks</td>
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<tr>
<td>- Upgrade Fire House</td>
</tr>
<tr>
<td>- Crack Down on Absentee Landlords</td>
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<tr>
<td>- Remove Fire Siren - Utilize phones or pagers</td>
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<table>
<thead>
<tr>
<th>What are the Strengths and Assets of Central Bridge?</th>
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<tbody>
<tr>
<td>- Affordable</td>
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<tr>
<td>- Sense of Community / Small Town Charm</td>
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<tr>
<td>- Municipal Water and Sewer</td>
</tr>
<tr>
<td>- Historic Character</td>
</tr>
<tr>
<td>- Location</td>
</tr>
<tr>
<td>- Railroad History</td>
</tr>
<tr>
<td>- The People</td>
</tr>
<tr>
<td>- Public Transportation to Albany</td>
</tr>
<tr>
<td>- The Creek</td>
</tr>
<tr>
<td>- Vacant Land, Potential for Industry</td>
</tr>
<tr>
<td>- Great Housing</td>
</tr>
<tr>
<td>- Increase in Young Families</td>
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<tr>
<td>- Clean Water</td>
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<table>
<thead>
<tr>
<th>What are the Challenges and Obstacles Facing Central Bridge?</th>
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<td>- Traffic (too fast, dangerous intersections, trucks)</td>
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<td>- Limited Local Stores</td>
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<td>- Aging, Deteriorating Housing</td>
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<td>- Problems Associated with Tenants (transient population, absentee landlords, poor vetting of tenants)</td>
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<tr>
<td>- Train Whistle</td>
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<tr>
<td>- Loss of Small Business</td>
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<tr>
<td>- Lack of pedestrian safety</td>
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<tr>
<td>- Low incomes</td>
</tr>
<tr>
<td>- Vacant Property</td>
</tr>
<tr>
<td>- Roads in Need of Repair</td>
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<tr>
<td>- Split Townships</td>
</tr>
<tr>
<td>- Lack of Industry</td>
</tr>
<tr>
<td>- Railroad</td>
</tr>
<tr>
<td>- Not enough building inspections</td>
</tr>
<tr>
<td>- Lack of Police / Law Enforcement</td>
</tr>
<tr>
<td>- Unlicensed / Unregistered cars</td>
</tr>
</tbody>
</table>
### Central Bridge Revitalization Public Workshop – SWOT Analysis

Listed in order of importance based on number of comments received.

<table>
<thead>
<tr>
<th>What Makes Central Bridge a Great Place to Live?</th>
<th>What are the Future Opportunities for Central Bridge?</th>
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<tbody>
<tr>
<td>❖ The People</td>
<td>❖ Senior Housing</td>
</tr>
<tr>
<td>❖ Easy Commute</td>
<td>❖ Economic Development</td>
</tr>
<tr>
<td>❖ Historic Character</td>
<td>❖ Young Family Neighborhood</td>
</tr>
<tr>
<td>❖ Location</td>
<td>❖ Tourism</td>
</tr>
<tr>
<td>❖ Low Crime</td>
<td>❖ Laundromat</td>
</tr>
<tr>
<td>❖ Family Oriented</td>
<td>❖ Vibrant Downtown</td>
</tr>
<tr>
<td>❖ Natural Resources, Parks &amp; Recreation</td>
<td>❖ Hiking / Biking Trails</td>
</tr>
<tr>
<td>❖ Affordable</td>
<td>❖ Safer / Expanded Playground</td>
</tr>
<tr>
<td>❖ Public Transportation</td>
<td>❖ Improved Walkability</td>
</tr>
<tr>
<td>❖ Fresh Food</td>
<td>❖ Agricultural Market</td>
</tr>
<tr>
<td>❖ Pretty Town / Rural Beauty</td>
<td>❖ Slaughterhouse / Meat Packing Plant</td>
</tr>
<tr>
<td>❖ Low Taxes</td>
<td>❖ Family / Children / Senior Programs</td>
</tr>
<tr>
<td>❖ Fresh Air / Peaceful</td>
<td>❖ Physician in Town</td>
</tr>
<tr>
<td>❖ Hospital/Ambulance</td>
<td>❖ Veterinarian in Town</td>
</tr>
<tr>
<td>❖ Fire Department</td>
<td>❖ Firehouse / Community Center</td>
</tr>
<tr>
<td>❖ Municipal Water &amp; Sewer</td>
<td>❖</td>
</tr>
<tr>
<td>❖ Nearby Shopping</td>
<td>❖</td>
</tr>
<tr>
<td>❖ Potential</td>
<td>❖</td>
</tr>
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</table>
Central Bridge Revitalization Public Workshop

Comments Placed in the Comment Box:

- Halloween & Christmas Parades
- Create a Bike Park
- Improvements to Playground to make it safer
- Hold Landlords Accountable
- Investment in Rundown Properties
- Too Many Sex Offenders
- Implement Laws to Protect Children
- Beautify entrances to Hamlet
- Get rid of scrap concrete near 7-30A and Church
- Build a new Fire Station
- Improve Access to the Park
- Offer more Family Events

3 – 5 Words for your vision of Central Bridge:

- Slower Traffic, Less Trucks
- More Business
- Safe - Low Crime
- Clean and Friendly
- Kid Friendly / Family Friendly
- People will want to live here
- Clean Air
- Reasonable Taxes

- Self Sustaining Community
- Apartment Buildings Cleaned Up
- Include All the Hamlet in the Hamlet
- Clean Up Old Buildings
- Restore Beautiful Homes & Street Frontage
- Quiet
- Affordable
- Restoration of Old Homes
D. Planning Initiatives

**1997 Town and Village of Schoharie Comprehensive Plan**

The Town of Schoharie’s most recent Comprehensive Plan was adopted in January/February 1997, a joint planning study between the Town and Village of Schoharie. The 18-month planned effort included several public meetings, a community survey and a visual preference survey. With respect to Central Bridge, the Plan included the following recommendations:

- The Central Bridge Civic Association should work to preserve historic buildings in Central Bridge;
- New development in Central Bridge should conform to existing surroundings, including the intersection of NYS Rts. 7 and 30A;
- Downtown revitalization projects should be implemented in Central Bridge;
- Proper land use regulations should be implemented to ensure the Hamlet’s drinking water sources are protected;
- The Hamlet needs to address sewage disposals issues (the Hamlet has since installed a municipal sewer system for the primary residential and commercial core of the Hamlet);
- The lack of off-street parking in the Hamlet needs to be addressed;
- Address safety and traffic flow improvements at the intersection of NYS Rts. 7 and 30A (NYSDOT has since made improvements to this intersection);
- Make improvements at the Central Bridge Community Park, including expanded parking;
- Improve the administration, implementation and enforcement of land use regulations;
- Promote cooperation and communication between municipalities; and
- Prepare and implement design standards to maintain the local character of Schoharie (The Town and Village of Schoharie prepared a Design Standards document in January 2001).

**Town of Schoharie Review of the 1997 Comprehensive Plan**

The Town of Schoharie conducted an evaluation of the 1997 Comprehensive Plan in preparation of an update to their land use regulations to determine if the Plan’s goals, objectives and recommendations remain relevant and accurately reflect the Town’s vision. Based upon the analysis that concluded with a Memorandum by Barton & Loguidice, D.P.C., dated December 2, 2014, it was determined that the 1997 Comprehensive Plan remained valid and reflective of current conditions in the Town of Schoharie and public attitudes regarding its goals for long-term growth and development.

**March 2014 NY Rising Community Reconstruction Plan for the Towns and Villages of Esperance, Schoharie, and Middleburgh**

In 2014, New York State, in partnership with local communities prepared the **NY Rising Community Reconstruction Plan for the Towns and Villages of Esperance, Schoharie, and Middleburgh** (the NYRCR Report). The NYRCR Report was prepared for the NY Rising Community Reconstruction Program in response to the devastating floods caused by Hurricane Irene and Tropical Storm Lee. This report inventoried critical assets in each community and evaluated the assets’ exposure to risk related to flooding events. Based on the analyses, the NYRCR Report identified recovery and resilience needs and
opportunities to alleviate these issues. A series of comprehensive reconstruction and resiliency strategies were recommended, and specific projects and implementation actions to help fulfil those strategies were identified. The following is a list of key recommendations relevant to Central Bridge contained in the NYRCR Report:

- Stormwater repairs, including installation of storm sewer pipe and catch basins, creation of a stone lined ditch, sidewalk replacements, and asphalt repairs recommended on portions of North and South main streets damaged during Hurricane Irene.
- Relocate the Central Bridge firehouse to a new location on higher ground because the roads surrounding the firehouse were flooded during Irene, preventing effective response.
- Implement water supply and transmission line improvements for Central Bridge to prevent the intake of floodwaters at the water treatment plant during storm events and impacts to water quality.

E. A Vision for Central Bridge

Based upon the October 12, 2017, Strengths, Weaknesses, Opportunities and Threats (SWOT) Workshop, the November 13, 2017, Complete Streets Workshop and the December 5, 2017, Housing Workshop along with additional stakeholder and outreach meetings, discussions with the Project Advisory Committees over several meetings, and the Community Profile Analysis, the following Vision Statement has been prepared.

This Vision is intended to describe how Central Bridge will appear to residents, business owners and visitors in five to ten years.

The Hamlet of Central Bridge is a newly revitalized, safe and family-friendly community that continually adjusts to ever changing social, economic and housing dynamics while maintaining its rural character and remaining a desirable place to raise a family. Central Bridge’s rejuvenated pedestrian friendly residential/commercial core is home to locally-owned businesses, amenities and conveniences valued by residents and visitors alike, balanced by rural landscapes that support agricultural enterprises, scenic views and important natural resources. Housing remains affordable and attractive to all types of families. Recreational and open space resources have been enhanced and integrated with the Hamlet’s pedestrian and bicycle connectivity system and regional trails. Our community will continue flourishing with engaged residents, business owners and leaders working together to advance and communicate common values, goals and priorities key to sustaining community victory.
SECTION 2: COMMUNITY PROFILE

The following Community Profile of Central Bridge provides an overview of the Hamlet’s existing conditions including land use, zoning, transportation and infrastructure; environmental resources, recreation and open space; socio-demographics and the state of local economic conditions. In an effort to understand the existing conditions of the Hamlet and help identify opportunities for community revitalization, the following Community Profile was prepared. All maps referenced in this profile are found at the end of the document.

A. Land Use and Development Patterns

Central Bridge is located in the northern section of Schoharie County and is easily accessible via Interstate 88. In 1865, the Albany and Susquehanna Railroad was constructed, and passed through the Hamlet of Central Bridge. With its location along the railroad line and surrounding agricultural resources, Central Bridge became an important transshipment point for produce of the valley farms and was a thriving commercial center. As industries left Central Bridge, the population began to decline, exacerbating the community’s decline.

Today, the Hamlet serves primarily as a bedroom community for regional job centers, including Cobleskill, Schenectady and the greater Capital Region, among other locations in Schoharie County and surrounding counties.

Land Use

A land use analysis was developed for the Hamlet using Real Property data provided by Schoharie County. The analysis assigns land use categories based upon the New York State Real Property Type Classification Codes. The local tax assessor uses these codes to complete real property tax assessment for the hamlet. The following eight (8) primary categories classify the land uses in the Hamlet of Central Bridge:

**Agricultural (NYS Property Code 100):** Property used for the production of crops and the raising of livestock.

**Residential Land (NYS Property Code 200):** Property used for human habitation; includes the following subcategories.

**Single-Family Residential (NYS Property Codes 210, 240, 270):** Property used for one-family, and year round residence including mobile homes.
Two-Family Residential (NYS Property Code 220, 230): Property used for two residential units.

Three-Family Residential (NYS Property Code 220, 230): Property used for three or more residential units.

Mixed-Use (NYS Property Code 280): Residential buildings that include a mix of commercial, residential and/or office uses.

Vacant Land (NYS Property Code 300): Property that is not in use, in temporary use, or is lacking any permanent improvements.

Commercial (NYS Property Code 400): Property used for hotels, restaurants, automobile services, storage, retail, banks, offices, funeral homes, etc.

RR (NYS Property Code 842): Property used for railroad.

Industrial (NYS Property Code 700): Property used for the production and fabrication of durable and non-durable goods; mining, quarrying, etc.

Public Good (NYS Property Code 800): Property used for electric or gas power generation or transmission, public drinking water and water treatment facilities, communications, social institutions, schools and churches.

Open Space/Recreation (NYS Property Code 900): Includes State, Federal and privately owned forestlands, reforested lands, and preserves; County and State public parkland; and private hunting and fishing clubs.

<table>
<thead>
<tr>
<th>Land Use Classification Category</th>
<th>Land Area (Acres)</th>
<th>% of Total Acres</th>
<th># of Parcels</th>
<th>% of Total Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural</td>
<td>467.88</td>
<td>21.2%</td>
<td>7</td>
<td>2.2%</td>
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<tr>
<td>Residential</td>
<td>890.31</td>
<td>40.3%</td>
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<td>64.8%</td>
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<td>Single-Family Residential</td>
<td>833.72</td>
<td>37.7%</td>
<td>170</td>
<td>7.9%</td>
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<tr>
<td>Two-Family Residential</td>
<td>22.86</td>
<td>1.0%</td>
<td>25</td>
<td>0.7%</td>
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<tr>
<td>Three-Family Residential</td>
<td>28.52</td>
<td>1.3%</td>
<td>10</td>
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<tr>
<td>Mixed Use</td>
<td>5.21</td>
<td>0.2%</td>
<td>1</td>
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</tr>
<tr>
<td>Vacant</td>
<td>697.02</td>
<td>31.5%</td>
<td>75</td>
<td>23.6%</td>
</tr>
<tr>
<td>Commercial</td>
<td>54.05</td>
<td>2.4%</td>
<td>13</td>
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</tr>
<tr>
<td>Industrial</td>
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<td>0.1%</td>
<td>1</td>
<td>0.0%</td>
</tr>
<tr>
<td>Public Good</td>
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<td>4.3%</td>
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</tr>
<tr>
<td>Open Space and Recreation</td>
<td>3.37</td>
<td>0.2%</td>
<td>1</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>2,210</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>318</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

Source: Schoharie County Real Property Tax Office
The existing land use pattern in Central Bridge includes a combination of residential, commercial and public uses along both North and South Main Streets, while the remainder of the Hamlet is classified as residential, agricultural or vacant. *Table 1: Central Bridge Land Use,* summarizes the existing land uses seen in Central Bridge. *Map 2: Land Use,* displays the different land use classifications for the Hamlet.

*Residential* land is the largest land use category in Central Bridge totaling 890 acres or 40% of land in the Hamlet. The second largest land use is *vacant,* which totals 697 acres (32%) of the Hamlet’s land area. The third largest land use category is *agricultural,* totaling 468 acres (21%). Some vacant property includes former agricultural lands no longer in use.

### Zoning

New land use and development in the Hamlet of Central Bridge is regulated primarily by the Town of Schoharie zoning regulations with the remainder of the Hamlet regulated by the Town of Esperance zoning regulations. The regulations are intended to protect the character of the Hamlet and maintain the stability of the residential, recreational, commercial, agricultural areas and open space areas. In general, the zoning regulations are responsible for determining the type, size, and intensity of uses throughout the Hamlet. To achieve this, the Hamlet is divided into the zoning districts depicted on *Map 3: Zoning,* and described below.

#### Schoharie Zoning

The Zoning Law of the Town of Schoharie and the associated Zoning Map were adopted on December 28, 2015. There are two main zoning districts and an overlay district in the Hamlet; the Rural-Agricultural District, the Hamlet District, and the Floodplain Overlay District (Note: The Floodplain Overlay District follows the boundaries of the designated Floodway and the 100-Year Floodplain. Refer to *Map 5: Natural Resources* which depicts the Floodway and 100-Year Floodplain for the boundaries of the Town of Schoharie Floodplain Overlay District). The Commercial District is located outside the Hamlet, east of the Schoharie Creek and is therefore not discussed below.

#### Rural-Agricultural District:

The Rural-Agricultural District accounts for the majority of zoned land in the Hamlet and is located outside of the core residential and commercial areas including the western and southern areas of the Hamlet. Pursuant to the Town of Schoharie zoning regulations, the intent for this District is to allow uses that are compatible with the predominant agricultural and residential uses. In addition, the District allows and promotes low-density residential development and commercial or home-based uses that will not have a material adverse effect on the rural character of the area.

#### Hamlet District:

The Hamlet District is found in the eastern section of the Hamlet and serves as the primary zoning district for the core residential and commercial area. The purpose of this District is to maintain the mixed use and traditional residential and small-scale commercial character of Central Bridge and to promote those uses which will contribute to enhancing the vitality of the Hamlet setting and to provide for housing opportunities and local services.
Map 2: Land Use
Map 2: Land Use
Hamlet of Central Bridge Revitalization Project
Towns of Schoharie and Esperance

This map represents existing property uses based upon information provided by the Schoharie County Office of Real Property Tax Services. This map does not represent zoning districts.

Legend
- 1 Family Res
- 2 Family Res
- 3 Family Res
- Opens Space/ Rec.
- Vacant
- Commercial
- Agricultural
- Industrial
- Mixed-Use
- Public Good
- Ceiling Railroad
- County Tax Parcels
- Central Bridge Hamlet CDP
- Municipal Bounds

Copyright Laberge Group, 2017
Source: Schoharie County GIS
Produced for Planning Purposes Only
Last Revision: 02-19-2018 Project A011191

This map represents existing property uses based upon information provided by the Schoharie County Office of Real Property Tax Services. This map does not represent zoning districts.
Map 3: Zoning
Map 3: Zoning
Hamlet of Central Bridge
Revitalization Project
Towns of Schoharie and Esperance

Schoharie Zoning
- Commercial District
- Hamlet District
- Rural-Agricultural District

Based on Town of Schoharie
Zoning Map adopted
December 28, 2015

Esperance Zoning
- Commercial
- Hamlet
- Industrial
- Agricultural & Rural Residential

Based on Town of Esperance
Zoning Map adopted
July 21, 2016

Copyright Laberge Group, 2017
Source: Schoharie County GIS
Produced for Planning Purposes Only
Last Revision: 02-19-2018 Project #2017091

Based on Town of Schoharie
Zoning Map adopted
December 28, 2015

Based on Town of Esperance
Zoning Map adopted
July 21, 2016
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Floodplain Overlay District: The Floodplain Overlay District represents the 100-year floodplain for the Cobleskill and Schoharie Creeks. Development within this area requires additional standards set forth in the Town's Flood Damage Prevention Law. The purpose of the District is to protect the safety of the public and property from damage by flooding and to ensure that flood insurance is available for properties within such areas pursuant to the recommendations of the Federal Emergency Management Agency.

Esperance Zoning

The current Town of Esperance Zoning Law was adopted on August 17, 2017, with the Zoning Map adopted on July 21, 2016. The four Town of Esperance zoning districts for Central Bridge include the Commercial, Hamlet, Industrial and Agricultural & Rural Residential Districts.

Commercial: Lands zoned Commercial are found along NYS Rt. 30A. Permitted uses in the Commercial district include retail establishments and wholesale businesses.

Industrial: Lands zoned Industrial are located contiguous to and north and south of the railroad. The Industrial district is intended to permit the processing or fabrication of goods and products in a manner which does not produce odor, dust, smoke or other impacts that may be offensive to neighborhood properties.

Hamlet: The lands zoned Hamlet includes just a few residential properties along N. Main Street in the northeastern corner of the Hamlet. Lands within this district are suitable primarily for residential uses.

Agricultural & Rural Residential: Lands zoned Agricultural & Residential in Esperance are primarily located outside of the core Hamlet area and designated for customary agricultural uses and the keeping of domesticated farm animals.

Initial Findings for Zoning

Town of Schoharie

Upon review of the existing zoning regulations for the Town of Schoharie portion of Central Bridge and based on comments received during public and committee meetings, a handful of issues were identified. These issues include a lack of sufficient regulations to deal with conversions of existing single family homes and other structures into multi-family dwellings, property maintenance, a perceived lack of sufficient code enforcement, the storage of unlicensed vehicles and concerns about absentee landlords and associated poor property maintenance.

Conversions of single-family homes into two, three and multi-family homes were identified as a concern during public and committee meetings. Specifically, regulations concerning the construction of new, and the conversion of existing structures into two, three and multi-family dwellings are deficient in the current zoning law. While a special use permit is required for multi-family dwellings, there are no parking requirements and no additional acreage is required for these projects or when converting an existing
dwelling to a two, three or multi-family structure. These issues should be addressed by the Town to help properly guide any new conversions of existing dwellings.

The Hamlet has seen the conversion of former ground floor commercial space into residential. With limited demand for commercial uses in the Hamlet, it is reasonable for landowners to want to covert unused space into residential to maximize their financial return. The Hamlet has very limited existing commercial space. Placing residential in the Hamlet’s few remaining commercial spaces may limit or actually prevent the ability for future commercial uses to come back into Hamlet. Therefore, the Town may want to consider prohibiting any future conversions of ground floor retail space into residential and consider incentives to encourage existing ground floor residential space to be converted back to commercial uses.

The condition and appearance of properties within the Hamlet have been raised at public and committee meetings with a call for additional enforcement to clean up properties that are negatively impacting the character and aesthetics of the Hamlet. When it comes to enforcing property maintenance violations, the Town may be at a disadvantage because the Town does not have a separate property maintenance law. Instead, the Town defers to the NYS Property Maintenance Code and therefore does not have established local mechanisms to conduct property maintenance when a property is in violation of the State Code.

Therefore, it is recommended that the Town adopt their own property maintenance law that sets forth a clear process to remedy violations. Under a new law, the Town will be within its right to remedy violations to protect the health, welfare and safety of its residents and pass the cost onto the property owner and mortgage holder. In addition, there are new measures available to municipalities to address so called “zombie buildings” or abandoned buildings that the Town may want to consider adopting.

Another property maintenance issue raised during public and committee meetings include the storage of unlicensed and inoperable vehicles visible to the public. Pursuant to § 5.8-2(B) of the Town’s Zoning Law, up to three abandoned/junk/unregistered vehicles are allowed on each parcel. This is in conflict with § 302.8 of the Property Maintenance Code of New York State, which states “… two or more inoperative or unlicensed motor vehicle shall be parked, kept or stored on any premises an no vehicle shall at any time be in a state of major disassembly, disrepair, or in the process of being stripped or dismantled.” The Property Maintenance Law of New York State law does allow for a vehicle of any type to undergo major overhaul, including body work, provided that such work is performed inside a structure or similarly enclosed area designed and approved for such purposes. Therefore, the Town’s regulations must be brought into compliance with state law and any existing violations corrected to begin improving the Hamlet’s aesthetics and community character.

Concerns have also been raised about the condition of rental property and that landlords need to be held more accountable for deteriorating property. As a result, it is strongly recommended that the Town find opportunities to increase code enforcement in the Hamlet to clean up properties and hold property owners more accountable. A landlord registry is also recommended for any property owner that rents residential

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or commercial property to ensure the Town and other agencies can contact the owner when safety, code issues or emergencies arise.

**Town of Esperance**

The Town of Esperance zoning regulations does include the requirement for a minimum of two parking spaces for each dwelling unit in an apartment or multi-family dwelling (The Town defines apartments and multi-family dwellings as a dwelling that includes three or more separate units.) All apartments/multi-family dwellings require a special use permit. However, there are no specific requirements for apartments/multi-family dwellings beyond the parking requirement.

Esperance also appears to defer to the Property Maintenance Code of New York State which may be limiting their ability to effectively enforce property maintenance issues. The Town’s regulations for unregistered motor vehicles is consistent with state law. No other initial issues with the Town of Esperance zoning regulations were identified with respect to Central Bridge.

**B. Transportation and Infrastructure**

*Refer to Map 4: Transportation and Infrastructure* for the following discussion. A full analysis of the Hamlet’s streets and sidewalks is provided in Report Section: *C. Complete Streets Analysis*.

**Highway Access**

NYS Route 7 and Interstate 88 (I-88) are the primary east-west highways that traverse the Hamlet of Central Bridge. NYS Route 30A is the primary north-south corridor through the Hamlet. Interstate 88 is a limited access roadway and provides easy access to Central Bridge via Exit 23, located approximately 2 miles from the Hamlet of Central Bridge.

**Public Transportation**

The Schoharie County Public Transportation System is available to all residents of Schoharie County. Route 1 has a stop located at the Central Bridge Post Office on S. Main Street and provides service to Richmondville, Cobleskill, Schoharie, Middleburgh and Cobleskill. According to the Schoharie County Public Transportation website, Route 1 does not have set pick up times Monday-Friday\(^2\). The service requires riders to call the dispatch number and schedule a pick-up time. However, four separate pick-up times are available on Saturday, according to their website. The lack of set times during the week is not particularly efficient and if there is sufficient demand for this service, designated pick-up times at the Post Office should be considered.

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Map 4: Transportation and Infrastructure
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Railroad and Airport

In 1865, the Albany and Susquehanna Railroad was constructed through Central Bridge. The Hamlet became an important transshipment point for the produce of valley farms. At that time, citizens of the Town of Schoharie founded the Schoharie Valley Railroad, which came into service in 1867, and joined Schoharie to the A&S Railroad at Schoharie Junction. By 1870, the Middleburgh and Schoharie Railroad (M&SRR) was created, which extended the tracks south to the Village of Middleburgh.

Today, the railroad through Central Bridge carries freight and is operated by Norfolk Southern Railway Company. Passenger rail service is not available in Schoharie County with Amtrak passenger stations located in Amsterdam, NY and Schenectady NY, both approximately 35 minutes from Central Bridge.

Schoharie County is served locally by Albany International Airport and Schenectady County Airport (Schenectady). Other major airports within a relatively short drive include Stewart International Airport (Newburgh) and Greater Binghamton Airport (Binghamton).

Municipal Water and Sewer

Water System

The Central Bridge Water District (CBWD) is administered jointly by the Town Boards of the Town of Esperance and the Town of Schoharie. As of 2017, the water district serves approximately 595 customers. The water district is located west of Rt. 30A and provides potable water to residences and businesses as well as some fire protection. The main sources are the Lower Scott Brook Reservoir and Upper Scott Brook Reservoir located off Voege Road. The water is then piped to the treatment plant located at the end of Voege Road. The Lower Scott Brook Reservoir has an approved capacity of approximately 23,060,000 gallons and the Upper Reservoir has a capacity of 15,030,000 gallons.

There have been maximum contaminant level (MCL) violations since 2006. A Timeline of Compliance (TOC) was developed for the proposed plans to resolve the violations. In August of 2015, the EPA issued an Administrative Order requiring a corrective action plan to be developed by the CBWD. In the 3rd Quarter of 2017, testing was conducted and showed results under the MCL. In addition to quality issues, there are known to be significant leaks throughout the distribution system as the pipes are aged.

The CBWD has received grant funding that will be used to help make significant upgrades, repairs and improvements to the treatment plant including filtration, disinfection, instrumentation, infrastructure and distribution system upgrades to prevent further MCL violations and improve the quality of drinking water that the district supplies to its customers. The Town is also planning to begin a Hamlet-wide renovation of the water system by replacing the aging distribution infrastructure, beginning in the spring of 2018.

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The Central Bridge Sewer District was formed in 2008 and a sanitary sewer collection system and wastewater treatment plant (WWTP) were constructed. The district covers portions of the Town of Schoharie and the Town of Esperance within the Hamlet of Central Bridge. The existing WWTP is a dual train extended aeration plant with an average daily design flow of 60,000 gallons per day.

The treatment units include an influent flow splitter box, manually raked bar racks, equalization tanks and pumps, extended aeration tanks, blowers, secondary clarifiers, sludge holding tanks, and ultra-violet disinfection. Because the WWTP is a smaller facility, and to keep the user costs reasonable, daily operations are managed by a part-time operator.

Numerous improvements to the WWTP have been identified over the years and the Sewer District applied for Clean Water State Revolving Fund (CWSRF) funding on June 28, 2017. The Sewer District received a notice in October 2017 that the requested improvements were not funded. The following improvements have been recommended and remain a priority for the Sewer District:

- Install a spiral screen at the head of the WWTP.
- Replace the equalization pump chain brackets and replace floats with submersible level transducers.
- Construct a roof structure over the WWTP.
- Install a clarifier scum collection tank between the existing clarifiers.
- Construct a final clarifier to improve suspended solid removals.
- Relocate UV disinfection units after the new final clarifier.
- Upgrade the alarm system to a full Supervisory Control and Data Acquisition (SCADA) System.

**Emergency Services**

Police protection in Central Bridge is provided by the New York State Police and the Schoharie County Sheriff’s Department. State Police coverage in Schoharie County is provided by Troop G with their closest station located in Cobleskill, approximately 6 miles from Central Bridge or a 10 minute drive. The Schoharie County Sheriff’s Office is located in the Village of Schoharie, approximately 5 miles from Central Bridge, or a 9-minute drive.

Fire protection and EMS services are provided by the Central Bridge Fire Department which responds to all fire and EMS related calls within the Central Bridge Fire District. The Central Bridge Fire Department is headquartered out of their station at 137 S. Main Street. The current station was constructed in 1952 with an addition constructed in 1978. Based on discussions with the Fire Department, a new station is needed as the current station is outdated with significant deferred maintenance issues.

Specifically, representatives of the Project Advisory Committee and SALT Development met with the Fire Department on February 15, 2018 to discuss the Department’s current issues, concerns and needs. Based on this meeting, the fire department confirmed that a new station is still required. The

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4 Information provided by John M. McDonald Engineering
vehicle/apparatus bays are too small which causes OSHA (Occupation, Safety and Health Administration) compliance issues. In addition, the undersized bays prevent the firehouse from having showers, which are a necessary safety measure. As a result, the fire department is forced to purchase more expensive and compact fire trucks to fit into the existing bays. The department confirmed that a new facility is still required to ensure the department meets all safety requirements that will allow them to better serve their community.

The need for a new fire station was also recognized and recommended in the March 2014 NY Rising Community Reconstruction Plan for the Towns and Villages of Esperance, Schoharie, and Middleburgh (the NYRCR Report). The NYRCR Report was prepared for the NY Rising Community Reconstruction Program in response to the devastating floods caused by Hurricane Irene and Tropical Storm Lee. This report inventoried critical assets in each community and evaluated the assets’ exposure to risk related to flooding events. Based on the analyses, the NYCR Report identified recovery and resilience needs and identified opportunities. A series of comprehensive reconstruction and resiliency strategies were recommended, and specific projects and implementation actions to help fulfill those strategies were identified.

According to the NYRCR Report, the Central Bridge Fire Station, which is located outside of the floodplain, received a moderate risk score. A moderate risk score was given to assets if concerns were identified that surrounding infrastructure would not be able to withstand the results of heavy rainfall or unpredictable flooding. A moderate risk score was issued because the Central Bridge Firehouse was partially inaccessible due to flooded roads during Hurricane Irene.

Due to the moderate risk score issued, combined with the fire station’s condition and deficiencies, the NYRCR Report recommended that a new Central Bridge Fire Station be relocated to higher ground due to the fact that roads surrounding the firehouse were flooded during Hurricane Irene. The original proposed location for the new station was on land owned by the Central Bridge Sewer District, east of NYS Rt. 30A. A landowner of property contiguous to the wastewater treatment plan has since agreed to donate a one-acre parcel and the Central Bridge Sewer District has given permission to share space for parking. Approvals have been received from the Central Bridge Water and Sewer Districts for hookups.

An engineering/design study completed in 2014 by Bergman Associates proposed a $3.2 million new firehouse that included radiant heating, zoned climate controlled offices, a banquet hall, commercial kitchen and 4 bays for fire equipment/trucks. The new firehouse would also serve as an emergency shelter in the event of a future disaster or emergency and would be available for community events.

The current challenge to replacing the fire station is acquiring the necessary capital. An expansion of the Central Bridge Fire Protection District was previously considered, although support from the Town of Esperance is needed for this expansion. There has been no agreement with the Town of Esperance to date. Looking ahead, it is understood that state and/or federal grants will be necessary if Central Bridge is to construct a new firehouse.

**Telecommunications**

Central Bridge is served by DIRECTV, Dish TV and Spectrum, providing cable and satellite TV, with Spectrum also providing phone and internet service for the Hamlet. Internet may also be provided by
DIRECTV and Dish TV. Middleburgh Telephone Company portions of Schoharie County with telephone
and DSL service, but it does not appear to serve Central Bridge. Cell service is available in Central
Bridge, although there may be locations outside of the core Hamlet with limited cell coverage.

**Initial Findings for Transportation and Infrastructure**

If there is sufficient demand for public transportation, the Town should encourage the Schoharie County
Public Transportation System to consider regular stops in Central Bridge as an alternative to the current
on-call system currently in place, Monday through Friday.

Recommendations for reducing the speed limit entering Central Bridge are recommended for NYS Rt.
30A and coordination with NYSDOT should occur to evaluate the feasibility of these suggested changes.

The Town is planning to repair the water distribution system throughout the Hamlet, beginning in the
spring of 2018. It is recommended that while these replacements are occurring, existing sidewalks should
be repaired and new sidewalks installed if feasible.

**C. COMPLETE STREETS ANALYSIS**

**NYS State Roads**

NYS Route 7 runs west of and along the southern portion
of the Hamlet, connects Central Bridge with Cobleskill.
NYS Rt. 7 runs west of the intersection with NYS Rt.
30A, while the routes are combined as NYS Rt. 7/30A
east of the intersection.

As of 2015, NYS Rt. 7 had an Annual Average Daily Trip
(AADT) volume of 3,364 for the section of roadway
within Central Bridge. Within the Hamlet, the speed limit
on NYS Rt. 7 is 40 MPH and while there are no
sidewalks the road has wide shoulders generally suitable
for bicycles.

NYS State Route 30A runs north-south through the Hamlet and had a 2015 AADT volume of 1,671
within Central Bridge. Between NYS Rt. 7 and S. Main Street, NYS Rt. 30A does not have sidewalks
(except between N. and S. Main Streets and discussed below), although there are 10+/- ft. wide shoulders
on both sides. Based on discussions at public and committee meetings, some pedestrians and bicyclists do
utilize the shoulders of NYS Rt. 30A.

The sidewalk along NYS Rt. 30A between N. and S. Main Streets is in varying states of disrepair. A
portion of the sidewalk leading to and under the railroad bridge has eroded and no longer has a stable
walking surface (refer to the picture to the left). The remainder of sidewalk is passable but shows signs of
decay. There is no sidewalk along N. Main Street that connects with the sidewalk along NYS Rt. 30A
requiring pedestrians to either walk on the grass shoulder or the driving lane until reaching an existing
sidewalk on the north side of N. Main Street.
There is no posted speed limit heading north along NYS Rt. 30A from the intersection with NYS Rt. 7 until approximately 500 ft. from S. Main Street where a speed limit sign of 40 MPH is posted. As a result, drivers may exceed the speed limit until reaching the sign near S. Main Street, unaware of the actual limit.

Heading south on NYS Rt. 30A north of the Hamlet, the speed limit is reduced from 55 to 40 MPH approximately 1,500 Ft. north of the NYS Rt. 30A intersection with N. Main Street.

Based on visual observations and discussion with Central Bridge residents, many vehicles appear to be traveling in excess of 40 MPH as they pass through the Hamlet between N. and S. Main Street. For vehicles traveling south towards the Hamlet, there is a prolonged downhill section on Rt. 30A leading into the Hamlet that begins near the change from 55 to 40 MPH. This downhill section may be intensifying the higher speed limits seen through the Hamlet. As a result, the Town of Schoharie in partnership with the Town of Esperance may consider approaching NYSDOT to inquire if the beginning of the 40 MPH limit can be moved further north to provide drivers more time to reduce their speed before entering the downhill section. Likewise, it is recommended that the Town of Schoharie ask NYSDOT to post the speed limit as 40 MPH beginning at the Rt. 7 and 30A intersection. In addition, both Town should consider installing speed feedback signs along NYS Rt. 30A, north and south of the Hamlet in coordination with NYSDOT.

*South Main Street*

South Main Street and Church Street are designated as Schoharie County Route 51 (CR 51). Therefore, Schoharie County is responsible for maintaining these roads and proposed improvements within the right-of-way of CR 51 will require reviews and approvals by the County.

There are approximately 600 feet of sidewalk along the southern portion of S. Main Street stretching east from the U.S. Post Office and ending across from Hoober Feeds before the street slopes down towards NYS Rt. 30A. These sidewalks are in varying degrees of disrepair with sections missing and many uneven areas due to tree roots, frost heaves and general weathering, resulting in tripping hazards. Drivers are known to park their vehicles on sections of the sidewalk where the sidewalk is located directly adjacent to the driving lane and in areas where the sidewalks have almost completely deteriorated.
There are no sidewalks for the remainder of S. Main Street west of the U.S. Post Office. Instead, the area where sidewalks may have once existed is now covered by asphalt and tenants of the apartments in this area tend to park right up the buildings, thereby blocking paths for pedestrians. On street parking is prohibited on S. Main Street according to Schoharie County.

The Town asked the County to install no parking signs along S. Main Street to keep tenants from parking next to the buildings. Despite these signs, cars continue to park flush against the buildings as depicted in the picture to the right. Based on observations, the main issue is that there is limited off-street parking for some tenants. While there is an area on the north side of S. Main Street that is used for parking, the land is owned by Norfolk Southern Railroad and no formal lease agreement between the Town of Schoharie and the Railroad exists (based on communications with the Town of Schoharie and the Railroad). In addition, the land is not properly maintained, with ruts and poor drainage, and it is not plowed on a regular basis in the winter. It is recommended that the Town of Schoharie seek permission from Norfolk Southern Railroad to establish a formal public parking lot on this property and properly maintain it.

There is a short section of deteriorated sidewalks on the north side of S. Main Street beginning at the entrance to Hoober Feeds and running down to NYS Rt. 30A (refer to the picture to the right). This sidewalk connects with the sidewalk along NYS Rt. 30A that runs north under the railroad bridge and discussed above.

**Church Street**

There are limited sections of sidewalk in various states of decay along the east side of Church Street south of S. Main Street extending to the gravel parking lot across from the Bethany Evangelical Lutheran Church. A new sidewalk is located on the west side of Church Street in front of the Bethany Evangelical Lutheran Church and extends south around the corner to the rectory. The remainder of Church Street does not have sidewalks from this location south out to NYS Rt. 30A

**North Main Street**

North Main Street has sections of sidewalk along its north side within the core portion of the Hamlet although there is no connection to the sidewalk along NYS Rt. 30A as discussed above. The sidewalk along the north side appears in fair condition, where it exists, with some overgrown areas
and tripping hazards. There are no sidewalks along the southern side of N. Main Street. On street parking is allowed on N. Main Street and residents regularly park on the south side on lands owned by Norfolk Southern Railroad.

_Sidewalk Maintenance_

The Town of Schoharie does not appear (based on a search of available Town laws) to have a local law or written policy related to maintenance of sidewalks in Central Bridge. Specifically, municipalities with sidewalks generally have laws in place identifying the party responsible for sidewalk maintenance, including repair, replacement and keeping them clear of snow. This lack of clear responsibility in Central Bridge is evident based on the very poor conditions of most sidewalks. In addition, snow has not been cleared from many of the sidewalks in the Hamlet based on observations during the winter of 2017-2018.

Before any sidewalks are repaired or new ones constructed in accordance with the recommendations in this Plan, the Town of Schoharie will need to determine the responsible party for maintenance. It is recommended that the Town of Schoharie take on the responsibility of maintaining the sidewalks including plowing in the winter. This will alleviate the burden on property owners and ensure sidewalks will be plowed in the winter and repairs are made in a more organized manner.

_Enders Avenue and Western Portion of N. Main Street_

Enders Avenue and the western portion of N. Main Street are both narrow, with limited or no shoulders and no sidewalks. The elevation increases with a moderately steep slope on both roads until they meet approximately 1,800 feet to the west.

Drainage ditches are found along portions of each road which contributes to the limited shoulders and narrow road width. Pedestrians are forced to walk along the side of the driving lane in many sections of each road, creating potentially dangerous situations. Based on comments received at the public committee meetings, vehicles are known to exceed the posted speed limits in both directions, further increasing a dangerous situation for pedestrians and bicyclists.
Chase Drive

There are no sidewalks along Chase Drive, although the road does have wide shoulders that provide sufficient room for pedestrian and bicyclists. No concerns were raised about Chase Drive during public and committee meetings.

Initial Findings of the Complete Streets Analysis

Complete Street Recommendations are provided in Section 4: Community Revitalization Strategies.

D. NATURAL RESOURCES AND ENVIRONMENTAL FEATURES

Refer to Map 5: Environmental and Natural Resources for the following discussion.

Water Resources

The Schoharie Creek, as well as the Cobleskill Creek, run through the Hamlet of Central Bridge. Both creeks have been classified by the New York State Department of Environmental Conservation (NYSDEC) according to their best and highest use. The main stem of the Schoharie Creek, as well as the Cobleskill Creek are classified as “C.” This means that the highest and best use is for fishing and fish production. The Schoharie Creek is considered a navigable waterbody which raises the classification standard to protected status, and thus would also require permits for activities that may impact this waterway.

There is a NYSDEC fishing access site on the Schoharie Creek accessible from NYS Rt. 7 on the east side of the bridge over the creek. This fishing access site is located approximately one mile from the center of Central Bridge with no sidewalks along NYS Rts. 7 and 30A to reach this location. There are no other public access points to either the Cobleskill or Schoharie Creeks within Central Bridge.

Topography

The core of Central Bridge sits at approximately 620 ft. above mean sea level, with the elevation of the Hamlet increasing to the north and west. As a result, surface and groundwater flows down towards the Hamlet’s main residential areas and has caused flooding issues in the past, unrelated to the creeks. At the northern sections of the Hamlet, the increased elevation provides beautiful views of the Schoharie Valley.

Floodplains and Wetlands

Portions of Central Bridge are located within the Floodways and the 100-Year and 500-Year Floodplains of the Cobleskill Creek. The Central Bridge Community Park is located within the 100-Year Floodplain and experienced flooding damage during Hurricane Irene in August 2011, which resulted in significant property damage throughout the region, including Central Bridge. In addition to the community park, the majority of remaining lands in Central Bridge that are within the floodway and floodplains are agricultural fields. The Towns of Schoharie and Esperance both have local floodplain laws in effect, with the Town of Schoharie’s covering development in the Hamlet.
In 2007, Schoharie County installed twenty (20) outdoor warning sirens along the Schoharie Creek to be used in High Water Emergencies. The locations were selected to adequately alert the most people in the Schoharie Creek corridor as possible. The sirens are installed on 50-foot wood utility poles with rotating sirens on top that can be remotely activated during a major flood or dam failure.
Map 5: Environmental and Natural Resources
Map 5: Natural Resources Revitalization Project
Towns of Schoharie and Esperance

Legend
- USGS 10 Meter Contours
- Agricultural District
- 100 Year Flood Plain
- Floodway
- County Tax Parcels
- Central Bridge Hamlet CDP
- Municipal Bounds

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Source: Schoharie County GIS
Produced for Planning Purposes Only
Last Revision: 02-19-2018 Project #2017091

Legend:
- USGS 10 Meter Contours
- Agricultural District
- 100 Year Flood Plain
- Floodway
- County Tax Parcels
- Central Bridge Hamlet CDP
- Municipal Bounds

0 0.25 0.5 Miles

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Source: Schoharie County GIS
Produced for Planning Purposes Only
Last Revision: 02-19-2018 Project #2017091

Legend:
- USGS 10 Meter Contours
- Agricultural District
- 100 Year Flood Plain
- Floodway
- County Tax Parcels
- Central Bridge Hamlet CDP
- Municipal Bounds

0 0.25 0.5 Miles

Copyright Laberge Group, 2017
Source: Schoharie County GIS
Produced for Planning Purposes Only
Last Revision: 02-19-2018 Project #2017091
According to the NYSDEC, there are no state-regulated wetlands within Central Bridge. There may be small pockets of unmapped linear wetlands along the Schoharie and Cobleskill Creeks which might be subject to the jurisdiction of the U.S. Army Corps of Engineers (ACOE).

Agriculture

Agricultural land uses account for about approximately 21% of the land acreage in the Hamlet which includes 7 parcels totaling approximately 467.88 acres. Some of the classified agricultural land not in active use (based on observations). A portion of the Hamlet of Central Bridge is located in the Town of Schoharie County Agricultural District 1. The purpose of the Agricultural District is to encourage the continued use of farmland for agricultural production. The program is maintained by New York State Department of Agriculture and it provides a combination of landowner incentives and protections, all of which are designed to forestall the conversion of farmland to non-agricultural uses. Included in these benefits are preferential real property tax treatment (agricultural assessment and special benefit assessment), and protections against overly restrictive local laws, government funded acquisition or construction projects, and private nuisance suits involving agricultural practices.5

Hoober Feeds successfully reopened the Central Bridge Feed Mill in 2016 and now employs approximately 10 individuals, many of them local residents. Based upon discussions with company officials, Hoober Feeds would like to expand their operations in the future. They have already purchased the vacant building and property contiguous to the feed mill. This is a major opportunity for the Town and the Hamlet to further embrace their agricultural roots and opportunities to partner with Hoober Feeds to expand their operation for the benefit of the community and Hoober Feeds.

Initial Findings for Natural Resources and Environmental Features

With both the Cobleskill running through Central Bridge and the Schoharie Creek adjacent to the Hamlet, it is unfortunate that there are no public access points to either of these creeks. While there is a NYSDEC fishing access point on the east side of Schoharie Creek accessible via NYS Rt. 7, this is not easily or safely accessible on foot or by bicycle. As a result, one or more public access points to the creeks should be considered in Central Bridge and they should be reachable on foot and bicycle.

The Town of Schoharie and the Hamlet of Central Bridge have a long history of agriculture-related industries. With the feed mill now operated by Hoober Feeds, which is looking to expand in the near future, the Town and Hamlet should identify opportunities to work with Hoober Feeds to seek grants and other opportunities to improve the community and local economy.

E. PARKS AND RECREATION

Refer to Map 6: Parks and Recreation for the following discussion.

Central Bridge has one public park, the Central Bridge Community Park which includes a ballfield, pavilion, picnic tables and playground equipment. The Park is accessible via an access road at the intersection of S. Main St. and NYS Rt. 30A. The Central Bridge Civic Association owns and maintains the park.

There is no direct pedestrian access to the park via sidewalks from the residential sections of the Hamlet. There is no sidewalk on the south side of S. Main Street that leads to the park entrance. While there is a sidewalk on the north side of S. Main Street leading down to NYS Rt. 30A, it is in extremely poor shape as discussed previously. In addition, there is no crosswalk to reach the south side and the park entrance. Alternative pedestrian connections into the park should be considered and/or sidewalks constructed/repairs along S. Main Street to provide direct sidewalk access to the park.

The Central Bridge Park is the only recreational facility in the Hamlet, with the exception of a NYSDEC fishing access area located along the Schoharie Creek and approximately 1-mile from the center of Central Bridge. As previously stated, the NYSDEC fishing access site located along NYS Rt. 7 is not safely reachable by pedestrians from the Hamlet. Other nearby recreational facilities include the Fox Creek and Lily Parks, both located approximately 4.5 miles to the south in Schoharie and accessible via NYS Rt. 30. A community swimming pool is located on Spring Street in the Village of Schoharie. LaSalle Park is also located in the Village of Schoharie. The Long Path, a 358 mile hiking trail from NYC to the southern Adirondacks is accessible in Middleburgh.

The entire Central Bridge Community Park is located within the 100-year floodplain with the southeastern corner within the floodway of the Cobleskill Creek. Damage occurred to the park as a result of flooding caused by Hurricane Irene in 2011.

SALT Development is coordinating the Schoharie Creek Trail Feasibility Project which is analyzing the legal, economic and environmental feasibility of constructing a 38-mile multi-use trail connecting communities from Esperance to Blenheim, including Central Bridge. Two trail alternatives within Central Bridge have been proposed. Each alternative includes a combination of new trail construction and the utilization of existing roads and snowmobile routes. Refer to Map 6: Parks and Recreation for the locations of the proposed trail alignments.

Trail Alternative 1 would begin at the NYSDEC fishing access on the east side of the Schoharie Creek along NYS Rt. 7/30A. The trail would follow Sidney Lane and Westinghouse Road before utilizing lands behind homes along NYS Rt. 7/30A before connecting to NYS Rt. 30A and up to the Central Bridge Sewage Treatment Facility where it would connect with the existing snowmobile trail heading north.
Map 6: Parks and Recreation
Alternative 2 also begins at the NYS Rt. 7 DEC fishing access point along the Schoharie Creek. Instead of crossing NYS Rt. 7, the trail would head south on Smith Road where it would utilize the I-88 right-of-way and the route of the existing Cave County Riders Snowmobile Club trail. The trail would head west until turning north and crossing NYS Rt. 7 at the NYS Rt. 30A intersection. The trail would continue along Church Street, cross Cobleskill Creek where it would connect with S. Main Street and ultimately reach with the snowmobile trail on the east side of NYS Rt. 30A at the Central Bridge Sewage Treatment facility.

Additional funds are now being sought to begin the implementation process. As Central Bridge considers opportunities to improve pedestrian and bicycle connectivity, there is the opportunity to incorporate the proposed regional trail system into the Hamlet’s proposed improvements.

**Initial Findings for Parks and Recreation**

Improved pedestrian access to the Central Bridge Community Park should be considered in the future including a sidewalk on the south side of S. Main Street and repairs to the existing sidewalk on the north side. An alternative pedestrian connection into the park should also be considered from the core residential neighborhoods to avoid having to walk down to the access road. Looking into the feasibility of obtaining easements through one or more properties from Church Street and/or S. Main Street is also recommended. In addition, the Town should conduct an evaluation of the Central Bridge Community Park and consider upgrading the playground equipment, which appears dated and add additional amenities after seeking public input. Any upgrades to the park will need to take into consideration the fact that the park is in the 100-year floodplain and floodway of the Cobleskill Creek. Alternatively, if an opportunity arises that would allow the Civic Association to relocate the ball field out of the floodplain, it should be considered.

Not only is the Central Bridge Community Park not easily accessible from the core residential area of the Hamlet, the playground equipment is located in the southwest corner of the park. As a result, the playground area is not very visible. The Town should consider a small playground and park in the core Hamlet area that is highly visible and easily accessible.

Alternative 2 of the Schoharie Creek Trail Feasibility Project recommends crossing NYS Rt. 30A at S. Main Street. If this alternative is chosen, a highly visible crosswalk should be constructed at this location with accompanying signage to inform drivers about the trail crossing.

As previously discussed, there are no public access points to the Cobleskill or Schoharie Creeks in Central Bridge. In an effort to incorporate these creeks, the feasibility of gaining public access to Cobleskill Creek along Church Street should be evaluated. This access point would also be along the Alternative 2 trail route being evaluated in the Schoharie Creek Trail Feasibility Project.

**F. TOURISM**

Halfway between Albany and Cooperstown, Schoharie County provides numerous tourism opportunities. According to GROW Schoharie, NY, tourists spend approximately $47.3 million each year in Schoharie
There are several museums and the area is rich in both Native American and Revolutionary War history. A prominent site in the county is the Old Stone Fort, located just north of the Village of Schoharie. The fort was used for defense against British and allied Indian attacks during the Revolution. The Iroquois Indian Museum in the Town of Cobleskill has the largest collection of Iroquois art in the United States. The museum includes a performance center, where Iroquois present traditional and contemporary music and dance. The Gilboa Fossil Forest, in Gilboa, NY, is home to one of the Earth's oldest forests, with petrified tree trunks dating back over 380 million years to the Devonian period. The Museum features videos about the fossils along with historical displays about the area and the Town of Gilboa.

Schoharie County attracts many visitors with its natural beauty as well, with miles of trails for biking and hiking and two of the largest caves in the Northeast at Howe Caverns. Fishing and boating are popular activities for locals and visitors alike. Winter activities include cross-country skiing, ice fishing, snowshoeing and snowmobiling.

Central Bridge is not home to any tourism-related attractions. The one exception is that Central Bridge is the birthplace of George Westinghouse. Mr. Westinghouse was born in 1846 in a house located on what is now known as George Westinghouse Road off of NYS Rt. 7/30A. The house is on the National Register of Historic Places. George Westinghouse invented the railway air brake, was a pioneer of the electrical industry and received numerous patents for a variety of inventions.

**Initial Findings for Tourism**

Hoober Feeds is planning to expand their operations, including a plan to store barley, dry/process and store hops for regional breweries. There may be opportunities to partner with Hoober Feeds and other agricultural operations in the Town, including local farms to hold farmer’s markets along with other agricultural-related events and festivals. Craft beer events may also be possible with Hoober Feeds’ plans to support regional breweries.

**G. SOCIO-DEMOGRAPHIC DATA**

The following analysis highlights a number of trends within the Hamlet of Central Bridge including population, age, housing, education, and income. While Central Bridge is an unincorporated community, the US Census Bureau classifies the Hamlet as a Census Designated Place or CDP. A CDP is a concentration of population defined by the US Census Bureau for statistical purposes which allows for the analysis of socio-demographic data for unincorporated communities such as Central Bridge. Therefore, the following analysis will be based on socio-demographic data for the CDP of Central Bridge. The CDP boundary used for this analysis can be found on Map 1 – Project Area. Comparisons to the Town of Schoharie, Town of Esperance and Schoharie County have been made where appropriate. These comparisons provide the necessary context required to understand population, education, income, employment and related characteristics for the Hamlet of Central Bridge and the surrounding region.

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The information used in this analysis has been gathered primarily from the US decennial census conducted in 2000 and 2010. The US Census Bureau also conducts the American Community Survey (ACS), an ongoing survey that uses a series of monthly samples to produce annual estimates. Due to the fact that Central Bridge CDP has a low population, the ACS estimates have a high margin of error. Therefore, 2000 and 2010 decennial census data has been used where available, and only supplemented with ACS data when necessary. All data used in this report has been properly sourced. Any known discrepancies between data used in this Report will be identified to the reader.

**Population**

Local population growth and decline is dependent on several factors including economic expansion, environmental capacity, housing suitability, age-driven needs, and regional desirability. According to U.S. Census data, the Hamlet of Central Bridge’s population decreased from 677 in 2000 to 593 in 2010. This reflects a 12 percent population decrease for the Hamlet. During the same period, the total population of the Town of Schoharie declined at a modest rate of 2.8 percent, while the population in the Town of Esperance grew by 1.6% with the county growing by 3.7 percent. Population changes are presented in Table 2: Population Trends.

<table>
<thead>
<tr>
<th>Year</th>
<th>Central Bridge CDP</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Growth</td>
<td>Number</td>
<td>Growth</td>
</tr>
<tr>
<td>2000</td>
<td>677</td>
<td>N/A</td>
<td>3299</td>
<td>N/A</td>
</tr>
<tr>
<td>2010</td>
<td>593</td>
<td>-12.4%</td>
<td>3205</td>
<td>-2.8%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Census 2000, Census 2010

**Age**

According to the 2010 U.S. Census, 23 percent of the total population in the Hamlet of Central Bridge are 19 years old or younger. This trend is slightly higher than the Town of Schoharie (21%) and slightly less than the Town of Esperance and the County, both at 25%. Central Bridge has a significantly higher percentage of residents in the 20-34 year cohort (23.7%) when compared to surrounding communities. The percentage of Central Bridge residents above 34 years of age is lower than the comparable communities, with the Town of Schoharie having the oldest population, including a median age of 45.4 years. Central Bridge’s median age is listed as 38 years, with the Town of Esperance at 42 years and Schoharie County at 42.5 years. See Table 3: Age Distribution (2010) and Figure 1: Age Distribution (2010).

It is worth noting that based on conversations with residents of the Hamlet, there is the perception that the Hamlet’s median population age is older than what the 2010 Census indicates. In response to these conversations, the newly released 2012-2016 American Community Survey (ACS) data was evaluated which identifies the median age for Central Bridge as 41.2 years of age, three years older than the 2010 Census median age. The 2012-2016 ACS lists the median age for the Town of Schoharie as 49.4, the Town of Esperance at 43.7 and Schoharie County at 43.6. While the 2012-2016 ACS depicts increases for each community and the County, Central Bridge still registers a lower median age.
Table 3: Age Distribution (2010)

<table>
<thead>
<tr>
<th>Age</th>
<th>Central Bridge CDP</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>%</td>
<td>Total</td>
<td>%</td>
</tr>
<tr>
<td>0 - 5</td>
<td>41</td>
<td>6.90%</td>
<td>139</td>
<td>4.30%</td>
</tr>
<tr>
<td>5 – 19</td>
<td>96</td>
<td>16.20%</td>
<td>527</td>
<td>16.40%</td>
</tr>
<tr>
<td>20 - 34</td>
<td>140</td>
<td>23.70%</td>
<td>538</td>
<td>16.80%</td>
</tr>
<tr>
<td>35 - 54</td>
<td>159</td>
<td>26.80%</td>
<td>920</td>
<td>28.70%</td>
</tr>
<tr>
<td>55 - 64</td>
<td>90</td>
<td>15.20%</td>
<td>557</td>
<td>17.40%</td>
</tr>
<tr>
<td>65+</td>
<td>67</td>
<td>11.30%</td>
<td>524</td>
<td>16.30%</td>
</tr>
<tr>
<td>Total</td>
<td>593</td>
<td>100.0%</td>
<td>3,205</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, Census 2010

Median Age

<table>
<thead>
<tr>
<th>Central Bridge CDP</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td>38.1</td>
<td>45.4</td>
<td>42</td>
<td>42.5</td>
</tr>
</tbody>
</table>

Figure 1: Age Distribution (2010)

Households

The U.S. Census Bureau provides information on household composition, which details the structure of individuals and families. According to Table 4: Household Composition (2010), the majority of households in the Hamlet are families (60.7%) as compared to non-family households (39.3%), which includes individuals living alone. In general, the Hamlet has a slightly lower percentage of family households than the Town (63.1%) and County (64.7%) and 8.1% more than the Town of Esperance. The
average household size in Central Bridge is 2.22 persons, which is also slightly lower than both the Town of Schoharie (2.27), Town of Esperance (2.49) and Schoharie County (2.37).

Noteworthy is the fact that there is a higher percentage of households in Central Bridge (29%) with individuals under 18 years old compared to the Town of Schoharie (25%) and the County (27%). Central Bridge and the Town of Esperance has approximately equal percentages of households with individuals under 18 years of age.

Conversely, the Hamlet has a lower percentage of households with individuals age 65 years and older (21.7%) compared to the Town of Schoharie (29.5%), the Town of Esperance (25.6%) and the County (29.7%). These data further demonstrate that the Hamlet’s population, based on the 2010 Census and supplemented by the 2012-2016 ACS, is younger than the comparable Towns and County.

While conversations with Central Bridge residents seem to indicate an older population than what data shows, additional conversations seem to indicate that several younger families, with children, have been moving into the Hamlet in recent years. This is a positive trend and an important component to successful community revitalization efforts.

### Educational Attainment

Education attainment data are only available from the American Community Surveys. The 2006-2010 ACS was chosen as the estimates appear to be more accurate than the most recent ACS survey. Approximately 44.8 percent of residents in the Hamlet have an associate, bachelor, or graduate college degree, with an additional 15 percent that have some additional college education but no degree. In general, this percentage of post high school education is slightly lower than that of the Town of Schoharie (47.9%), significantly higher than the Town of Esperance (29.3%) and slightly higher than that of the County (33.2%).

It should be noted, that there is a higher percentage of Central Bridge residents with a Graduate or professional degree (21.6%) compared to the Town of Schoharie (10%), the Town of Esperance (5.6%)
and the County (8.7%) which may demonstrate an attraction of Central Bridge to professionals. When combined with the overall lower age statistics discussed above, the Hamlet may be seeing an influx of professionals with families. See Table 5: Educational Attainment (2010).

<table>
<thead>
<tr>
<th>2010 Population 25+ by Educational Attainment</th>
<th>Central Bridge</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 25 years and over</td>
<td>379</td>
<td>2,236</td>
<td>1,308</td>
<td>22,096</td>
</tr>
<tr>
<td>Less than 9th grade</td>
<td>0.0%</td>
<td>5.6%</td>
<td>3.0%</td>
<td>3.3%</td>
</tr>
<tr>
<td>9th to 12th grade, no diploma</td>
<td>9.0%</td>
<td>6.6%</td>
<td>7.0%</td>
<td>10.3%</td>
</tr>
<tr>
<td>High school graduate (includes equivalency)</td>
<td>31.1%</td>
<td>29.7%</td>
<td>40.8%</td>
<td>39.1%</td>
</tr>
<tr>
<td>Some college, no degree</td>
<td>15.0%</td>
<td>10.2%</td>
<td>19.9%</td>
<td>14.3%</td>
</tr>
<tr>
<td>Associate's degree</td>
<td>13.7%</td>
<td>21.3%</td>
<td>11%</td>
<td>12.2%</td>
</tr>
<tr>
<td>Bachelor's degree</td>
<td>9.5%</td>
<td>16.6%</td>
<td>12.7%</td>
<td>12.3%</td>
</tr>
<tr>
<td>Graduate or professional degree</td>
<td>21.6%</td>
<td>10.0%</td>
<td>5.6%</td>
<td>8.70%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, American Community Survey 2006-2010

Income

Household income is the total income of all members of a household regardless of their relationship to each other. The amount of income is an indicator of the local economy and the overall economic composition of the Hamlet’s residents. Understanding the income characteristics of the community is also important in determining a community’s health as well as the ability of residents to maintain their housing, contribute to the local tax base, and participate in the economy. The 2006-2010 American Community Survey was used for the following income analysis.

The median household income in Central Bridge is significantly lower than that of the surrounding towns and the County. In 2010, the median household income in Central Bridge was $31,187, while the Town of Schoharie’s was $53,065, the Town of Esperance was $59,451 and Schoharie County’s was $50,864.

As depicted on Table 6: Household Income (2010), approximately 43.6 percent of Central Bridge households earn less than $25,000 per year, while 23% of households in the Town of Schoharie and the County and only 17% in the Town of Esperance earn less than $25,000 per year. While these data may further demonstrate a higher percentage of younger families, with lower incomes common with young families live in Central Bridge, it is certainly an indication that overall income for Central Bridge residents is low and residents may be facing financial constraints, including housing costs.
Table 6: Household Income (2010)

<table>
<thead>
<tr>
<th>INCOME in 2010</th>
<th>Central Bridge</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Households</td>
<td>Total % of Total</td>
<td>Total Households</td>
<td>Total % of Total</td>
</tr>
<tr>
<td>Less than $25,000</td>
<td>127</td>
<td>44%</td>
<td>318</td>
<td>23%</td>
</tr>
<tr>
<td>$25,000 to $49,999</td>
<td>97</td>
<td>33%</td>
<td>330</td>
<td>24%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>8</td>
<td>3%</td>
<td>186</td>
<td>14%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>17</td>
<td>6%</td>
<td>130</td>
<td>10%</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>42</td>
<td>14%</td>
<td>400</td>
<td>29%</td>
</tr>
<tr>
<td>Total households</td>
<td>291</td>
<td>100%</td>
<td>1,364</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, American Community Survey 2006-2010

Significant levels of socioeconomic distress are known to characterize the Hamlet of Central Bridge. Poverty percentages for Central Bridge families were reported at 29.9% based on the 2006-2011 ACS. Based on the 2006-2010 ACS and as depicted in Table 7: Levels of Economic Distress (2010), the Hamlet’s poverty levels (27%) were significantly higher than the Town of Schoharie (7.6%), the Town of Esperance (6%) and the County (8.2%).

Table 7: Levels of Economic Distress (2010)

<table>
<thead>
<tr>
<th>Market Area</th>
<th>Median Household Income</th>
<th>Per Capita Income</th>
<th>Family Poverty Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Bridge</td>
<td>$31,321</td>
<td>$18,416</td>
<td>29.9%</td>
</tr>
<tr>
<td>Town of Schoharie</td>
<td>$53,065</td>
<td>$30,258</td>
<td>7.6%</td>
</tr>
<tr>
<td>Town of Esperance</td>
<td>$59,451</td>
<td>$29,504</td>
<td>2.2%</td>
</tr>
<tr>
<td>Schoharie County</td>
<td>$58,064</td>
<td>$25,105</td>
<td>8.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Age of Housing Stock

Central Bridge’s housing stock is comprised primarily of single-family dwelling units, with some two, three and multi-family dwellings. Based upon 2017 data from the Schoharie County Office of Real Property Tax Services, Central Bridge has 170 single family homes, 25 two-family homes and 10 homes with three or more units. Note that there are discrepancies between available Census data and real property data from Schoharie County. It was determined that the 2011-2015 ACS was more consistent with the real property data and is there used in the following analysis regarding the total number of housing units in Central Bridge.
Based upon the 2011-2015 American Community Survey 5-Year Estimates and as depicted in Table 8: Age of Housing (2015), the majority of Central Bridge’s housing units were built in 1939 or earlier (45.8%). This compares to 29% for the Town of Schoharie, 34.6% for the Town of Esperance and almost 30% for Schoharie County. Central Bridge does have a much older housing stock than comparable communities, although it saw almost 16% of its current housing stock built between 2010 and 2013, significantly higher than the comparable communities and County.

Based upon observations and discussions with Hamlet residents, many homes are suffering from a lack of upkeep and investment, and/or property owners have been unable, financially to maintain their properties. The Hamlet’s housing stock is both aging and historic, which often creates challenges for home owners to maintain their properties. As part of this planning study, a Housing Condition Survey was conducted by SALT Development and the Town of Schoharie to obtain a “snapshot” of current housing conditions. The results of the survey are found in Report Section I. Housing Condition Survey.

**Housing Occupancy & Vacancy**

The availability, affordability, and condition of housing within a community are important factors that residents and employers consider when determining relocation. Homeownership is also directly linked to household spending on services and supplies for home improvements, home furnishings, and other home-related items. Therefore, housing resources contribute to the overall image and desirability of a community. In addition, the type, age, value, and number of occupied homes in a neighborhood can often provide a picture of the community and a general assessment of the overall demand for housing.

The housing market is a delicate balance of ownership, rental units, and vacancies. The types of housing in a community are usually controlled by demand, meaning developers will build if they know they can sell or rent units. Recently, there has been increased interest in renting over owning a home due to prevailing nationwide economic conditions and a changing preference of young adults. With that said, a community with a higher percentage of owner-occupied housing can be an indicator of the health of a
community’s housing stock and economic condition. A generally accepted ratio indicating a balanced and healthy housing stock is 60% owner-occupied and 40% renter-occupied.

While a higher percentage of owner-occupied housing is generally preferred in many locations, it is important to ensure there are sufficient numbers of rental units for those families and households waiting to purchase a house and for those that are unable to purchase a house due to financial reasons. When there is not enough available housing for rent or sale, it creates a supply and demand situation that can cause higher housing prices.

The lower median income in the Hamlet may be an indication that there is a higher demand for rentals. As a result, many homes in Central Bridge have been converted into apartments, based on observations and conversations with Hamlet residents. Specifically, based on public feedback during the October 12, 2017 public workshop, many residents expressed concern about homes being converted into apartments and indicated their desire to limit future conversions.

As shown in Table 9: Housing Occupancy (2010), approximately 55.4% of occupied homes in Central Bridge were owner-occupied while 44.6% were renter-occupied. Central Bridge has a much higher percentage of renter-occupied housing units than did the Town of Schoharie (28.8%), Town of Esperance (18.1%) and Schoharie County (24.9%), further demonstrating the demand for rentals in Central Bridge.

When analyzing the health of local housing markets, it is valuable to examine vacancy rates to the balance of available housing for current and future residents. A rule of thumb is that a desirable minimum vacancy rate for owner-occupied housing is around 2.5% of all such units. For rental units, the desirable minimum vacancy rate is between 5% and 8% of the total inventory of rental units. Vacancy rates below these levels reduce the range of housing options and may increase the cost of housing.

As shown in Table 9: Housing Occupancy (2010), vacant housing units comprised 9.8% of the total housing stock in Central Bridge, compared to 8.8% in the Town of Schoharie, 8.7% in the Town of Esperance and 23.6% in the County. Based upon vacancy data, Central Bridge does not appear to have limited housing choices. However, due to the fact that the data used is not considered up-to-date and the ACS data are estimates, the results may not be providing an accurate snapshot of the Hamlet’s current housing availability.
Table 9: Housing Occupancy (2010)

<table>
<thead>
<tr>
<th>Housing Occupancy</th>
<th>Central Bridge (CDP)</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Total housing units</td>
<td>296</td>
<td>100.0%</td>
<td>1,526</td>
<td>100.0%</td>
</tr>
<tr>
<td>Occupied housing units</td>
<td>267</td>
<td>90.2%</td>
<td>1,391</td>
<td>91.2%</td>
</tr>
<tr>
<td>Vacant housing units</td>
<td>29</td>
<td>9.8%</td>
<td>135</td>
<td>8.8%</td>
</tr>
</tbody>
</table>

TENURE

<table>
<thead>
<tr>
<th>Tenure</th>
<th>Central Bridge (CDP)</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner occupied</td>
<td>148</td>
<td>55.4%</td>
<td>990</td>
<td>71.2%</td>
</tr>
<tr>
<td>Owned with a mortgage or loan</td>
<td>92</td>
<td>34.5%</td>
<td>611</td>
<td>43.9%</td>
</tr>
<tr>
<td>Owned free and clear</td>
<td>56</td>
<td>21.0%</td>
<td>379</td>
<td>27.2%</td>
</tr>
<tr>
<td>Renter occupied</td>
<td>119</td>
<td>44.6%</td>
<td>401</td>
<td>28.8%</td>
</tr>
</tbody>
</table>

VACANCY STATUS

<table>
<thead>
<tr>
<th>Vacancy Status</th>
<th>Central Bridge (CDP)</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td>For rent</td>
<td>8</td>
<td>27.6%</td>
<td>29</td>
<td>21.5%</td>
</tr>
<tr>
<td>Rented, not occupied</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>For sale only</td>
<td>2</td>
<td>6.9%</td>
<td>18</td>
<td>13.3%</td>
</tr>
<tr>
<td>Sold, not occupied</td>
<td>9</td>
<td>31.0%</td>
<td>23</td>
<td>17.0%</td>
</tr>
<tr>
<td>For seasonal, recreational, or occasional use</td>
<td>4</td>
<td>13.8%</td>
<td>34</td>
<td>25.2%</td>
</tr>
<tr>
<td>For migratory workers</td>
<td>0</td>
<td>0.0%</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other vacant</td>
<td>6</td>
<td>20.7%</td>
<td>31</td>
<td>23.0%</td>
</tr>
</tbody>
</table>


Housing Affordability for Median Household Income

There are several ways to determine if housing is generally affordable in a community. Since the adoption of the Urban and Rural Recovery Act of 1983, the 30 percent Rule has been the Federal standard for determining housing affordability. In other words, housing is generally considered to be affordable if no more than 30 percent of a household’s monthly income is spent on housing related expenses. Housing related expenses include not only rent but also utilities paid by the tenant such as heat, hot water, water and sewer charges. Some additional typical expenses such as telephone and cable TV are not included.

The Department of Housing and Urban Development defines Low Moderate Income (LMI) households as: moderate income households at 80% of the median income; low income households at 50% of the
median income; and very low income households at 30% of the median income. The LMI rate established by HUD for the Hamlet of Central Bridge is 75 percent of median income.⁷ Therefore, these LMI households may be challenged by housing costs in Central Bridge and/or spending more than 30 percent of their household income on housing related expenses.

Based upon these standards and estimates from the 2012-2016 ACS, approximately 14.6% of households in Central Bridge are paying more than 30% of their income on housing costs. Since ACS results are estimates, the actual percentage of households paying more than 30% may be higher or lower. According to the same dataset, 14.6% of all households in Central Bridge earn less than $20,000. Therefore, since the median household income is $31,321, the poverty rate is 29.9% and approximately 44% of all households make less than $25,000, there may be additional households that are spending more than 30% on housing costs.

H. ECONOMIC DEVELOPMENT

Regional Economy

Strategically located in the Northeast, the Mohawk Valley is a region of small communities with a strong history of manufacturing. However, the geographic dispersion of the region’s rural communities makes it difficult to view it as having common labor, retail and tourism markets. The region’s economy is driven by a diverse set of industry types, sizes and locations.

Fulton, Herkimer, Montgomery, Oneida, Otsego and Schoharie Counties comprise a belt of opportunity along the Erie Canal corridor and the Mohawk River watershed, with easy access to major commercial centers such as Boston, New York, Philadelphia, Toronto, Ottawa and Montreal.⁸ Just minutes from New York State’s Capital Region, Schoharie County also sits a few hours from New York City or Boston and a day’s drive from several large metropolitan areas, including Philadelphia and Toronto.

The region has a low crime rate with small family-oriented communities. It is important for the Hamlet of Central Bridge to continue to balance its quality of life, while understanding its economic needs.

Unemployment

According to the New York State Department of Labor, and as depicted in Table 10: Unemployment Rates in Schoharie County, the unemployment rate for Schoharie County was 4.8% in November 2017. The average annual unemployment rate has been steadily declining over the past five years, from a high of 9.2% in 2012 to 5.4% in 2016. The Albany-Schenectady-Troy Metropolitan Statistical Area, which Central Bridge and the Town of Schoharie is part of, had an average annual unemployment rate of 4.1% in 2016 demonstrating that Schoharie County has a slightly higher rate when compared to the remainder of the region.

---

⁷ Community Planning Development's 2014 Updated LMISD
⁸ Mohawk Valley Regional Economic Development Council Strategic Plan 2011.
Table 10: Unemployment Rates in Schoharie County

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Annual Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>6.8%</td>
<td>6.8%</td>
<td>5.9%</td>
<td>5.4%</td>
<td>4.8%</td>
<td>5.3%</td>
<td>5.2%</td>
<td>4.8%</td>
<td>4.7%</td>
<td>4.5%</td>
<td>4.8%</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>2016</td>
<td>6.7%</td>
<td>6.5%</td>
<td>6.2%</td>
<td>5.4%</td>
<td>4.8%</td>
<td>5.0%</td>
<td>5.3%</td>
<td>4.8%</td>
<td>5.0%</td>
<td>4.6%</td>
<td>4.7%</td>
<td>5.5%</td>
<td>5.4%</td>
</tr>
<tr>
<td>2015</td>
<td>7.8%</td>
<td>7.5%</td>
<td>6.9%</td>
<td>5.9%</td>
<td>5.4%</td>
<td>5.6%</td>
<td>5.6%</td>
<td>5.2%</td>
<td>5.0%</td>
<td>4.6%</td>
<td>4.8%</td>
<td>5.3%</td>
<td>5.8%</td>
</tr>
<tr>
<td>2014</td>
<td>8.8%</td>
<td>8.8%</td>
<td>8.0%</td>
<td>6.6%</td>
<td>6.2%</td>
<td>6.3%</td>
<td>6.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>5.3%</td>
<td>5.6%</td>
<td>6.0%</td>
<td>6.7%</td>
</tr>
<tr>
<td>2013</td>
<td>10.9%</td>
<td>10.3%</td>
<td>9.5%</td>
<td>8.3%</td>
<td>7.6%</td>
<td>7.9%</td>
<td>7.7%</td>
<td>7.1%</td>
<td>7.0%</td>
<td>6.8%</td>
<td>6.8%</td>
<td>7.2%</td>
<td>8.1%</td>
</tr>
<tr>
<td>2012</td>
<td>10.9%</td>
<td>11.3%</td>
<td>10.5%</td>
<td>8.9%</td>
<td>8.7%</td>
<td>9.3%</td>
<td>8.5%</td>
<td>8.2%</td>
<td>8.0%</td>
<td>7.8%</td>
<td>8.8%</td>
<td>9.2%</td>
<td></td>
</tr>
</tbody>
</table>

Source: NYS Dept. of Labor

Employment by Industry

Information on industry relates to the kind of business conducted by a person’s employing organization. Table 11: Resident Employment by Industry (2015), illustrates residents’ employment by industry in Central Bridge compared to the Towns of Schoharie and Esperance and Schoharie County. The 2011-2015 American Community Survey was used for this analysis.

Table 11: Resident Employment by Industry (2015)

<table>
<thead>
<tr>
<th>Classification</th>
<th>Central Bridge (CDP)</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total %</td>
<td>Total %</td>
<td>Total %</td>
<td>Total %</td>
</tr>
<tr>
<td>Civilian Employed Population 16 Years and Over</td>
<td>294 100%</td>
<td>1,851 100%</td>
<td>831 100%</td>
<td>15,343 100%</td>
</tr>
<tr>
<td>Agriculture/Forestry/Fishing/Hunting/Min</td>
<td>0 0.0%</td>
<td>19 1.0%</td>
<td>0 0.0%</td>
<td>465 3.0%</td>
</tr>
<tr>
<td>Construction</td>
<td>17 5.8%</td>
<td>92 5.0%</td>
<td>61 7.3%</td>
<td>1,437 9.4%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>14 4.8%</td>
<td>148 8.0%</td>
<td>91 10.9%</td>
<td>861 5.6%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>21 7.1%</td>
<td>32 1.7%</td>
<td>19 2.2%</td>
<td>448 2.9%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>89 30.3%</td>
<td>307 16.6%</td>
<td>96 11.5%</td>
<td>2,264 14.8%</td>
</tr>
<tr>
<td>Transportation/Warehousing/Utilities</td>
<td>0 0.0%</td>
<td>115 6.2%</td>
<td>71 8.5%</td>
<td>734 4.8%</td>
</tr>
<tr>
<td>Information</td>
<td>0 0.0%</td>
<td>9 0.5%</td>
<td>8 0.9%</td>
<td>267 1.7%</td>
</tr>
<tr>
<td>Finance, Insurance, Rental and Leasing</td>
<td>0 0.0%</td>
<td>205 11.1%</td>
<td>50 6.0%</td>
<td>992 6.5%</td>
</tr>
<tr>
<td>Professional/Scientific/Mgt./Admin/Waste Mgt.</td>
<td>35 11.9%</td>
<td>83 4.5%</td>
<td>59 7.0%</td>
<td>930 6.1%</td>
</tr>
<tr>
<td>Education/Health/Social Services</td>
<td>82 27.9%</td>
<td>437 23.6%</td>
<td>199 23.9%</td>
<td>4,034 26.3%</td>
</tr>
<tr>
<td>Arts/Entertainment/Recreation/Accommodation</td>
<td>28 9.5%</td>
<td>279 15.1%</td>
<td>67 8.0%</td>
<td>1,162 7.6%</td>
</tr>
<tr>
<td>Other Services</td>
<td>0 0.0%</td>
<td>45 2.4%</td>
<td>57 6.8%</td>
<td>674 4.4%</td>
</tr>
<tr>
<td>Public Administration</td>
<td>8 2.7%</td>
<td>80 4.3%</td>
<td>53 6.3%</td>
<td>1,075 7.0%</td>
</tr>
</tbody>
</table>

Based on the 2011-2015 ACS, the Hamlet’s top three employment sectors were “retail trade” (30.3%); “education, health and social services,” (27.9%); and “professional” (11.9%). In comparison, the top employment sector was “education, health and social services” for the Town of Schoharie (23.6%), the Town of Esperance (23.9%) and Schoharie County (26.3).

The Town of Schoharie’s second and third top sectors were listed as “retail trade” (16.6%) and “arts, entertainment, recreation and accommodation” (15.1%). The Town of Esperance’s second and third top sectors were listed as “retail trade” and “manufacturing” while the County’s number two and three top sectors were listed as “retail trade” (14.8%) and “construction” (9.4%).

**Employment by Occupation**

Occupation describes the kind of work a person does on the job. For employed people, the data refers to the person's job during the reference week. For those who worked at two or more jobs, the data refers to the job at which the person worked the greatest number of hours. Figure 2: Resident Occupation, shows a breakdown of Central Bridge’s occupations according to the major categories provided by the Census Bureau. The top occupational type was “sales and office” (44%) followed by the “service” (19%), and “production, transportation, and material moving occupations” (18%). The least represented occupations were “management, business, science and arts” (14%) and “natural resources, construction and maintenance” (6%).

**Figure 2: Resident Occupation**
Major Employers

The Hamlet of Central Bridge has two major employers: Hoober Feeds and American Standard Manufacturing. Hoober Feeds successfully reopened the Central Bridge Feed Mill in 2016 and now employs approximately 10 individuals, many of them local residents. Based upon discussions with company officials, Hoober Feeds would like to expand their operations in the future. They have already purchased the vacant building and property contiguous to the feed mill in preparation for future expansions.

The Company received $200,000 in NYS Senate funding to assist with the construction of a rail siding behind the existing plant. This will increase Hoober Feed’s ability to distribute their products to a larger customer base. In addition, Hoober Feeds received a $38,000 grant, towards a $190,000 project through Empire State Development to assist in installing a pellet cooler and feed packaging line. Hoober Feeds is committed to future improvements that will benefit Central Bridge and the local economy.

American Standard Manufacturing (AMS), located in the Town of Esperance, employs approximately 25 employees and produces high quality cylinder exchange displays for the grill cylinder exchange business. AMS also produces storage cylinders for oxygen and related equipment for the industry. Their 28,000 square feet facility was established in 1994 after originally starting their business in 1990 in Lawyersville, NY. The current facility can accommodate future expansions.

In addition to Central Bridge businesses, nearby regional employment centers in surrounding Schoharie County are as follows:

- Wal-Mart Distribution Center (Sharon Springs)
- Wal-Mart Super Center (Cobleskill)
- SUNY Cobleskill (Cobleskill)


Commuting Patterns

When analyzing employment opportunities and trends of a community it is important to observe the commuting patterns of residents. Based on the 2011-2015 ACS, in 2010, a large percentage (63.5%) as depicted in Table 12: Commuting Patterns (2015) and Table 13: Travel Time to Work (2015), Central Bridge residents commuted less than 25 minutes to work in one direction. This is most likely the result of the many top employers of Schoharie County being located in Central Bridge, Schoharie, Sharon Springs, Cobleskill and Howes Cave. Residents also likely commute to the Capital Region for employment. The mean travel time to work in 2010 for residents of the Hamlet was 21.9 minutes. This short commuting pattern is not uncommon in the region where approximately 56.7 percent of Town residents and 55.4 percent of County residents travel 25 minutes or less to work. These short commuting patterns are positive attractions to potential residents, businesses, and employers. The mean travel time to work for residents of the Town of Schoharie was 26.1 minutes, 28.9 minutes for Esperance residents and 26.7 minutes for the County as a whole.

<table>
<thead>
<tr>
<th></th>
<th>Central Bridge (CDP)</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, truck, or van -- drove alone</td>
<td>83%</td>
<td>78.3%</td>
<td>80.1%</td>
<td>77.9%</td>
</tr>
<tr>
<td>Car, truck, or van -- carpooled</td>
<td>10%</td>
<td>9.2%</td>
<td>17%</td>
<td>8.9%</td>
</tr>
<tr>
<td>Public transportation (excluding taxicab)</td>
<td>0%</td>
<td>1.0%</td>
<td>0%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Walked</td>
<td>0%</td>
<td>7.9%</td>
<td>1.0%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Other means</td>
<td>7%</td>
<td>1.2%</td>
<td>0.5%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>0%</td>
<td>2.3%</td>
<td>1.5%</td>
<td>5.4%</td>
</tr>
</tbody>
</table>

No Central Bridge residents reported working from home, based on the 2011-2015 ACS, while approximately 2.3% of Town of Schoharie residents, 1.5% in the Town of Esperance and 5.3% of County residents as a whole reported working from home.

**Location of Major Shopping Areas**

The nearest shopping area is located in the Village of Cobleskill, which is approximately a 15-minute drive from Central Bridge. In Cobleskill, shoppers can find major retailers, restaurants, and service providers. Stores include Walmart, Price Chopper, and Agway. The next closest shopping areas are located in Amsterdam and Schenectady, both located approximately 30 minutes from Central Bridge.

**Regional and County Economic Development and Planning Resources**

Schoharie County is serviced by a coordinated partnership of agencies and organizations that provide business incentives, economic development resources, and technical assistance to promote local economic development strategies. This partnership provides a vast array of economic development resources to existing, expanding or newly-locating businesses to encourage investment and job creation in the county.

**Schoharie Area Long Term Development (SALT)**

Schoharie Area Long Term Development (SALT) was formed after Hurricane Irene with the goal of coordinating recovery efforts for the entire Schoharie Creek Basin and surrounding areas. SALT Development’s current and future projects seek to build the local economy by promoting natural and cultural resources and building on strong agricultural roots through dynamic, creative and collaborative community-based projects. SALT Development, in partnership with the Town of Schoharie helped secure funding for the Hamlet of Central Bridge Community Planning Project and has been an integral partner in

<table>
<thead>
<tr>
<th>Travel Time</th>
<th>Central Bridge (CDP)</th>
<th>Town of Schoharie</th>
<th>Town of Esperance</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 minutes</td>
<td>7.1%</td>
<td>23.0%</td>
<td>3.2%</td>
<td>21.5%</td>
</tr>
<tr>
<td>10 to 24 minutes</td>
<td>56.4%</td>
<td>33.7%</td>
<td>31.4%</td>
<td>33.9%</td>
</tr>
<tr>
<td>25 to 34 minutes</td>
<td>20.1%</td>
<td>9.0%</td>
<td>26.8%</td>
<td>13.5%</td>
</tr>
<tr>
<td>35 to 44 minutes</td>
<td>0.0%</td>
<td>4.3%</td>
<td>22.7%</td>
<td>8.1%</td>
</tr>
<tr>
<td>45 to 59 minutes</td>
<td>16.3%</td>
<td>25.6%</td>
<td>12.1%</td>
<td>13.5%</td>
</tr>
<tr>
<td>60 or more minutes</td>
<td>0.0%</td>
<td>4.4%</td>
<td>3.6%</td>
<td>9.6%</td>
</tr>
<tr>
<td>Mean travel time to work</td>
<td>21.9</td>
<td>26.1</td>
<td>28.9</td>
<td>26.7</td>
</tr>
</tbody>
</table>

preparing this Report.

**Empire State Development (ESD)**

The Empire State Development (ESD) is the lead economic development agency for the State. Schoharie County is served by the Mohawk Valley offices in Utica, NY which provides area businesses with a wide array of capital, infrastructure, and training programs.

**The Chamber Alliance of the Mohawk Valley**

The Chamber Alliance of the Mohawk Valley is an association of independent chambers of commerce and organizations that meets monthly for information sharing, mutual support, advocacy, education, and joint planning. Approximately 2,500 Mohawk Valley businesses, organizations, individuals, and professional firms are represented by the alliance chambers and affiliate partner organizations.

**Schoharie County Chamber of Commerce**

The Schoharie County Chamber of Commerce is an organization of business people and other leaders working together to advance the general welfare and prosperity of the community through endeavors with business, including agriculture, education, government, and tourism. They offer businesses the opportunity to network, grow, increase their profile and ultimately, expand their influence in the community.

**The Fulton, Montgomery and Schoharie Counties Workforce Solutions System**

The Fulton, Montgomery and Schoharie Counties Workforce Solutions System brings together multiple programs and services to job seekers and business customers. Customers are able to conveniently access the employment, training, and information services they need. The Workforce Solutions Centers bring together multiple programs and services in a manner that can be accessed through a variety of ways including walk-in service access, electronic linkage, resource rooms, Internet and other methods.
Grow Schoharie County New York

Grow Schoharie County dedicates itself to highlighting the many resources available to entrepreneurs and attracting businesses to root themselves in the heart of Upstate New York. They offer free guidance to prospective and established ventures to cultivate economic success in the Schoharie Valley. A solid available workforce, high quality of life and access to higher education programs that cover nanotech, bioscience and clean-tech, among many other industries, complement the great location. Schoharie County and New York State offer numerous incentives to manufacturing, service and agri-business alike. The Grow Team helps sort through available programs and funding to get businesses going.

Schoharie County Planning and Development Department

Schoharie County boasts a very active Planning Department. The office offers technical assistance to local governments and citizens on planning and zoning and environmental problems. In addition, the office assists with grant writing and administration, especially in housing and local infrastructure. The Planning & Development department is divided into the Office of Community Development Services and the Office of Agricultural Development.

The Office of Community Development is a County department dedicated to assisting communities as they grow and prosper. They provide information to municipalities about federal, state, and local land use laws, coordinates permitting procedures and county review, provides technical assistance, and helps procure grants and other assistance.

The Schoharie County Agriculture and Farmland Protection Board (AFPB) works to enhance the County's agricultural industry by offering broad representation and increased opportunities for agricultural concerns to be heard in county government. Additionally, Board membership provides opportunities for environmental and open space advocates to have a voice in local agricultural land protection efforts. Members of the board consist of farmers, county legislators, educators, agriculture technicians, veterinarians, and community leaders.
SECTION 3: HOUSING CONDITION AND INCOME SURVEY

Housing Condition Survey

A Housing Condition Survey was carried out in compliance with NYS CDBG and US Housing and Urban Development (HUD) guidelines. Representatives of SALT Development and SUNY Cobleskill volunteers conducted the survey under the direction of the Town of Schoharie Code Enforcement Officer over a several week period during the fall of 2017. Surveys were conducted on foot and in vehicles from publicly-accessible areas. Survey takers did not enter private property and based their findings on visual inspections. For each residential structure, results were recorded on a survey form (See Appendix G – Housing Condition Survey Form for a copy of a blank housing condition survey form) and the overall results and findings tabulated by Laberge Group. Detailed housing condition results for each structure will remain confidential. A summary of the overall results is provided below.

The purpose of this survey is to gather information necessary to begin the process of identifying which structures are in need of minor and major improvements. Combined with the income survey conducted by SALT Development, the results will help guide choices for future grant funding that may be available to assist homeowners make necessary improvements.

The housing condition survey consisted of the following steps:

Structural Components

An inspection of those components that could be assessed from the street were categorized as primary, mechanical, or secondary. The survey form included the following components:

- **Primary Components**: Foundation, exterior wall structure, roof structures, floor structures, columns, joists, and partitions.
- **Mechanical Components**: Windows and doors, plumbing, heating, electrical, wells and septic systems.
- **Secondary Components**: Siding material, roofing material, porches and exterior stairs and railings, chimneys, flooring material, ceilings, lighting, ventilation, interior stairs and railings.

Components not visible from the exterior, including, but not limited to floor structures, partitions, plumbing, electrical, lighting, and ventilation were not evaluated unless the survey taker was previously familiar with interior conditions based on past inspections. The Town of Schoharie Code Enforcement
Officer was familiar with the interior conditions of a few properties and was able provide interior condition results for those.

**Degree of Deficiency**

After the structural components were classified as primary, mechanical or secondary, they were assessed for the degree of deficiency as follows:

- **Critical Defects**: Component is a badly deteriorated, sinking, leaning, non-operative or non-functional, out of plumb, or unsafe to an extent requiring complete replacement.
- **Major Defects**: Component is badly deteriorated and in need of major repair or replacement.
- **Minor Defects**: Component is worn, loose, or cracked and in need of repair.
- **Sound**: Component needs no more than normal maintenance.

**Structural Conditions**

Once the degree of deficiency was determined, the structural condition of the housing unit was then determined using the following definitions:

- **Standard**: Housing units that are in standard condition, have no critical or major structural defects and their appearance does not create a blighting influence. This condition requires no more than normal maintenance or only slightly observable deficiencies.
- **Substandard**: Housing units that have one or more major and/or critical structural defects are classified as substandard. The DEGREE of substandard is either moderate or severe according to the following:
  - **Moderately Substandard**: Housing units that have less than three (3) major defects and can be restored to a standard condition for a reasonable cost. (NOTE: No critical defects)
  - **Severely Substandard**: Housing units that have three (3) or more major defects or at least one critical defect and can be restored to a standard condition for a reasonable cost.
- **Dilapidated**: Housing units that are determined to be substandard to a degree requiring clearance or buildings which have three (3) or more critical deficiencies that cannot be repaired to a standard condition for less than a reasonable amount. In these instances a local determination must be made concerning the economic feasibility and public benefit of such projects.

A weighted score of one (1) was applied to each major defect and a score of three (3) was applied to each of the critical defects (three (3) major defects = one (1) critical defect). The formula was based on HUD’ Definitions of Substandard Housing. The weighting system allows communities to rank and identify priority properties that should be a focus for improvements.
Housing Condition Survey Results

A total of one hundred eighty-seven (187) surveys were conducted on houses located within the Hamlet of Central Bridge. Of this number, seven (7) were ranked as “Dilapidated,” thirty-one (31) were ranked as “Severely Substandard,” thirty-two (32) as “Moderately Substandard,” and one hundred twenty-two (122) as “Standard.”

Based upon the survey results, the majority of the surveyed homes (62%) are in Standard condition, with 17% Moderately Substandard, 17% Severely Substandard and 4% deemed dilapidated. The results are depicted on Table 14: Housing Condition Survey Results.

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Moderately Substandard</th>
<th>Severely Substandard</th>
<th>Dilapidated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>117</td>
<td>32</td>
<td>31</td>
<td>7</td>
<td>187</td>
</tr>
<tr>
<td>Percentage</td>
<td>62%</td>
<td>17%</td>
<td>17%</td>
<td>4%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Laberge Group and SALT Development

Generally, housing designated as Moderately Substandard or below may be eligible for grant funding. Based upon the analysis, 38% of the evaluated housing stock located within Central Bridge is considered potentially eligible for grant funding.

The full results, including the completed housing survey sheets, detailed result tables and maps that graphically depict observed conditions will remain confidential and kept on file at the Town of Schoharie Town Hall and/or SALT Development for official use in seeking future grant funding.

Income Survey

The final results of the Income Survey were not available in time to be incorporated into the Final Report. The Income Survey findings will be provided as an Addendum to this Final Report. (See Appendix H: Income Survey Form, for a copy of a blank Income Survey form.)
SECTION 4: COMMUNITY REVITALIZATION STRATEGIES

The following project recommendations have been identified for Committee discussion to confirm which ideas should be pursued further, to identify additional issues that need to be addressed and supplementary information/research required.

A. Economic Development

*Recommendation A1: Partner with Hoober Feeds with identifying future grant opportunities to assist in expanding their operations and hire additional local employees.*

Hoober Feeds successfully reopened the Central Bridge Feed Mill in 2016 and now employs 10 individuals, many of them local residents. Based upon discussions with company officials, Hoober Feeds would like to expand their operations in the future. They have already purchased the vacant building and property contiguous to the feed mill (Refer to *Figure 3: Hoober Feed Property*). The vacant building is not salvageable and will need to be razed. While Hoober Feeds has not discussed detailed plans for expanding their business, they have expressed interest in working with the community of Central Bridge, the Town and other partners to plan future projects at the appropriate time. Hoober Feeds stated that the removal of the vacant building is their current priority.

The Restore New York Grant Program provides funding to demolish vacant buildings for the purposes of preparing property for future development. Restore New York funding is also available for new construction and Hoober Feeds may be well-suited to partner with the Town of Schoharie and SALT Development to pursue funding for their project. The State is expected to again
accept Restore New York applications this fall (2018). The Town and Hoober Feeds should continue discussions to determine the feasibility of pursuing future grants and to identify next steps. In addition, improvements at Hoober Feeds was listed as a Priority Project in 2017 by the Mohawk Valley Regional Economic Development Council.

**Recommendation A2: Establish a Central Bridge Enhancement Workgroup to guide revitalization efforts**

Central Bridge and the Town of Schoharie will need an entity to lead and direct the implementation of this Plan’s recommendations. This group would serve as the point of contact and the entity responsible for initiating the revitalization efforts and should be well represented by business, property owners, citizens, non-profit groups, public officials and other stakeholders considered important to the community. The Town of Schoharie and SALT Development should lead this group.

**Recommendation A3: Work with local property/business owners and entrepreneurs to revitalize existing commercial buildings, expand existing and open new businesses.**

There are limited commercial buildings remaining in Central Bridge. Recently, Central Mat Laundromat opened at 110 S. Main Street, the site of a former hardware store. With the exception of Hoober Feeds, the laundromat is the first new business to open in the core area of the Hamlet in recent years. Both Hoober Feeds, Central Mat and Langan Funeral Home are the only businesses currently operating in the core area of the Hamlet.

Additional businesses are found outside the core Hamlet area include American Standard Manufacturing, Off the Beaten Path Sporting, an auto repair facility and an insurance company, all located on the east side of NY Rt. 30A, just north of the railroad overpass in the Town of Esperance. Red Apple Foods is located at the corner of NYS Rt. 7 and NYS Rt. 30A in Schoharie.

A small white building, referred to as the “EMS Building” is located on the north side of S. Main Street on land owned by Norfolk Southern Railway could be renovated for commercial or community uses (Refer to Figure 4: S. Main Street Properties of Interest). The building is currently owned and being used for storage by the Central Bridge Fire Department. The Fire Department has a lease with the Railroad to maintain the building and use it for storage. With the building located adjacent to the Village Green, it is well suited to be incorporated into the park as a local museum or utilized for a related community purpose. Due to the fact that the building is located on Norfolk Southern Railway land, the use of the building and
property will require coordination with and permission from the railway company.

To assist with renovating the above-described structures and support potential future businesses opportunities, the Central Bridge Enhancement Workgroup, recommended above, should look for opportunities to partner with existing and future landowners for the purposes of identifying potential businesses and repairs needed and to apply for relevant grant funding. In addition to Restore New York funding, Empire State Development and New York Main Street Grant programs should be evaluated for opportunities to assist with local economic development projects. The first step in this process will be to meet with owners of the above-identified buildings to discuss any current/future plans they may have regarding their buildings and to inform them of potential funding opportunities.

**Recommendation A4: Prohibit conversion of ground floor commercial space to residential through zoning mechanisms.**

There are two key buildings (116 and 122 S. Main Street) within the core Hamlet area that may accommodate future businesses. The second floor of each building includes apartments, although it is unknown if they are currently occupied. Two other former commercial buildings on S. Main Street now have ground floor apartments in what was likely former commercial space (118 and 120 S. Main Street). To preserve valuable commercial space, it is recommended that the Town consider options to prevent owners of both 116 and 122 S. Main Street from converting the ground floor space into apartments. The
Town may utilize zoning regulations to prohibit conversion of ground floor space into apartments. Refer to Figure 4: S. Main Street Properties of Interest, for the location of 116-122 S. Main Street.

**Recommendation A5: Plan and hold farmer’s markets and other community events in Central Bridge.**

While there are existing farmer’s markets in Schoharie County, Central Bridge is well positioned to hold a unique farmer’s market that could be integrated with other community events and/or festivals. In addition, Central Bridge could partner with Hoober Feeds to help sponsor the farmer’s market along with several local farms in the Town of Schoharie.

Farmer’s markets and other forms of community events are known to stimulate local economies by drawing shoppers from neighboring communities who in turn, may spend additional money at other local establishments. While Central Bridge is currently lacking core businesses including retail, holding a farmer’s market and other community events and celebrations would still result in positive benefits to the Hamlet by introducing new people to the community who may be interested in relocating and/or starting a business. In addition, holding these types of events would generate “excitement” about the hamlet and increase the number and diversity of people visiting the community. As new businesses open in Central Bridge, community events would remain important catalysts for continued community revitalization and new opportunities for bringing people into the Hamlet should always be considered.

Farmer’s markets do not have to be large or held every week. Smaller, community-oriented farmer’s markets can still have positive impacts, especially for residents of the community by providing healthy food choices, building a sense of community, supporting the local economy and connecting people with the farmers who grow food. Smaller markets are also less expensive and easier to organize, which may be more appropriate for Central Bridge, at least at the outset.

The open space owned by the Norfolk Southern Railway Company would be an ideal location for a farmer’s market and other community events. The logistics and authority to use this space along with the associated safety considerations are discussed in more detail below in **Recommendation C3 under Recreation and Beautification.**

**Recommendation A6: Revise zoning regulations to remove barriers in establishing new home-based businesses.**

Home-based businesses not only have the potential to provide residents with opportunities for additional income, successful home-based businesses can contribute to a community’s revitalization efforts. Therefore, it is important to ensure local communities encourage and facilitate these opportunities through streamlined local approvals and providing access to relevant funding and small business assistance programs.

The Town of Schoharie Zoning Law’s existing regulations related to home-based businesses are sufficient and provide a streamlined process for residents to apply for a Zoning Permit for such uses. While the Town of Esperance Zoning Law defines and includes requirements for home-based businesses, the use is not specifically listed in the Law’s Use Table. In addition, the law states that such uses can only occur within a residence. It is recommended that the Town clarify the zoning districts in which home-based businesses are permitted and allow such businesses to be operated out of accessory structures.
Beyond zoning, other potential barriers to a healthy home-based business environment should be evaluated, including high speed internet availability. While internet is provided in Central Bridge by Spectrum, Middleburgh Telephone Company and satellite providers, the entire Hamlet may not have sufficient high speed internet. If gaps are present, coordination with internet providers should be occur to connect areas that lack appropriate service.

**B. Housing**

**Recommendation B1: Provide/facilitate access to homeownership and home repair grants.**

A major component of the Central Bridge Community Planning Project involves a housing conditions survey and income survey for Central Bridge residents. The purposes of these surveys are to determine the general condition of existing residential dwellings and to provide an updated understanding of resident income. Furthermore, these surveys will assist the Towns and SALT Development in determining which grant programs residents may be eligible for related to housing assistance.

There are multiple grant programs available for homeowners to make repairs, assist with purchasing a home and to help in covering rental costs. It is recommended that the Town and SALT Development provide an easily accessible location for individuals to obtain this information.

The housing condition survey identified numerous structures that are in need to repair. If it is determined that Central Bridge is eligible for Community Development Block Grants (CDBG), it is recommended that the Towns and SALT Development actively reach out to owners of the properties found to be in need of repairs. Furthermore, residents and homeowners in need should be contacted to offer appropriate assistance regardless of their eligibility under the CDBG program.

**Recommendation B2: Enhance review requirements for two-, three- and multi-family dwellings and conversions.**

The condition of rental properties and more specifically, two-, three- and multi-family dwellings (hereinafter referred to as “apartments”) was raised numerous times during public workshops and committee meetings. Based upon a review of the Town of Schoharie Zoning Law, it has been determined that existing regulations for apartments are deficient. Specifically, no additional acreage or parking spaces are required when converting a single family home into apartments or building new apartments.

While apartments do provide more affordable housing choices for residents, it is important to balance the need for affordable housing and preserving/enhancing community character. Therefore, it is recommended that the Town of Schoharie review the current zoning regulations related to apartments and revise them to include clear guidance and requirements for parking and ensuring there is sufficient acreage to accommodate multiple units.

Based upon a review of the Town of Esperance Zoning Law, sufficient protections for new apartments and conversions are in place and no changes are recommended at this time.
Recommendation B3: Establish a rental property/landlord registry.

With the numerous rental properties in Central Bridge and the well documented concerns about the condition that many rental properties are in, it is recommended that the Towns of Schoharie and Esperance consider instituting a rental property or landlord registry. This registry would allow the Towns to more efficiently contact landlords when there are building code violations, complaints and other concerns that require contact with building owners. The registry will be another tool to improve community character, building conditions and quality of life for residents and business owners.

All property owners that rent or lease residential or commercial property would be required to register with the Towns and provide updated contact information. The logistics of this registry and the information required by landlords will need to be worked out at a later time if the concept of the registry is approved by the respective Town Boards.

Recommendation B4: Identify and support adding appropriate vacant/abandoned properties for the Greater Mohawk Valley Land Bank.

The housing condition survey conducted as part of this planning project is serving as first step in identifying vacant and abandoned properties in Central Bridge that may be eligible for the Greater Mohawk Valley Land Bank. The Towns and SALT Development should continue monitoring properties in Central Bridge for those that may benefit from being added to the land bank.

C. Recreation and Beautification

Recommendation C1: Support and help facilitate improvements to the Central Bridge Community Park.

The Civic Association owns and maintains the Central Bridge Community Park. It is recommended that the Civic Association consider making targeted improvements to enhance the attractiveness and accessibility of the park for children and families. Specifically, it is recommended that the Civic Association replace the outdated playground equipment with new equipment and install a protective surface of wood chips, mulch, etc. in compliance with accepted safety standards.

The existing Central Bridge Community Park sign is not highly visible and should be relocated to more visible area from NYS Rt. 30A. In addition, the parking area could be enlarged and barriers or other measures taken to more clearly define the limits of parking.

It is also recommended that the Civic Association consider additional improvements to the Park and reach out to residents and families for suggestions. A small-scale park master plan process that includes residents, families and children may be the most efficient and successful strategy to consider.
Recommendation C2: Consider utilizing portions of the Norfolk Southern Railway property for community purposes.

The vacant open space owned by the Norfolk Southern Railway Company is significantly underutilized. While there are valid safety concerns regarding public use of the property due to the active railroad, steps can be taken to prohibit access to the railroad tracks while allowing the Hamlet to activate this space for community purposes. Possible community uses recommended during the public workshops and committee meetings include a community garden, small pocket-park, dog park, and event space. Refer to Figure 3: Norfolk Southern Railway Land and Areas of Interest.

A small portion of the property at the corner of N. Main and Church Street is already used for community recycling purposes and is occupied by recycling containers for residents of Central Bridge and the Town of Schoharie. There is sufficient additional space adjacent to these containers that could be used for a small pocket park and a community garden that would be set back a sufficient distance from the active railroad.

The first step will be to contact the Norfolk Southern Railway Company to discuss possible restrictions, conditions and requirements to lease a defined area for certain community uses. If the railroad is open to the idea, a dedicated group of residents and community officials would then work closely with the railroad to plan and implement the allowed improvements.


The large open space surrounding the railroad tracks is owned by the Norfolk Southern Railway Company. Based on conversations with Central Bridge residents and Committee members, the railway does not maintain the property and instead, residents have been known to mow the northern portion of the property on a regular basis during the growing season. In addition, the southern portion between the railroad and the gravel parking lot and fire station becomes overgrown and
negatively impacts community character and aesthetics along S. Main Street. Refer to Figure 5: Norfolk Southern Railway Land and Areas of Interest for the approximate location of the property owned by the railroad.

It is recommended that the Town of Schoharie reach out to the railroad to discuss opportunities for entering into a property maintenance agreement. One possible approach includes agreeing to mow the lawn and other vegetation on both sides of railroad in return for using additional space at the northwest corner of the property for community purposes. Safety and legal requirements related to the railroad will also need to be discussed and agreed upon between the Town of Schoharie and the railroad.

Recommendation C4: Enhance and properly maintain Central Bridge gateways.

In addition to the above recommendations related to enhancing the Hamlet’s aesthetics and community character, it is important to ensure Hamlet gateways are properly maintained and improved when possible.

Southern Gateway

The first location in need of improvement is the intersection of NY Rt. 30A, NY Rt. 7 and Church Street. To the west of this intersection, there is a large pile of concrete debris that is highly visible to travelers and adversely detracts from this gateway into the Hamlet. It is recommended that the Town discuss options with the landowner to move this debris to an area that is not visible from public right-of-ways. This area could also be an ideal location for a Central Bridge welcome sign. There are other
opportunities to improve the condition of property, not only at the southern gateway, but throughout the community. When feasible and appropriate, the Town should continually seek opportunities to partner with landowners to improve the character of properties for the benefit of the entire community.

*Northern Gateway* (Refer to Figure 6: Northern Gateway Improvement Areas).

Within the northern gateway, there are two areas in need of enhancement and improved long-term maintenance. The vegetated hillside on the northwest corner of the NY Rt. 30A and S. Main Street intersection has been know to become overgrown during the growing season. As a result, the overgrown area not only inhibits drivers view to the north when entering NY Rt. 30A from S. Main Street, it also detracts from the character of the Hamlet. Based on County Real Property records, the majority of the property is within the State right-of-way for NY Rt. 30A and possibly the County right-of-way for S. Main Street, a county road.

A similar situation occurs within the NY Rt. 30A right-of-way at the intersection of NY Rt. 30A and N. Main Street. This area also becomes overgrown and unsightly and there does not appear to be any coordination between involved agencies that are responsible for maintaining the area.

Therefore, it is recommended that the Town speak with Schoharie County and the NYS Department of Transportation to clarify who is responsible for maintaining the vegetation for each area and seek an agreement to have both areas properly maintained during the growing season. This discussion process may also need to include Norfolk Southern Railway due to the fact that a portion of the hillside leading up to the railroad bridge is under their ownership and control.

In addition to ensuring proper maintenance of these northern gateway areas, it is recommended that the Town request permission to install low-maintenance, decorative planting beds at both intersections. To further assist in the Hamlet’s overall beautification, Central Bridge should establish a local beautification and/or garden organization that could coordinate, install and maintain the gateway plantings. This organization could also install and maintain other gardens and plantings along with seasonal lighting, banners, and hanging baskets around the Hamlet.
Recommendation C5: Implement the Schoharie Creek Trail Project through Central Bridge.

SALT Development has been coordinating the preparation of the Schoharie Creek Trail Feasibility Project which is evaluating the feasibility of constructing a 38-mile multi-use trail connecting Esperance and Blenheim, including Central Bridge. Trail Alternative 2 includes Church and S. Main Streets which are identified in the Complete Streets section of this Report for certain pedestrian and streetscape improvements. Trail Alternative 1 utilizes the shoulder of NY Rt. 30A and bypasses the core Hamlet Area, while Alternative 2 would avoid NY Rt. 30A, a highly traveled road with higher speeds. In addition, Alternative 2 would bring travelers into the Hamlet and support the Hamlet’s revitalization efforts.

Public access to the Schoharie Creek along Church Street is also recommended and Alternative 2 would direct travelers to this access point, further increasing the attraction of the Hamlet.

Recommendation C6: Cobleskill Creek Access and Overlook Park

As previously discussed, the Hamlet has no access to either the Cobleskill or Schoharie Creeks, despite the fact that these waterbodies are highly visible and integral elements to Central Bridge. In an effort to increase recreational opportunities in the Hamlet a small park along the Cobleskill Creek is proposed.

The Church of Jesus Christ of Latter-day Saints owns two small parcels that border the creek along Church Street. These parcels are part of the Church’s larger parcel on the south side of Church Street.
However, the Church does not utilize these parcels and based on initial discussions with Church representatives, there may be an opportunity to construct a small creek side park.

The proposed park is recommended to include a looping trail, sitting areas, picnic tables, and possibly interpretive signage regarding the history of Central Bridge and how the Cobleskill and Schoharie Creeks were used for industry and agriculture. All existing trees should be preserved while the underbrush is recommended to be cleared and maintained to increase views and allow for the construction of a trail and seating areas. Artistic renderings of the proposed creekside park is provided in Figures 8 and 9: Cobleskill Creek Access and Overlook Park. Refer to Figure CLA-01 Church Street Concept Plan to see how the proposed Cobleskill Creek Park is integrated into the overall Church Street improvements. Refer to Figure CLA-03: Community Enhancements, for a full size rendering of Figure 8.

The Town of Schoharie and the Church will need to discuss various alternatives to establish this park. The primary alternatives include selling or gifting the land to the Town of Schoharie or the Church may retain the land and provide an easement to the Town of Schoharie to create the park. Having the Town of Schoharie own the land is the preferred option which removes the Church’s liability for the park.
Recommendation C7: Community Gardens and New Playground

The Central Bridge Community Park located along NYS Rt. 30A and includes a ball field, concession stand, pavilion, playground equipment and a basketball court. As previously discussed, access to this park is limited with a portion of the access lacking sidewalks along S. Main Street down to NYS Rt. 30A. The playground equipment is dated and located in the southwest corner of the park, a significant distance from the park entrance. A more centrally located park with playground equipment for children is recommended. With the Town of
Schoharie’s and the Hamlet’s long history in agriculture, community gardens may be a significant benefit to the community.

The Town of Schoharie currently leases a triangular area, approximately 13,000 square feet in area from Norfolk Southern Railroad at the northwest corner of the railroad’s property. The $150.00 annual lease allows the Town of Schoharie to locate their recycling bins for community use. This area is underutilized, as is the majority of the Norfolk Southern property in Central Bridge. The leased property is bordered by Enders Ave. to the west and drainage ditches on the north and south sides, merging to the east. Within this area, a small playground could be constructed and room can be provided for community gardens, as depicted on Figure 10: Central Bridge Community Gardens and Playground. Additional room could be created with improvements to the drainage system. Refer to Figure CLA-02 North and South Main Street Concept Plan to see how this proposal is integrated into the overall improvements for N. and S. Main Streets.

![Figure 10: Proposed Central Bridge Community Gardens and Playground](image)

The Town of Schoharie will need to seek permission from Norfolk Southern Railroad and amend the lease if there is agreement. Fencing around the park is preferred to maintain sufficient distance from the active railroad to the south. Parking can be provided along N. Main Street as indicated in Figure 10. While there is sufficient room for the recycling bins to remain in this location, relocating them to the proposed formal parking lot discussed in Recommendation E2 below would increase room for the community gardens, the playground and parking.
D. Infrastructure and Public Services

Recommendation D1: Seek opportunities to increase Code Enforcement presence in the Hamlet.

Based on conversations with Hamlet residents and Committee members, there is ongoing concern about a lack of sufficient code enforcement in the Hamlet, specifically regarding issues of property maintenance. Both Towns provide only part-time code enforcement services which means there is limited time available for the code officer to properly patrol Central Bridge and address outstanding code violations related to property maintenance, among other issues and violations.

It is therefore recommended that the both Towns consider various opportunities to increase code enforcement patrols in the Hamlet with a goal of significantly improving the Hamlet’s community character and address property maintenance issues and other concerns. Possible options include evaluating opportunities for shared services between the Town and Village of Schoharie or between the Towns of Schoharie and Esperance. In addition to a shared services approach, each Town may consider increasing the hours of the existing code enforcement officer, provided the additional costs can be absorbed into each Town budget without adversely impacting other needed services.

Additionally, it is recommended that the Code Enforcement Officer, with assistance from the each Town Board, prepare a brochure/flyer to be distributed to residents, business owners, and landlords that briefly provides an overview of the property maintenance code, sidewalk maintenance and/or snow removal. The intent of this recommendation is to increase local awareness of the each Town’s regulations and guidelines for preserving and enhancing the community’s character.

Recommendation D2: Adopt a Town Property Maintenance Law

The Towns of Schoharie and Esperance do not have their own property maintenance laws and instead, each defer to the NYS Property Maintenance Code which provides standards for property maintenance. However, both Towns have not established a local mechanism to conduct property maintenance when a property is in violation of the State Code, and this therefore hinders their ability to efficiently remedy violations. Violations that are not voluntarily resolved require involvement of the courts which not only delays remediation, but also requires financial commitments from the Towns to pursue the violator. The Towns are within their right to remedy violations to protect the health, welfare and safety of its residents and pass the cost of remedying a violation onto the property owner and mortgage holder. To ensure the Towns have effective and legally sustainable procedures to remedy violations, a Town Property Maintenance Law should be considered in each community.
**Recommendation D3: Train Horn – Evaluate options for establishing a “Quiet Zone” within the Hamlet.**

Norfolk Southern Railway operates daily freight trains through Central Bridge. The actual number of trains running thought the Hamlet each day cannot be confirmed at this point. Some residents have expressed irritation with the train horn as it approaches and moves through the Hamlet. Others say they have grown accustomed to the sounds. Given the generally quiet nature of the Hamlet and the amount of homes along the railway, it may be worth investigating the cost and feasibility of establishing a “quiet zone” within the Hamlet. This would require trains to avoid using their horns when approaching grade crossings in the Hamlet.

![Train Passing Through Central Bridge](image)

According to the Federal Railroad Administration (FRA), a quiet zone is a section of rail line at least one-half mile in length that contains one or more consecutive public-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a quiet zone.

In addition to establishing a quiet zone, wayside horns could be installed to enhance overall safety at the crossing. A wayside horn may be installed at highway-rail grade crossings that have flashing lights, gates and constant warning time devices. The horn is positioned at the crossing and will sound when the warning devices are activated. The sound is directed down the roadway, which greatly reduces the noise and footprint of the audible warning.

Establishing a quiet zone requires coordination among several entities and costs are generally the responsibility of the local municipality. If there is interest in evaluating the feasibility of creating a quiet zone in the Hamlet, the Town of Schoharie will need to reach out to the NYS Department of Transportation and the FRA to clarify the process and obtain cost estimates.

**Recommendation D4: Request increased Schoharie County Sheriff and NYS Police presence in Central Bridge.**

Residents of Central Bridge have expressed concern about speeding within the Hamlet and along NY Rt. 30A and the lack of visible Sheriff and State Police presence in the Hamlet may be compounding the situation. Therefore, it is recommended that each Town speak with the police agencies to fully understand their patrol schedule through the Hamlet and along NY Rt. 30A for traffic enforcement purposes. If their schedule appears inadequate, the Towns should request more regular patrols to increase the visibility of
law enforcement to reduce vehicle speeds. Regular contact between the Towns and the police agencies is needed to ensure they continue to actively patrol the Hamlet.

**Recommendation D5: Support the relocation and construction of a New Central Bridge Firehouse**

As discussed in detail above, the Central Bridge firehouse needs to be replaced. Not only is the existing firehouse outdated with significant deferred maintenance issues and undersized vehicle and equipment bays, access to and from the station was significantly impacted by recent floods and therefore, recommended for relocation by the NYRCR Plan. A location adjacent to the Central Bridge Sewer District wastewater treatment plant has been identified and a private landowner has offered to donate a one-acre parcel for the new firehouse. Local funds and state and/or federal grants will be required to construct the new firehouse. This Plan strongly supports the Fire Department’s efforts to replace their aging facility.

**Recommendation D6: Support the Establishment of a Community Center for Central Bridge.**

Based on the Central Bridge Community Center SWOT Analyses held on February 11 and 12, 2018 and Committee discussions, the following key recommendations are proposed related to establishing a community center for Central Bridge:

- Conduct stakeholder analysis to engage representatives from all community groups and organizations and ensure information about the project is being shared with residents and other stakeholders.
- Create a calendar of existing events and programs and share with community through the internet, in print and by posting on a centrally located sign in the Hamlet.
- Conduct a community-wide survey to help identify priorities and determine the feasibility of developing a community center.

**E. Complete Streets Recommendations**

The following recommendations have been developed based upon the information obtained during public workshops and meetings, and through a series of site visits. Some of the recommendations will require significant project planning and management. Coordination between the Towns of Schoharie and Esperance along with various stakeholders, including, but not limited to the NYSDOT and Schoharie County.

Preliminary cost estimates have been prepared for the recommended improvements. The cost estimates can be found in *Appendix I: Complete Streets Project Cost Estimates*. Grants may be available for many of the projects recommended.

The following recommendations also include repairing, replacing and constructing new sidewalks on Church Street and N. and S. Main Streets. Neither the Town of Schoharie nor the Town of Esperance have laws in place identifying the party responsible for maintaining sidewalks in the Hamlet. It is recommended that before any funds are spent on improving the sidewalk infrastructure, both Towns establish laws stating that the Towns are responsible for maintaining sidewalks within their respective jurisdictions, including repairs, replacements and snow removal. A shared services agreement on sidewalk maintenance between the Towns should also be considered.
**Recommendation E1: Church Street pedestrian improvements**

Refer to Figure CLA-01: Church Street Concept Plan, for the following recommendations.

Church Street has limited sidewalks in good condition, with small and intermittent sidewalks along the eastern side down to the gravel parking lot across from the Bethany Lutheran Church. A newer section of sidewalk is located in front of the Bethany Lutheran Church. The remainder of Church Street does not have sidewalks. As recommended above, a small park along the Cobleskill Creek is proposed across from the Church of Jesus Christ of Latter-day Saints. Central Bridge Alternative 2 recommended in the Schoharie Creek Trail Feasibility Study would utilize Church Street from the intersection with Rt. 30A up to S. Main Street. Replacing existing deteriorated sidewalk combined with a new asphalt path along the remainder of Church Street would improve pedestrian safety and provide a safer route to access the proposed Cobleskill Creek and Overlook Park recommended above. Properly located crosswalks are also recommended to complete the pedestrian infrastructure along Church Street.

In addition, pavement markings on the east side of the bridge over the Cobleskill Creek are proposed to designate a pedestrian area. Currently, the bridge is officially a two-lane bridge. However, the driving lanes are very narrow with insufficient room for safe two-way travel. Therefore, it is also recommended that the bridge be designated as a single lane bridge and a minimum five-foot pedestrian area marked on the east side.
Figure CLA-01: Church Street Concept Plan
**Recommendation E2: South Main Street Improvements**

Refer to Figure 11: Rendering of Proposed Improvements at Church and S. Main Street and Figure CLA-02: North and South Main Street Concept Plan for the following recommendations. Refer to Figure CLA-03 Community Enhancements for full size renderings of the South Main Street intersection improvements.

South Main Street was once the primary business district for Central Bridge complete with sidewalks, on-street parking and a variety of local businesses. In an effort to improve pedestrian safety, provide sufficient off-street parking and enhance the overall streetscape of S. Main Street, the following recommendations are provided.

At the corner of Church Street with S. Main Street, the crumbling road shoulder and asphalt in front of the buildings should be replaced with a new sidewalk. The intersection is wide enough to include additional pedestrian space at the corner thereby decreasing the distance a pedestrian must travel to cross S. Main Street. New sidewalks are proposed along the entirety of the southern portion of S. Main Street with decorative concrete pavers at the front edge of the sidewalk along certain sections. The new sidewalk should extend all the way down to the intersection with NYS Rt. 30A and into the Central Bridge Community Park. Pedestrian-scaled and historic themed lighting is also proposed along S. Main Street.

Highly visible crosswalks are also proposed at the S. Main and Church Street intersection and a mid-block crossing is proposed between the U.S. Post Office and the proposed public parking lot (see below). If funding availability allows, the crosswalks should be colored to enhance their visibility and contribute to the Hamlet’s improved community character.

Both new on-street parking areas and an off-street parking lot are also proposed. New on-street parking spaces should be provided on the south side of the street as indicated on Figure CLA-02. According to Schoharie County, on-street parking is not currently allowed on S. Main Street (a County Road). Coordination with Schoharie County will be needed to obtain permission for on-street parking. On-street parking for Central Bridge’s Main Street is an integral component of a revitalized Hamlet and safer streets.
Figure CLA-02: North and South Main Street Concept Plan
Figure CLA-03: Community Enhancements
Across from the Post Office, the unimproved parking area owned by Norfolk Southern Railroad should be formally designated as a public parking lot. While cars have been observed parked on this property, it is not maintained and it appears that the Town does not have a lease agreement with the railroad for public use. The Town of Schoharie will need to coordinate with the railroad to determine if a new lease can be established to allow this area to be used as an official public parking lot. Once an agreement can be reached, the property will need to be graded and fresh crushed stone deposited to improve the parking surface. A long-term maintenance plan for the lot will also need to be established to ensure it remains in good condition and plowed in the winter.

A new sidewalk on the north side of S. Main Street from the proposed parking lot west to the intersection with Church Street is proposed. The new sidewalk is recommended to continue north across the railroad track and connect with the propose Community Gardens and Playground discussed previously.

The northeast corner of S. Main and Church Street intersection is proposed to be improved with a welcome sign and decorative brick paving. These improvements will enhance the Community Green Park at this intersection and provide a beautiful gateway into the core section of the Hamlet.

**Recommendation E3: North Main Street Improvements**

*Refer to Figure CLA-02: North and South Main Street Concept Plan for the following recommendations.*

The existing sidewalks on the north side of N. Main Street are recommended to be replaced and new sidewalks constructed to fill in existing gaps. The sidewalk on the north side should also be extended east out to and connect with the existing sidewalk (proposed to be replaced) along NYS Rt. 30A.

Along a portion of the southern side of N. Main Street, a new sidewalk is recommended to connect with the proposed Community Garden and Playground. This sidewalk would also connect with the new sidewalks along S. Main Street and provide a safer route for pedestrians to cross over the railroad tracks. Pedestrian-scaled and historic themed lighting is also proposed along N. Main Street.

Adjacent to the new sidewalk, designated on-street parking is proposed on lands owned by Norfolk Southern and in the same location where residents currently park. The Town will need to seek permission from the railroad and will likely need to enter into a new lease agreement if the railroad is in agreement with the proposal to construct on-street parking adjacent to the proposed new community gardens and playground.

**Recommendation E4: NYS Rt. 30A Improvements**

*Refer to Figure CLA-02: North and South Main Street Concept Plan for a portion of the following recommendations.*

The existing deteriorated sidewalk along the western side of NYS Rt. 30A must be replaced between N. and S. Main Streets. One alternative to replacing the sidewalk in-kind and at grade would be to construct an elevated sidewalk to provide more separation between the pedestrian and vehicle traffic. To enhance pedestrian safety and to calm traffic, a new crosswalk and a mountable island or highly visible pavement...
markings are proposed at the intersection of S. Main St. and NYS Rt. 30A. A new crosswalk is also proposed at the intersection of NYS Rt. 30A and N. Main Street.

As represented in Figure 12: Proposed Gateway Signage at Church St. and NYS Rt. 30A, a welcome sign is proposed at the intersection of NYS Rt. 30A and Church Street as represented in the image to the right. This recommendation will require coordination and permission from NYSDOT as it is currently proposed with the state right-of-way for NYS Rt. 30A. Refer to Figure CLA-03: Community Enhancements, for a full size rendering of Figure 12.

The Town of Schoharie in partnership with the Town of Esperance should approach NYSDOT to request that the 40 MPH sign along NYS Rt. 30A can be moved further north to provide drivers more time to reduce their speed before entering the downhill section from the south. Likewise, it is recommended that the Town of Schoharie ask NYSDOT to post the speed limit as 40 MPH beginning at the Rt. 7 and 30A intersection. In addition, both Town should consider installing speed feedback signs along NYS Rt. 30A, north and south of the Hamlet in coordination with NYSDOT.

**Recommendation E5: Enders Ave. and N. Main Street (western section)**

While, narrow roads are generally accepted as a method for reducing vehicle speeds, both Enders Ave. and the western section of N. Main Street provide insufficient room for pedestrians to walk outside of the driving lanes. Intermittent drainage ditches along both roads hinder options for expanding the shoulders and creating more space for pedestrians to walk outside of the driving lanes. In addition, Central Bridge residents have stated the vehicle speeds along these roads often exceeds posted speed limits and vehicles
tend to speed into the core area of the hamlet from these roads. This may be exacerbated by the fact that “Yield” signs and not “Stop” signs are located at the bottom of each road when entering the core hamlet area.

The Town of Schoharie should consider replacing the “Yield” signs with “Stop” signs at the bottom of each road leading into the core hamlet area. In addition, traffic calming pavement markings are recommended in advance of the proposed stop signs. Examples of possible traffic calming pavement markings are provided in the images below.

Due to the fact that both roads are narrow with insufficient room to construct wider shoulders, signage is recommended in strategic locations to alert drivers that pedestrians may be walking along the road. It is important however, to not place more than only a few signs in key areas to avoid cluttering the roads and possibly creating more distractions for drivers. Examples of possible pedestrian safety signage are provided below.

**Recommendation E6: Complete Streets Policy**

In addition to the recommendations provided above, the Towns of Schoharie and Esperance should consider adopting a Complete Street Policy to guide future development and when roads undergo significant improvements. A Model Complete Street Policy is provided in *Appendix J: Complete Streets Policy*, for consideration by the Town.
SECTION 5: IMPLEMENTATION PLAN

To begin implementation of the projects outlined in this Plan, the Towns of Schoharie and Esperance along with SALT Development will need to look at a variety of funding sources and partnerships. While the Implementation Matrix below outlines potential funding sources, they are not the only sources for new investment in the Hamlet. Funding may be available from non-profit organizations in addition to the normal state and federal sources. In addition, both Towns and SALT will need to pursue creative partnerships with businesses and other agencies to ensure all available funding streams can be tapped.

The availability of state and federal funds through a variety of grant programs is always in flux and continues to be a competitive environment. The Towns of Schoharie and Esperance, along with SALT Development, and local partners, including businesses should be prepared to submit for funding as it is made available. New York State has created an annual Consolidated Funding Application (CFA) program to provide an efficient process to apply for several grants. Both Towns and SALT Development should be prepared to apply for these annual grants as well as the funds periodically released throughout the year.

Going forward, the Hamlet must engage local and regional partners in projects. Initial investments in the Hamlet should develop opportunities for public/private partnerships while leveraging complementary investments by other public entities and/or non-profits and institutions as well as private sources.

The Plan’s Implementation Matrix identifies the funding sources and partners for implementation of each action included in Central Bridge Community Planning Report. Several abbreviations are used in the Matrix. Therefore, refer to the Abbreviations Key found after the Matrix. The recommendations are also assigned an anticipated timeline for implementation:

- Short-term: Year 0-1
- Medium-term: Years 2-5
- Long-term: 6+ Years
- Ongoing: Continuously Implement

This Implementation Plan should be amended and updated annually by the Towns of Schoharie and Esperance as new actions are introduced and as strategies are implemented. Each Town’s capital improvement and budgeting processes should incorporate desired projects on an annual basis.
## Implementation Matrix

<table>
<thead>
<tr>
<th>No.</th>
<th>Recommendation/Action</th>
<th>Responsible Parties and Partners</th>
<th>Potential Funding Sources and Programs</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<tr>
<td><strong>ECONOMIC DEVELOPMENT</strong></td>
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<tr>
<td>A1</td>
<td>Partner with Hoober Feeds to identify future grant opportunities for expanding their operations and to hire additional local employees.</td>
<td>Hoober Feeds, TSTB, SALT, MVREDC</td>
<td>ESD, CDBG-ED</td>
<td>Short-term and Ongoing</td>
</tr>
<tr>
<td>A2</td>
<td>Establish a Central Bridge Enhancement Workgroup to guide revitalization efforts.</td>
<td>TSTB, TETB, SALT, CBCA</td>
<td>N/A</td>
<td>Short-term and Ongoing</td>
</tr>
<tr>
<td>A3</td>
<td>Work with local property/business owners and entrepreneurs to revitalize commercial buildings, expand existing and open new businesses.</td>
<td>TSTB, TETB, SALT, MVREDC, Property Owners</td>
<td>ESD, CDBG-ED, Restore NY</td>
<td>Short-term and Ongoing</td>
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<td>A4</td>
<td>Prohibit conversion of ground floor commercial space to residential through zoning mechanisms.</td>
<td>TSTB, TSPB</td>
<td>N/A</td>
<td>Short-term</td>
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<tr>
<td>A5</td>
<td>Plan and hold farmer’s markets and other community events in Central Bridge.</td>
<td>TSTB, TETB, SALT, CA</td>
<td>USDA-Farmers Market Promotion Program/Local Food Promotion Program, Private investments and public donations</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A6</td>
<td>Revise zoning regulations to remove barriers to new home-based businesses through zoning revisions.</td>
<td>TSTB, TETB, TSPB, TEPB</td>
<td>N/A</td>
<td>Short-term</td>
</tr>
<tr>
<td><strong>HOUSING</strong></td>
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<tr>
<td>B1</td>
<td>Provide/facilitate access to homeownership and home repair grants.</td>
<td>TSTB, TETB, SALT, SCRPC</td>
<td>NYSHCR/CDBG</td>
<td>Ongoing</td>
</tr>
<tr>
<td>B2</td>
<td>Enhance review requirements for two-, three- and multi-family dwellings and conversions.</td>
<td>TSTB, TSPB</td>
<td>N/A</td>
<td>Short-term</td>
</tr>
<tr>
<td>B3</td>
<td>Establish a rental property registry.</td>
<td>TSTB, TETB</td>
<td>N/A</td>
<td>Medium-term</td>
</tr>
<tr>
<td>B4</td>
<td>Identify and support adding appropriate vacant/abandoned properties to the Greater Mohawk Valley Land Bank.</td>
<td>TSTB, TETB, SALT, GMVLB</td>
<td>N/A</td>
<td>Ongoing</td>
</tr>
<tr>
<td>No.</td>
<td>Recommendation/Action</td>
<td>Responsible Parties and Partners</td>
<td>Potential Funding Sources and Programs</td>
<td>Timeline</td>
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<tr>
<td><strong>RECREATION AND BEAUTIFICATION</strong></td>
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<tr>
<td>C1</td>
<td>Support and help facilitate Improvements to the Central Bridge Community Park.</td>
<td>TSTB, CBCA, SALT</td>
<td>OPRHP</td>
<td>Medium-term</td>
</tr>
<tr>
<td>C2</td>
<td>Evaluate opportunities for utilizing portions of the Norfolk Southern Railway property for community purposes.</td>
<td>TSTB, NSR, CBCA</td>
<td>OPRHP</td>
<td>Medium-term</td>
</tr>
<tr>
<td>C3</td>
<td>Establish a Long-Term Maintenance Agreement with Norfolk Southern Railway Company.</td>
<td>TSTB, NSR, CBCA</td>
<td>N/A</td>
<td>Short-term</td>
</tr>
<tr>
<td>C4</td>
<td>Enhance and properly maintain Central Bridge gateways.</td>
<td>TSTB, TETB, SCHD, NYSDOT</td>
<td>Market NY</td>
<td>Short-term and Ongoing</td>
</tr>
<tr>
<td>C5</td>
<td>Implement the Schoharie Creek Trail Project through Central Bridge.</td>
<td>TSTB, TETB, SCHD, NYSDOT, SALT</td>
<td>OPRHP</td>
<td>Medium-term</td>
</tr>
<tr>
<td>C6</td>
<td>Cobleskill Creek Access and Overlook Park.</td>
<td>TSTB, LDS, SALT, SCHD, NYSDEC, CBCA</td>
<td>OPRHP</td>
<td>Medium-term</td>
</tr>
<tr>
<td>C7</td>
<td>Community Gardens and New Playground.</td>
<td>TSTB, NSR, CBCA, SALT</td>
<td>OPRHP</td>
<td>Short-term</td>
</tr>
<tr>
<td><strong>INFRASTRUCTURE AND PUBLIC SERVICES</strong></td>
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<tr>
<td>D1</td>
<td>Increase Code Enforcement presence in the Hamlet.</td>
<td>TSTB, TETB</td>
<td>LGE</td>
<td>Ongoing</td>
</tr>
<tr>
<td>D2</td>
<td>Adopt a Town Property Maintenance Law.</td>
<td>TSTB, TSPB, TETB, TEPB</td>
<td>N/A</td>
<td>Short-term</td>
</tr>
<tr>
<td>D3</td>
<td>Train Horn – Evaluate options for establishing a “Quiet Zone” within the Hamlet.</td>
<td>TSTB, NSR</td>
<td>N/A</td>
<td>Long-term</td>
</tr>
<tr>
<td>D4</td>
<td>Request increased Schoharie County Sheriff and NYS Police presence in Central Bridge.</td>
<td>TSTB, TETB, SCSO, NYSP</td>
<td>N/A</td>
<td>Ongoing</td>
</tr>
<tr>
<td>D5</td>
<td>Support the relocation and construction of a new Central Bridge Firehouse.</td>
<td>TSTB, TETB, CBFD</td>
<td>CDBG-DR, FEMA; CSC; USDA (Community Facilities); Fire Corps, Firefighters Support Foundation, Inc; DHS</td>
<td>Long-term</td>
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<tr>
<td>No.</td>
<td>Recommendation/Action</td>
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<tr>
<td>D6</td>
<td>Support the establishment of a Community Center for Central Bridge.</td>
<td>TSTB, TETB, CBCA, SALT</td>
<td>NYSCA/ESD Arts &amp; Cultural Facilities; CDBG-Public Facilities; USDA – Community Facilities</td>
<td>Medium-term</td>
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<tr>
<td></td>
<td><strong>COMPLETE STREETS RECOMMENDATIONS</strong></td>
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<tr>
<td>E1</td>
<td>Church Street Pedestrian Improvements (See Figure CLA-01 Church Street Concept Plan).</td>
<td>TSTB, SCHD, SALT</td>
<td>CDBG – Public Facilities; FHWA; CSC</td>
<td>Medium-term</td>
</tr>
<tr>
<td>E2</td>
<td>South Main Street improvements (See Figure CLA-02 North and South Main Street Concept Plan and CLA-03 Community Enhancements).</td>
<td>TSTB, SCHD, NSR</td>
<td>CDBG – Public Facilities; FHWA; CSC</td>
<td>Medium-term</td>
</tr>
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<td>E3</td>
<td>North Main Street improvements. (See Figure CLA-02 North and South Main Street Concept Plan)</td>
<td>TSTB, TETB, NSR</td>
<td>CDBG – Public Facilities; FHWA; CSC; OPRHP</td>
<td>Medium-term</td>
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<td>E4</td>
<td>NYS Rt. 30A improvements.</td>
<td>TSTB, TETB, NYDOT, SCHD</td>
<td>CDBG-Public Facilities; NYSDOT</td>
<td>Short-term</td>
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<tr>
<td>E5</td>
<td>Enders Ave. and N. Main Street (western section) improvements.</td>
<td>TSTB</td>
<td>NYSDOT, FHWA,</td>
<td>Short-term</td>
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<tr>
<td>E6</td>
<td>Adopt a Complete Streets Policy.</td>
<td>TSTB, TETB, Creating Healthy Places to Live – SUNY Cobleskill</td>
<td>NYSDOH – Healthy Initiatives</td>
<td>Medium-term</td>
</tr>
</tbody>
</table>
Abbreviations:
CBCA: Central Bridge Civic Association
CBFD: Central Bridge Fire Department
CDBG: Community Development Block Grant
CDBG-DR: Community Development Block Grant Disaster Recovery
CSC: Climate Smart Communities Grant Program
DHS: Department of Homeland Security
ESD: Empire State Development
GMVLB: Greater Mohawk Valley Land Bank
LDS: Church of Jesus Christ of Latter-day Saints
LGE: Local Government Eff
MVREDC: Mohawk Valley Regional Economic Development Council
NSR: Norfolk Southern Railway
NYSCA: New York State Council on the Arts
NYSDOT: New York State Department of Transportation
NYSHCR: New York State Homes and Community Renewal
NYSP: New York State Police
OPRHP: NYS Office of Parks, Recreation and Historic Preservation
PPP: Public Private Partnerships
SCHD: Schoharie County Highway Department
SCRPC: Schoharie County Rural Preservation Corporation
SCSO: Schoharie County Sheriff Office
TEPB: Town of Esperance Planning Board
TETB: Town of Esperance Town Board
TSPB: Town of Schoharie Planning Board
TSTB: Town of Schoharie Town Board
USDA: United States Department of Agriculture
APPENDICES
APPENDIX A:
SWOT WORKSHOP PRESENTATION
Project Advisory Committee

- Chris Tague, Town of Schoharie, Supervisor
- Pete Irwin, Town of Schoharie, Code Enforcement Officer
- Alan Tavenner, Town of Schoharie, Town Board Member
- Elizabeth Farr, Resident
- Lauren Lillard, Resident
- Rachel Pylem, Resident
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• Build off the Community’s existing strengths

The Planning Process

• Advisory Committee Meetings
• Public Workshops
  • Community Assets Inventory (Tonight)
  • Complete Streets (November 13)
  • Housing (December 4)
• Housing Condition and Income Surveys (Underway)
• Complete Streets Analysis (Underway)
• Prepare Complete Streets and Housing Reports
• Public Presentation of Final Reports (January 2018)

How You Can Help

S.W.O.T. Analysis:
• A strategic planning tool used to assess the strengths, weaknesses, opportunities, and threats (SWOT) of a community.
  • Strengths: Existing positive attributes.
  • Weaknesses: Existing negative attributes.
  • Opportunities: Potential positive attributes.
  • Threats: Potential negative attributes.

Project Study Area

Approximate Complete Streets Study Area
Demographic Highlights

- 2010 Hamlet population was 593, a 12 percent decrease from 2000.
- Median age is 38 years old - slightly younger than the Town and the County.
- Higher percentage of residents with a high school diploma (31.1%) compared to the Town (29.7%) and, lower than the County (39.1%).
- Approximately 44.8 percent of residents have a post high-school degree, compared to the Town of Schoharie (47.9%) and Schoharie County (33.2%).

Economic Highlights

- Top three industrial sectors are “retail trade” (30.3%); “education, health and social services,” (27.9%); and “professional” (11.9%).
- Top three occupations are “sales and office” (44%) followed by the “service” (19%), and “production, transportation, and material moving occupations” (18%).
- Approximately 63.5 percent of Town residents commute less than 25 minutes to work.

Demographic Highlights

- Median household income in 2010 was $31,321, compared to the Town of Schoharie at $53,065 and Schoharie County at $50,864.
- 44 percent of households earn less than $25,000 per year, compared to 23 percent for both the Town and County.
- Approximately 27% of the population is considered at or below the poverty level, compared to 10% in the Town and 13% in the County.
- In 2010, 90% of housing units were occupied; 45% renter-occupied with 55% owner-occupied.

Your Community

- Beautiful homes and neighborhoods
- Natural Resources
- Affordable
- Walkable
- Lack of local stores
- Sidewalks in poor conditions
- Older housing stock
Employment Opportunities

- Major Area Employers:
  - Hoober Feeds
  - American Standard MFG
  - Wal-Mart Distribution Center (Cobleskill)
  - SUNY Cobleskill (Cobleskill)
  - Kintz Plastics (Howes Cave)
  - Cobleskill Stone Products (Cobleskill)
  - Lancaster Development (Richmondville)
  - Howes Caverns (Howes Cave)

Land Uses

- Residential land is the largest land use category in Central Bridge totaling 890 acres (40%) of current land use.
- Vacant is the second largest category of land, totaling 697 acres (32%) of the Town’s land area.
- The third largest land use category is agricultural, which totals 468 acres (21%).

Zoning Districts

The Hamlet is divided into the following zoning districts:

- Town of Schoharie
  - Hamlet District
  - Rural-Agricultural District
  - Commercial District
  - Floodplain Overlay
- Town of Esperance
  - Industrial District
  - Residential District
  - Commercial District
  - Mobile Home

Water and Sewer

Central Bridge Water and Sewer District

- The Hamlet is served by municipal water and sewer as indicated by the blue shaded areas.
- The district serves approximately 595 people.
Natural Resources

- Portions of Central Bridge are located in the 100-year and 500-year floodplains of the Cobleskill Creek and the Schoharie Creek.
- A portion of Central Bridge is located in Schoharie County Agricultural District 1; agriculture is an essential way of life in Schoharie County.

Recreation

- The Central Bridge Community Park provides numerous recreational opportunities for residents and visitors; including ballfields, a pavilion and playground.
- Future Multi-Use Trail – Planning process underway

Anatomy of a Vibrant Community

1. Municipal/Economic Anchors
2. Architectural Integrity (Historic Preservation, New Construction, Re-use of Existing Quality Buildings)
3. Mixed Use (Office, Residential, Specialty Retail Shops)
4. Transportation and Linkages (Including landmarks, Gateways, Access to Public Parking and Wayfinding)
5. Quality Outdoor Spaces and Design
6. Recognition of Local History, Local Culture and Regional Context...Branding!!!!!
7. Protection and/or Sustainable Use of Natural Resources
8. Desirable Residential Options for Entire Community
9. Supporting Commercial and Residential Districts

Workshop

Group Session Procedures:
- Appoint a Note Taker
- 10 Minutes for Each Topic Area
- Small Table presentations – 15 Minutes
Topic #1
1. “King for a day” If you had a budget of $500K - $1M and the authority, identify one change/project/etc. that you would like to make in Central Bridge?

Streets and Sidewalks
Infrastructure
Parks and Recreation
Economic Development
Housing
Others??

Topic #2
2. What are some of Central Bridge’s strengths and assets that we can build upon?

Historic Character
Affordable
Small-Town Charm
Cobleskill Creek
Open Space
Others??

Topic #3
3. What are some of the biggest challenges/obstacles facing the Community?

Flooding
Railroad
Others??
Limited Local Stores
Infrastructure
Age of Housing

Topic #4
4. What makes Central Bridge a great place to live?

Affordability
Natural Resources and Recreational Opportunities
Rural and Historic Character
Commuting Distance
Others??
Topic #5

5. What future opportunities do you see for Central Bridge?

- Economic Development
- New Recreational Opportunities
- Others??
- New Housing
- Young Families
- Improved Main St. Character

Summary of Ideas – 15 Minutes

Future Workshops

November 13th Complete Streets Public Workshop
(Location TBD)
4:30 Committee meeting to review current progress on the housing survey and prepare for the December 4 Public Meeting on Housing
5:30 Pot Luck
6:30 Complete Streets Public Workshop

December 4th Public Meeting on Housing
(Location TBD)
4:30 Committee Meeting
5:30 Pot Luck
6:30 Public Meeting on Housing

Thank You!

- Thank you for taking the time to come to this workshop!
- Your input is very important!
- This information will help establish recommendations for enhancing the Hamlet of Central Bridge

January 2018
Final Public Presentation of Project Findings
(Date and Location TBD)
APPENDIX B:
COMPLETE STREETS WORKSHOP PRESENTATION
AND PUBLIC INPUT
Project Advisory Committee

- Chris Tague, Town of Schoharie, Supervisor
- Pete Irwin, Town of Schoharie, Code Enforcement Officer
- Alan Tavenner, Town of Schoharie, Town Board Member
- Elizabeth Farr, Resident
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The Planning Process

• Advisory Committee Meetings
• Public Workshops
  ✓ SWOT Workshop held on Oct. 12
  • Complete Streets (Tonight)
• Housing (December 4)
  • Housing Condition and Income Surveys (Underway)
• Complete Streets Analysis (Underway)
• Prepare Complete Streets and Housing Reports
• Public Presentation of Final Reports (January 2018)

SWOT Workshop Results
What are Complete Streets?

Complete Streets are streets for everyone, no matter who they are or how they travel.
Americans Want Choices

66% of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73% currently feel they have no choice but to drive as much as they do.

57% would like to spend less time in the car.

Future of Transportation National Survey (2010)

Central Bridge Workshop Activity

What makes a Complete Street?

Future Workshops/Meetings

December 4th Public Meeting on Housing
(Location TBD)
5:30 Pot Luck
6:30 Public Meeting on Housing

January 2018
Final Public Presentation of Project Findings
(Date and Location TBD)
Thank You!
Hamlet of Central Bridge Revitalization Project
TOWN OF SCHOHARIE, NY IN PARTNERSHIP WITH THE TOWN OF ESPERANCE

METHODIST CHURCH
6:30 p.m. – 8:00 p.m. NOVEMBER 13, 2017

Complete Streets Workshop Summary
Workshop Focus Areas

1. NY30A Intersections: North Main/ South Main/ NY7
2. South Main Street: Church Street to NY 30A
3. North Main / RR Property/ RR Crossing on Church Street
4. Church Street: South Main Street to NY30A
5. North Main Street/ Enders Ave/Chase Drive/ River Street
Focus Area 1 Proposed Section
Route NY30A Intersections: North Main/South Main/Route 7

Proposed Cross Section (from left to right):
- Guiderail
- 8-foot on-road shared-use path
- 3-foot striping with flexible delineators to protect shared-use path
- (2) 11-foot travel lanes (as existing)
- 7-foot paved shoulder
- Guiderail
- 10-foot off-road shared-use path behind guiderail (seasonal snowmobile route)
Focus Area 1 Comment Summary
Route NY30A Intersections: North Main/South Main/Route 7

Focus Area Comments:
- Extend 40 MPH to Tator Barn, add Speed Sign
- Add crosswalk at North Main Street and Route 30A
- Connect sidewalk from under train bridge to North Main Street
- Add plantings to area on east side of NY30A between train bridge and North Main Street
- Add raised sidewalk under train bridge
- Add signal to South Main and NY30A intersection
- Add crosswalk across South Main at intersection
- Widen eastern shoulder of NY30A for on-road bike/ped path
- Add entrance from bike/ped path to community park
- Extend 40MPH from through to NY7
- Off-road shared use path on west side for seasonal snowmobile use
- NY7 and NY30 intersection
  - Add beautification and signage on southeast corner of intersection, improve overall maintenance
  - Add crosswalk across NY30A
  - Add signal to intersection
Focus Area 2
South Main Street: Church Street to NY30A

Proposed Cross Section (from left to right):
- 5-foot sidewalk adjacent to Village Green Park
- 5-foot utility and amenity strip with street trees
- (2) 11-foot travel lanes (as existing)
- 10-foot landscape strip with street trees and parallel parking
- 10-foot sidewalk adjacent to commercial buildings
Focus Area Comments:

- Proposed fencing enclosing the Village Green Park
- Parking area between historic rail structure and firehouse on north side of South Main
- Connect sidewalk from under train bridge to North Main Street
- Sidewalk and parking on both sides of the street approaching NY30A
- Add parking and new equipment to Central Bridge Community Park
- Add signal to South Main and NY30A intersection
- Add 4 new crosswalks across South Main at intersection of Church Street, Post Office, Firehouse and NY30A
- Support new RR siding and improvements to Hoober Feed Mills
Focus Area 3
North Main/RR Land/RR Crossing on Church Street

Proposed Cross Section for North Main Street/RR Land:

- 5-foot Sidewalk
- 8-foot Drainage and Street Trees
- (2) 11-Foot Travel Lanes
- 8-Foot Parallel Parking
- 5-foot Sidewalk
- Improved Utility and Landscaping on RR Property

Focus Area Comment Summary:

- Trees along train tracks to serve as buffer
- Street Trees and benches along North Main Street along RR Property
- New Sidewalk connection from Enders Ave to South Main Street in front of Laundry
- Mini-Roundabout on South Main and Church
Focus Area 4
Church Street: South Main Street to NYS 30A

Proposed Cross Section for Church Street:

- Add street trees and landscaping to east side of Church Street
- Add 5-foot sidewalk
- (2) 11-Foot Travel Lanes
- 5-foot utility and amenity strip with street trees, benches and pedestrian lighting
Proposed Cross Section for Cobbleskill Bridge:

- Add 1-Lane Bridge signage
- Add 3-foot striping along each side of bridge to delineate a single 15-foot lane
- Explore add a cantilever pedestrian bridge attached to existing bridge

Focus Area Comments:

- Add wayfinding and gateway signage to intersection of Church Street and NY30A intersection
- Research irregular tax parcels along north side of Church between bridge and NY30A for potential public access to the creek
- Add crosswalk crossing Chase Drive
- Fill-in gaps in sidewalk in front of Bethany Church and approaching South Main on the east side of Church Street
Focus Area 5
North Main Street/Enders Ave/Chase Drive/River Street

Focus Area Summary:
- Kids playing and traffic calming signage on Enders Ave
- Mini-Roundabout at North Main and Enders Ave east of Village
- Traffic Calming Signage on North Main and Enders Ave
- Publicly owned drainage ditches could provide pedestrian connections between residential streets

Proposed Cross Sections:
Enders Avenue: Improved Drainage and Pedestrian Lighting
Chase Drive: Pedestrian Streetlighting and Shared Street Signage

North Main Street Looking Toward Village:
Improved Drainage Swale with Pedestrian Path and Lighting
APPENDIX C:
HOUSING WORKSHOP PRESENTATION AND RESULTS SUMMARY
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The Planning Process

• Advisory Committee Meetings (4 to date)
• Public Workshops
• SWOT Analysis – October
• Complete Streets – November
• Housing Workshop - Today
• Housing Condition and Income Surveys (Underway)
• Complete Streets Analysis (Underway)
• Preparing Community Revitalization, Complete Streets and Housing Report
• Public Presentation of Final Reports (January/February 2018)

Housing Concerns

• What we have heard:
  • Aging, deteriorating homes, neglect
  • Conversions to multi-family
  • Storefront residential
  • Vacant properties
  • Low incomes
  • Not enough code enforcement
  • Unlicensed/Unregistered vehicles
  • Need to hold landlords more accountable
  • Need investment in rundown properties
  • Notable recent improvements

Housing Condition Study

• Windshield Condition Survey was carried out in compliance with the NYS CDBG/US Housing and Urban Development (HUD) guidelines.
• Evaluation divided into Structural Components
  • Primary Components (Foundation, Exterior Wall structure, roof structure, etc.)
  • Mechanical Components (Windows, doors, plumbing, heating, etc.)
  • Secondary Components (Siding material, roofing material, porches and exterior stairs and railings, etc.)
Housing Condition Study

• Degrees of Deficiency
  • Each component evaluated for their degree of deficiency:
    • Critical Defect: Component is badly deteriorated, sinking, leaning, non-operative or non-functional, etc.
    • Major Defect: Component is badly deteriorated and in need of major repair or replacement.
    • Minor Defect: Component is worn, loose, or cracked and in need of repair.
    • Sound: Component needs no more than normal maintenance.

• Conditions
  • Structural condition of the housing unit was then determined using the following guidance:
    • Standard: Have no critical or major structural defects and appearance does not create a blighting influence.
    • Substandard: Housing units that have one or more major and/or critical structural defects are classified as substandard. The degree of substandard is either moderate or severe.
    • Dilapidated: Housing units that are determined to be substandard to a degree requiring clearance or buildings which have three or more critical deficiencies that cannot be repaired to a standard for less than a reasonable amount.
DRAFT Results

<table>
<thead>
<tr>
<th></th>
<th>Standard</th>
<th>Moderately Substandard</th>
<th>Severely Substandard</th>
<th>Dilapidated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings</td>
<td>122</td>
<td>32</td>
<td>31</td>
<td>8</td>
<td>193</td>
</tr>
<tr>
<td>Percentage</td>
<td>63.2%</td>
<td>16.5%</td>
<td>16%</td>
<td>4.4%</td>
<td>100%</td>
</tr>
</tbody>
</table>

- 36.9% of the evaluated housing stock considered eligible for grant funding.
- Draft results are being confirmed and may involve the revaluation of certain structures to ensure accuracy.
- Income Surveys will be used to further determine feasibility of future grant awards for housing assistance.

Housing Types

<table>
<thead>
<tr>
<th>Housing Type</th>
<th># of Parcels</th>
<th>Percent of Residential Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>170</td>
<td>82.5%</td>
</tr>
<tr>
<td>Two-Family</td>
<td>25</td>
<td>8.2%</td>
</tr>
<tr>
<td>Three+ Family</td>
<td>10</td>
<td>4.85%</td>
</tr>
<tr>
<td>Mixed-Use</td>
<td>1</td>
<td>0.48%</td>
</tr>
</tbody>
</table>

Source: 2016 Real Property Data

Occupancy Status

<table>
<thead>
<tr>
<th>HOUSING OCCUPANCY</th>
<th>Central Bridge (CDP)</th>
<th>Town of Schoharie</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Total housing units</td>
<td>296</td>
<td>1,536</td>
<td>100.0%</td>
</tr>
<tr>
<td>Occupied housing units</td>
<td>267</td>
<td>1,391</td>
<td>90.2%</td>
</tr>
<tr>
<td>Vacant housing units</td>
<td>29</td>
<td>135</td>
<td>9.8%</td>
</tr>
</tbody>
</table>

Source: 2010 US Census
Tenure

Housing Occupancy

<table>
<thead>
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<th>Town of Schoharie</th>
<th>Schoharie County</th>
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<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>Occupied housing units</td>
<td>267</td>
<td>100.0%</td>
<td>1,391</td>
</tr>
<tr>
<td>Owner occupied</td>
<td>148</td>
<td>55.4%</td>
<td>890</td>
</tr>
<tr>
<td>Renter occupied</td>
<td>119</td>
<td>44.6%</td>
<td>401</td>
</tr>
</tbody>
</table>

Source: 2010 US Census

Median Household Income

<table>
<thead>
<tr>
<th></th>
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<th>Town of Schoharie</th>
<th>Schoharie County</th>
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<tbody>
<tr>
<td></td>
<td>$31,321</td>
<td>$53,065</td>
<td>$50,864</td>
</tr>
</tbody>
</table>

Source: 2010 US Census

Housing Data – Affordability

Median household income = $31,346

<table>
<thead>
<tr>
<th>INCOME in 2010</th>
<th>Central Bridge</th>
<th>Town of Schoharie</th>
<th>Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Households</td>
<td>% of Total</td>
<td>Total Households</td>
</tr>
<tr>
<td>Less than $25,000</td>
<td>127</td>
<td>45%</td>
<td>318</td>
</tr>
<tr>
<td>$25,000 to $49,999</td>
<td>97</td>
<td>33%</td>
<td>330</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>8</td>
<td>3%</td>
<td>186</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>17</td>
<td>6%</td>
<td>130</td>
</tr>
<tr>
<td>$100,000 or more</td>
<td>42</td>
<td>14%</td>
<td>400</td>
</tr>
<tr>
<td>Total Households</td>
<td>291</td>
<td>100%</td>
<td>1,364</td>
</tr>
</tbody>
</table>

2011-2015 ACS

Housing Data – Affordability

• 2011-2015 ACS Data
  • Households with a median income of less than $20,000 (13% of all households) are estimated to be paying more than 30% of their income on housing costs = Likely struggling financially
  • 56.8% of households earn between $20,000 and $34,999 and spend between 20% and 29% on housing costs = Some may have financial difficulties
### Age of Housing Stock

<table>
<thead>
<tr>
<th>YEAR STRUCTURE BUILT</th>
<th>Central Bridge (CDP) Town of Schoharie Schoharie County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
</tr>
<tr>
<td>Total housing units</td>
<td>227</td>
</tr>
<tr>
<td>Built 2014 or later</td>
<td>0</td>
</tr>
<tr>
<td>Built 2010 to 2013</td>
<td>36</td>
</tr>
<tr>
<td>Built 2000 to 2009</td>
<td>0</td>
</tr>
<tr>
<td>Built 1990 to 1999</td>
<td>14</td>
</tr>
<tr>
<td>Built 1980 to 1989</td>
<td>0</td>
</tr>
<tr>
<td>Built 1970 to 1979</td>
<td>31</td>
</tr>
<tr>
<td>Built 1960 to 1969</td>
<td>0</td>
</tr>
<tr>
<td>Built 1950 to 1959</td>
<td>11</td>
</tr>
<tr>
<td>Built 1940 to 1949</td>
<td>25</td>
</tr>
<tr>
<td>Built 1939 or earlier</td>
<td>104</td>
</tr>
</tbody>
</table>

2015-2019 American Community Survey 5-Year Estimates

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### Existing Zoning

**Hamlet District:**
- 1-2 Family dwellings: Zoning Permit
- Apartments/Multi-Family Dwellings: Special Use Permit
- Site Plan Review (need revisions to zoning code Hamlet Description)
- Boarding House: Special Use Permit
- Site Plan Review (is this a use that should continue to be allowed in the Hamlet?)

**Zoning Section 4.2 Performance standards for multi-family homes – provides limited guidance**
- Zoning Section 5.4 Multi-Family Residential Homes
  - Special Use Permit required for conversion to MFD
  - Requires properties to have sufficient acreage for parking (no minimum requirements)
  - Accessory Dwelling – Requires Zoning Permit or Special Use Permit – Zoning code needs to clarify permit requirements
  - No density requirements specified
Initial Recommendations

- Consider prohibiting first floor residential in mixed-commercial/residential structures
- Create a new zoning district for existing mixed-use structures to guide better redevelopment

Initial Recommendations

- Revise Zoning Code (allows 3) to mirror State Law on abandoned/junk/unregistered vehicles (no more than 2)
- Landlord Registry
- Consider limits on future conversions to multi-family

Initial Recommendations

- Require additional acreage for multi-family dwellings (0.5 acre minimum in Hamlet)
- Pre-existing lots may pose an issue for conversions
- Need improved parking requirements for multi-family
- No more than 3 abandoned/junk/unregistered vehicles permitted (more than NYS Law)

Housing Programs

- Schoharie County Rural Preservation Corporation
  - Provides assistance to home owners and renters in the form of training, information and other activities to aid in repairing and maintaining their homes
  - Home Repair Program: Single Family Homes only. Provides assistance to families that are ineligible for low-income loans or grants to obtain financing in the open market in order that they may be able to repair and/or maintain their homes
  - Provides assistance – technical/financial subsidy to increase access to housing

349 Mineral Springs Road - Cobleskill, NY 12043
Phone: 518-234-7604
Housing Programs

• NYS Homes and Community Renewal (NYS HCR)
  • Programs for affordable rental housing
  • NYS Main Street Technical Assistance: Mixed-Use structures
  • Affordable Home Ownership Development Program
    • Promote home ownership among low to moderate income families
    • Assist with home repairs and maintenance

Discussion Period

• What we have heard:
  • Aging, deteriorating homes, neglect
  • Conversions to multi-family
  • Storefront residential
  • Vacant properties
  • Low incomes
  • Not enough code enforcement
  • Unlicensed/Unregistered vehicles
  • Need to hold landlords more accountable
  • Need investment in rundown properties
  • Notable recent improvements

Discussion Period

• Have we missed any housing related issues?
• Do you have more suggestions/recommendations for improving the housing quality in Central Bridge?
• Should the Town do more to improve housing conditions?
• Should the Town do more to improve access to affordable housing?
• Final thoughts.

Next Public Meeting

January/February 2018
Public Presentation on Project Findings
(Date and Location TBD)
Thank You!
1. Laberge Group provided an overview of the Central Bridge Planning Project followed by a summary of the housing condition survey which included the methodology used to complete the survey. Draft results of the housing condition survey were provided as follows:

Draft Results of Housing Condition Survey

<table>
<thead>
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<th></th>
<th>Standard</th>
<th>Moderately Substandard</th>
<th>Severely Substandard</th>
<th>Dilapidated</th>
<th>Total</th>
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</thead>
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<td>8</td>
<td>193</td>
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<td>16.5%</td>
<td>16%</td>
<td>4.4%</td>
<td>100%</td>
</tr>
</tbody>
</table>

- 36.9% of the evaluated housing stock considered potentially eligible for grant funding.
- Draft results are being confirmed and may involve the revaluation of certain structures to ensure accuracy.
- Income Surveys will be used to further determine feasibility of future grant awards for housing assistance.

2. Laberge Group next presented:

- Detailed housing data (based on the 2010 US Census and the American Community Survey) for the Central Bridge Census Designated Place (CDP):
  - Central Bridge has a healthier rate of vacant housing units (9.8%) when compared to the County (23.6%). The Town’s rate is 8.8%. Overall, the available data demonstrates that the there is sufficient vacant units to keep housing costs relatively affordable.
  - Approximately 45% of homes are renter occupied compared to 55% owner occupied. These figures demonstrate that Central Bridge has significantly more renters as a percentage of all housing units when compared to the Town of Schoharie (28.8% renters) and the County (24.9% renters). More rental properties may be an indication of increased affordability of housing in Central Bridge. It may also point to a lower median income and families that may be spending more than 30% of their income on housing expenses.
  - The median household income for Central Bridge is $31,321 compared to the Town at $53,065 and the County at $50,864.
  - Approximately 13% of all households are estimated to be paying more than 30% of their income on housing costs. While approximately 56.8% of households that earn between
$20K and $34,999 spend between 20% and 29% of their income on housing costs meaning that some of these households are at or are approaching spending more than 30%. These results may indicate that several residents of Central Bridge may be having affordability issues.

- More than 70% of Central Bridge’s housing stock was built before 1960 with 46% built before 1939. The age of housing in Central Bridge may play a factor in the poor conditions of homes while at the same time allowing Central Bridge to be more affordable.

  - Current zoning regulations related to housing:
    - Majority of Central Bridge is zoned Hamlet District which allows for residential and commercial uses, including single, two and multi-family homes.
    - Limited to no guidance on reviewing multi-family home projects.
    - Should consider requiring additional acreage for multi-family dwellings along with clear parking requirements.
    - Consider prohibiting first floor residential in mixed-use structures.
    - Create a new zoning district for existing mixed-use structures to guide better development.
    - Should revise zoning law to mirror state law on the limit of abandoned/junk/unregistered vehicles - no more than two (current zoning allows up to three).
    - Consider limits on future conversions of homes to multi-family.

  - Relevant Housing Assistance Programs were summarized:
    - Schoharie County Rural Preservation Corporation provides assistance to home owners and renters, funding for home repairs and affordability.
    - NYS Homes and Community Renewal – Programs for rental housing, home ownership and the NYS Main Street Technical Assistance for commercial and mixed-use structures.

3. Public Discussion Period

  - Question on how to deal with foreclosed properties that have been sitting vacant and not on the market.
    - The Greater Mohawk Valley Land Bank is working to return foreclosed properties back to productive use.
    - NYS passed a law in 2009 requiring foreclosing lenders to maintain vacant and abandoned properties. The State passed a second law in 2016 requiring banks to maintain vacant and abandoned properties while in foreclosure.
    - Municipalities are able to pursue any suspected violations and have the right to, upon notice, enter and maintain the property and shall have a cause of action against the applicable mortgagee or servicer to recover any costs incurred in the process.
    - It is recommended that municipalities have local laws that address maintaining vacant and abandoned properties which assists in regulating the issue in addition to the state laws.

  - Concern was raised that making improvements in Central Bridge may eventually raise property values, taxes and cost of living. Discussion followed regarding the pros and cons of community revitalization and that communities need to balance improvements and to ensure that property
taxes are maintained by non-residential ratables to lesson the burden on residential properties. An incremental approach to revitalization is preferred.

- Recommendation to erect gateway signage including wayfinding/directional signage to the Hamlet and future businesses. Small grants are available for these types of quick projects. Placement of gateway signage could also be combined with a community-wide beautification project involving planting of flowers and other greenery and proper landscape maintenance along Rt. 30A and other locations in the Hamlet.

- Observation that fire hydrants are known to have reliability issues. The Town will be replacing the water and sewer infrastructure starting in the spring of 2018 and is expected to replace hydrants.

- Question about available state funds to assist with businesses.
  - The NYS Main Street Grant provides funding to repair structures associated with businesses and mixed-use structures.
  - Restore NY Program provides funds to help with demolition, restoration and new construction.
  - Community Development Block Grant program provides funds to assist businesses with purchasing equipment, constructing/expanding buildings, and acquiring property. Awards are tied to job creation.
  - Future grants may be available to assist with the expansion of Hoober Feeds and redevelopment of mixed-uses buildings at the corner of S. Main and Church Streets.

- Observation that Habitat for Humanity does not seem as active locally and that more assistance should be provided to existing homeowners to maintain property. Maintaining property is considered more of an issue than building new housing.

- Comment was made about private investors in the Columbia and Duchess County areas that are providing funds to build and renovate starter homes. The name of the company was not known at the time – information to be provided to SALT.

4. Laberge Group thanked everyone for attending and announced that a final public meeting will be held in February to present the findings and recommendations of the planning project.
APPENDIX D:
COMMUNITY CENTER SWOT WORKSHOP
RESULTS
Central Bridge Community Center SWOT Analysis Summary

SALT Development along with the Town of Schoharie & Town of Esperance, hosted two public SWOT Analysis workshop to explore the development of a Community Center in Central Bridge on February 11, 2018 at 3:00 – 4:30 pm at the Central Bridge Firehouse located at 137 South Main Street, Central Bridge, New York and on February 12, 2018 from 5:30 – 7:00 pm at the Church of Jesus Christ of Latter-Day Saints located at 21 Church Street in Central Bridge, New York.

Twenty-five residents and stakeholders attended and participated in the workshops.

The agenda for both workshops follows:

Agenda:

- Welcome and introductions – 15 minutes
- Visioning - What would your dream community center include? – 10 minutes
- Strengths and Opportunities associated with developing a community center – 20 minutes
- Weaknesses and threats associated with developing a community center – 20 minutes
- Determine next steps – 15 minutes

Workshop Summary

1. Visioning

Close your eyes and imagine Central Bridge in 2020 – we've created a community center what do you see?

Who does the center serve?

The center serves everyone, with a focus on local youth, teens, families and senior citizens. The center also serves local groups and organizations, including agencies that work with special needs populations and provide mental health services. The center could also serve as a designated shelter area, available for emergency use. The center could also be used by residents from surrounding neighborhoods.

What is the centers character?

The center is warm, welcoming, inclusive, friendly, happy, fun, positive, and active. The center maintains the rural character of the surrounding community.

The center is a safe space, particularly for teens, where they can come together and stay out of trouble.

The center is outfitted with a large multipurpose room (with ability to divide up into smaller spaces) to accommodate different types of events or multiple group events at once, a commercial kitchen, basketball court, stage, and possibly a pool or fitness room.

The center showcases the history of Central Bridge, with displays including photos and memorabilia.
What types of activities are people doing?

- Special programs, dances, variety shows, and sponsored events.
- Farm/agricultural events.
- Community after school program, homework help program, reading programs, mentoring for teens. Teens need mentoring and guidance; the Center could provide activities that will spark their interest and ultimately provide a safe space for them to gather.
- Daycare/preschool program – this would help promote people in the community to seek employment, perhaps fees could be assessed on a sliding scale.
- Programs for Seniors – bingo, cards, crafts, coffee gatherings, classes (such as independent living skills or educational sessions.)
- Adult daycare program.
- Activities/Games for children – encourage neighborhood children to get out and play/socialize and engage with the community. There has been a recent influx of children to the area, perhaps the Center could have a playground/play area.
- Meeting space for local groups/organizations.
- The Center could be rented for particular events, for example, for birthday parties, family reunions, showers, anniversary parties, retirement parties. Rent fees from such events/programs could help offset operational costs.
- Arts and Crafts programming.
- Musical events, and music classes.
- Plays and Movies.
- Yoga, fitness classes, ballroom dancing.
- The Center could host a "kids night", where parents could pay a small fee to drop the children off for the evening.
- Holiday themed events.
- Organize outdoor activities, DIY and living skills programs.
- Emergency services – designated shelter
- Workshops
- Meal services
- Provide free Wi-Fi

How long is it open each day?

As needed, during programs and activities.

Six to ten hours a day.

Open on weekends.

Who else uses the space?

- The local churches could use the space for their programs.
• Local groups could use the space for meetings; such as: the boy scouts, girl scouts, 4H Club, Civic Association, Fire Department, Substance Abuse Support Groups (AA/NA), Mental Health/Support Groups, and even the local schools.
• Schoharie ARC and the Office of the Aging may be interested in using the space.
• Government and businesses could rent the space for training or other activities.

Where is it located?

• The center needs to be located in a place where people feel safe and is out of the flood plain.
• It would be ideal if it could be located within walking distance from most homes in the hamlet.
• The community will feel more ownership of the Center if it is a separate building. Ideally, it would be located in the hamlet, and this would be in keeping with the revitalization plans and future vision for the hamlet.
• There are current discussions about the possibility of a new firehouse in Central Bridge, this may create an opportunity to include space for a community center in the new firehouse plans.
• The basement/first floor of the apartment building on Church St, is another potential location.
• There are a number of abandoned properties in the community; perhaps one of these could be renovated to become the community center.
• Utilizing one the existing churches could be a possibility.
• There are five acres of land available next to the sewer plant, which is out of the flood plain.
• The old school house could be a possible location (Jeffery Back is the owner).

It's still 2020 – behind the scenes at the community center what do you see?

Who runs it?

• A committee/board could be formed to run the Center with a director, with representatives and stakeholders from each of the major groups/organizations in town.
• Specific events would be run and managed by the clubs hosting the event.

How much does it cost to attend?

• Free—with some programs having a sliding scale for fees.
• Costs could vary depending on the type of event.
• Could charge a yearly fee.
• Charge a rental fee for groups to utilize the space, or for individuals to host events/parties.
• Costs would be based on a sliding scale, which would be based on income.
• Fees based on what is needed to cover the operating expenses of the Center.

How much does it cost to sustain it?

• The Center could be funded through the Towns (Schoharie and Esperance), but would need significant support and partnership from community groups, such as the Fire Department, Civic Association, Library, etc.
• It may help save money if the Center was in a modern, energy efficient building. Everyone will need to be supportive and committed to the project to sustain the costs of the Center.
• The involvement and use of the Center by groups or programs may help offset costs and help secure more funding for the project, such as ARC or the Office of the Aging.
• A special district tax could be created to fund the Center and help with the maintenance costs.
• There may be opportunities to seek grant funding to help with costs.
• If you have volunteers maintaining the building, they could receive a reduced rate for Center programs and fees.

How is the space maintained?

• The space will need to be maintained and be a safe place in the community. A greater police presence in the community would be beneficial and help keep the community safe and they could perhaps keep a watchful eye on the Center to deter any mischief.
• A community committee could maintain the building. Perhaps some services, such as cleaning or repair/maintenance would require hiring someone.
• If the space is used for senior/adult care, there may be opportunities to seek grant funding to help maintain the space.

2. Strengths and Opportunities

Who are the key people who might be interested in working on the development of this project?

It is important to consolidate as many partners as possible, to help ensure the success of the Center.

• Local Government: Towns - Schoharie and Esperance, Schoharie County
• Community members – especially parents
• Civic Association, and other local organizations
• Local businesses: Hoober Feeds, Laundromat, American Standard, etc.
• Central Bridge Fire Company
• Local Churches (Methodist, Lutheran, Church of Jesus Christ of Latter-Day Saints)
• Boy Scouts, Girl Scouts, 4H, FFA, Leaders of Tomorrow, BOCES, and other school groups
• Cornell Cooperative Extension
• SUNY Cobleskill
• Schoharie ARC
• Office for the Aging
• Schoharie County Youth Bureau
• Ensuring the involvement of the leaders/representatives of the groups and organizations mentioned above would be vital to the success of the Center.
• Additionally, it would be highly beneficial to have younger people involved, to get more people to take ownership of their community.

What are the unmet needs in the community that might be served by a community space?

There are already many good programs being offered in the community. Therefore, it would be beneficial to create a list of all the services currently being offered, so that the Center isn't trying to duplicate services.
• Youth services – In this community there is a need for a safe space for children to play/socialize. Additionally, there is a need for daycare and after school programs.
• Senior outreach/care
• Fitness Center/Programs
• Emergency Services
• Domestic Violence Services
• Community Garden

Are there other organizations that may have related building or remodeling projects?
• The fire house is currently exploring their options for building a new fire house. Therefore, there may be an opportunity to include the Center in the plans for the new Fire House.
• Perhaps one of the churches would consider a remodel/extension to accommodate the Center.
• The Fusion Church in Cobleskill may be interested in becoming involved.

What are the options for location? Would the owners be willing to work with us?
• Maybe the Center could start as a shared/existing space, where the programs and activities are offered, and as interest spreads and the project gains support and momentum, efforts could be made towards securing a new location and moving the Center into its own space.
• The first steps could involve reviewing the services that are already offered in town and creating a shared calendar where all events and programs can be viewed at once.
• Existing spaces that could be utilized to begin offering Community Center programming, would include the three churches in town, as well as Liahona Hall, which is a large hall/basketball court located in an apartment building on Church Street. This could possibly be renovated to meet the needs of a Community Center.
• If the existing Fire House is demolished, then there may be an opportunity to build a Community Center in that location, as it is central location and easy for most residents to access.
• The Rescue Squad building may be a possibility as well.

Where might there be resources to pay for a community space?
• Donations/Fundraising
• Grants

Are neighboring communities planning anything similar that might be worth exploring to see if a partnership would make sense?

What organizations are interested in potentially sponsoring or operating the space?
• Joshua Project, ARC, Office of the Aging, SUNY Cobleskill, Youth Bureau, HeadStart in Cobleskill.
• Catholic Charities runs a program, Alternatives to Incarceration, which finds work for non-violent offenders. This may be a way to get free office and maintenance help for the Center.

3. Weaknesses and Threats
What obstacles do we face?

- Funding – Town/County doesn’t have money in the budget to financially support the project. Creating a special tax district would probably be met with great resistance. A center would need to be self-sustaining.
- Engagement – It is difficult to get community members involved. It would be beneficial to let people in the community know that there is an effort to create a Community Center, and gauge interest in the project. It is important to find out what the community members want. Perhaps a flyer/survey could be sent home from the school, targeting children in the Central Bridge area.
- Volunteers – It is hard to find people who are willing to volunteer their time to help develop and maintain the Center and the related programs.
- Negativity – It will be difficult to overcome the negativity that is inherent with some people. Supporters of the project will need to combat the negative perceptions about the project in a very proactive way, and continually emphasize that the project will benefit everyone. If there is a core group of people working together on this project it will show commitment and solidarity, whilst projecting a positive community outlook. Therefore, outreach will be very important to the success of this project; especially reaching out to people and helping them realize that they will utilize the services and benefit from the Center. Engaging lifelong community members will be helpful too. If proponents of this project can generate create positive momentum it can be built upon to garner greater support for the Center.
- Resistance to Change – There will be significant resistance to change; yet, supporters will need to be persistent and push to get others to accept that this would be a positive change for the community.
- Perception of Central Bridge – There is a feeling amongst some Central Bridge residents that that village is viewed as the "red headed stepsister" by the Town and County governments. As such, it is important to show the Town and County representatives that Central Bridge is a viable community and an asset to the Township and County. Perhaps a community center would strengthen the community and create a community spirit.
- Transient Population – Over the years the village has seen an influx of transient residents and renters. When people are not settled in the area they are less likely to be invested in the community.
- Lack of Businesses – More businesses need to be brought into Central Bridge. The Chamber of Commerce needs to do more to promote Schoharie and Central Bridge.
- Zoning Laws – The zoning laws are not enforced.

What should we avoid?

- Supporters should avoid settling for less than what is desired and needed.
- Duplicating services that are already being offered, essentially competing with other groups within the community.
- The planning and development process should not exclude any people or groups.
- Trying to become “too big, too fast”.
- High priced projects
- Raising taxes
What are people in this area likely to see as weaknesses?

- Funding

What factors could limit development?

- Lack of cooperation/willingness to work together towards a common goal.
- Initial and continued funding
- Community involvement

What do we need to improve?

- Communication between existing groups and organizations.
- Participation from members of the community.
- Infrastructure – water and roads need to be fixed.
- Police force – increased police presence in the hamlet.
- Attitude/mindset of community members – need to be more positive.
- Rental properties need to be improved.

Do any of these weaknesses seriously threaten this project?

- Those involved must foster a sense of community, and members of the community must have the desire to help and give back.
- With regards to funding, supporters could work on getting financing, pursue fundraising efforts and grants.
- While there will be issues with engagement, there are people in the community that are interested in the project and willing to work together.

4. Recommendation and Next Steps

Create a calendar with all events and programs being offered, to raise awareness of the community offerings and engage community members. Even creating a sign in town to advertise events in town.

As an initial step it would be ideal if a committee/task force could be created, comprised of the representatives from all community groups and organizations, to begin the process of working together and moving towards acting as a cohesive group. Such a group could spearhead the campaign and share positive information about the project.

In addition to establishing what programs are already being offered, it would be beneficial to conduct a survey to determine what kinds of services community members would be interested in and will support.

The Mormon Church may be a good asset, and it may be worth enquiring if there is a local parishioner that would like to be involved in the project. Likewise, the Fusion Church may be a good partner, they are great at getting people involved and engaged, and their Pastor lives in Central Bridge.
The Towns of Esperance and Schoharie, as well as the County, need to be encouraged to be more supportive of efforts in Central Bridge.

The Chamber of Commerce needs to be more supportive to attract more businesses to Central Bridge.
APPENDIX E:
CENTRAL BRIDGE FIRE DEPARTMENT MEETING
Notes from meeting with Central Bridge Fire Department on Feb 15, 2018

Present: Chief Brian Baker, Fire Commission Chair Dan Rosecrans, Fire Commission Vice Chair Todd Cipperly, Assistant Chief Scott Johnson, Lt. Travis Hoffman, Fireman Tim Herzog, Elizabeth Farr, Jerrine Corallo

The Fire Department current building was constructed in 1952 and added onto in 1978. The bays are too small and this causes OSHA compliance issues, prevents them from having showers which are a necessary safe measure, and means they have to purchase more expensive, compact fire trucks to fit into the existing bays. They are eager to move into a new space with enough room to safely operate the volunteer fire company.

Todd Cipperly has offered to donate 1 acre of land to build a new fire department on the other side of Route 30A (maps will be provided by Dan Rosecrans). The site already has approvals from the water and sewer districts for hookups. The sewer plant has given permission for shared parking areas with the future fire house. In 2014, an engineering firm/architect (Bergman Associates) drafted plans for a $3.2 million fire house. The plans (which Dan will provide via email) include radiant heating, zoned climate controlled offices, a banquet hall, commercial kitchen and 4 bays for fire equipment/trucks. The new firehouse could serve as an emergency shelter in the event of a future disaster or emergency. The new firehouse would also be available for use by the community.

Originally there was $1.2 million set aside for this project as a part of the NYS Community Rising program, that figure is now down to $300,000 through GOSR. (see attached report page 109 Central Bridge Firehouse Relocation).

The major challenge is developing the capital to construct.

The Fire Department has secured a generator to run the new facility in the event of an emergency or power loss.

Suggestions of grant opportunities we could pursue in the final report and recommendations by Laberge Group would be greatly appreciated.
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The Community Planning Project

The Town of Schoharie, in partnership with the Town of Esperance and SALT Development was granted a Community Development Block Grant (CDBG) to conduct a Community Planning Study.

The Purpose of the study is to set the stage for redevelopment and reinvestment in the Hamlet of Central Bridge.

The Planning Project included:
- Inventory of Assets and evaluation of Central Bridge’s Strengths and Opportunities.
- Housing Condition Survey.
- Income Survey (in process – spread the word).
- Complete Streets Analysis, Recommendations and Streetscape Concepts.
- Revitalization Strategies and Projects.

Project Advisory Committee
- Chris Tague, Town of Schoharie Supervisor
- Pete Irwin, Town of Schoharie Code Enforcement Officer
- Alan Tavenner, Town of Schoharie Town Board Member
- Elizabeth Farr, Resident
- Lauren Lillard, Resident
- Rachel and Chris Pylem (former members)
- Lillian Bruno, Schoharie County, Planner
- Elaine Cooper, Central Bridge Civic Association
- Maureen Blanchard, SUNY Cobleskill

Project Team Introduction

SALT Development
- Jerrine Corallo, Project Management
- Mary Carney, Grant Compliance
- Sarah Roberts, Outreach Assistance

Laberge Group
- Nicole Allen, AICP, Planning Services Manager, Laberge Group
- Matthew Rogers, Senior Planner and Project Manager, Laberge Group

CLA Site
- Peter Loyola, RLA, Principal, CLA Site
- Erin Maciel, RLA, Senior Landscape Architect CLA Site
The Planning Process

- Six Advisory Committee Meetings
- Public Workshops
  - SWOT Analysis – October 12, 2017
  - Complete Streets – November 13, 2017
  - Housing Workshop – December 5, 2017
  - Community Center SWOT Workshops – Feb. 11 and 12, 2018
  - Meeting with Fire Department – Feb. 15, 2018
  - Meeting with Civic Association – Feb. 15, 2018
- Final Recommendations and Implementation Plan

Key Findings

- Continued loss in population (-12% between 2000 and 2010).
- Recent uptick in younger residents (median age of 38.1).
- Higher percentage of families considered living at or below the poverty level.
- Limited recent local economic development.
- Higher percentage of residents with advanced degrees.
- Great opportunities for economic growth and local employment opportunities.

Key Findings

- Aging housing stock.
- Property maintenance raised as a concern.
- Lower median household income with notable percentage of homes having financial difficulties.
- Several well-preserved and renovated homes that add to the character of Central Bridge.

Key Findings

- Walkable community – with opportunities to rebuild crumbling pedestrian infrastructure.
- Cobleskill Creek untapped as a recreational asset.
- Recreational choices can be enhanced – Underutilized lands in the center of the Hamlet.

Key Findings

- Continued loss in population (-12% between 2000 and 2010).
- Recent uptick in younger residents (median age of 38.1).
- Higher percentage of families considered living at or below the poverty level.
- Limited recent local economic development.
- Higher percentage of residents with advanced degrees.
- Great opportunities for economic growth and local employment opportunities.
Key Findings

• Opportunities to re-invest in the Hamlet for the benefit of residents and business owners: You should be the current focus.
• Prospects to enhance the local economy through the agricultural industry.
• Strong volunteer base and sense of community.
• Several grant programs available to assist with project implementation.

Revitalization Strategies

• Recommendations for improving the Hamlet: Community character and quality of life.
• Projects and strategies are not requirements nor are they guaranteed to be implemented.
• The following are ideas and recommendations designed to stimulate more creativity, inspiration, focus and direction for future decision making.
• Citizen participation is key to the ultimate success of the Plan.

Revitalization Strategies – Economic Dev.

A1: Partner with Hoober Feeds with identifying future grant opportunities to assist in expanding their operations and hire additional local employees.

Revitalization Strategies – Economic Dev.

A2: Establish a Central Bridge Enhancement Workgroup to guide revitalization efforts.
A3: Work with local property/business owners and entrepreneurs to revitalize existing commercial buildings and open new businesses.
Revitalization Strategies – Economic Dev.
A4: Plan and hold farmer’s markets and other community events in Central Bridge - block parties and festivals.
A5: Encourage and facilitate new home-based businesses.

Revitalization Strategies – Housing
B1: Provide/facilitate access to homeownership and repair grants.
B2: Enhance review requirements for two-, three-, and multi-family dwellings and conversions.

Housing Condition Survey Results

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<th>Number</th>
<th>Percentage</th>
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<td>Total</td>
<td>187</td>
<td>100%</td>
</tr>
</tbody>
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• 187 surveys conducted
• 7 ranked Dilapidated
• 31 Severely Substandard

B3: Establish a rental property registry.
B4: Identify and Support adding appropriate vacant/abandoned properties to the Greater Mohawk Valley Land Bank.

Approximately 38% may be eligible for grant funding.
Revitalization Strategies – Recreation & Beautification

C1: Support and help facilitate improvements to the Central Bridge Community Park.

C2/C3: Establish a long-term property maintenance Agreement with Norfolk Southern Railway and Seek permission to utilize unused areas.

Overgrown Area

Revitalization Strategies – Recreation & Beautification

C4: Enhance Central Bridge Gateways.

C5: Implement the Schoharie Creek Trail Project (38-mile multi-use trail connecting Esperance to Blenheim).

C6: Support and Implement the Cobleskill Creek Access and Overlook Park Project.
Revitalization Strategies – Recreation & Beautification

C7: Support and help implement the construction of Community Gardens and a New Playground.

Revitalization Strategies – Infrastructure & Public Services

D1: Seek opportunities to increase Code Enforcement presence in the Hamlet.
D2: Adopt a Town-wide Property Maintenance Law.
D3: Evaluate options for establishing a “Quiet Zone” within the Hamlet.
D4: Request increased Schoharie County Sheriff and NYS Police Presence in Central Bridge.

D5: Support the relocation and construction of a new Central Bridge Firehouse.
D6: Support the establishment of a Community Center for Central Bridge.

E1: Church Street Improvements
- Repair, replace and fill in sidewalk gaps
- Evaluate and identify preferred location for sidewalk/path for southern portion of Church St.
- Pavement striping over the bridge.
- Connection to proposed Cobleskill Creek Park.
- Access to Rte 30A.
- Town will need to address sidewalk maintenance – Property owners are not recommended to be responsible.

Revitalization Strategies – Complete Streets

E1: Church Street Improvements
- Repair, replace and fill in sidewalk gaps
- Evaluate and identify preferred location for sidewalk/path for southern portion of Church St.
- Pavement striping over the bridge.
- Connection to proposed Cobleskill Creek Park.
- Access to Rte 30A.
- Town will need to address sidewalk maintenance – Property owners are not recommended to be responsible.
**E2: South Main St. Enhancements**
- Replace sidewalks on the eastern end and add new sidewalk down to the Community Park.
- Pedestrian-scaled lighting.
- Add sidewalks to western end with on-street parking.
- Create an official public parking lot - Norfolk Southern agreement necessary.
- Potential trail access to Community Park playground area.

**E3: North Main St. Enhancements**
- Repair/replace existing damaged sidewalks along north side.
- Pedestrian-scaled lighting.
- Extend sidewalks out to Rt. 30A.
- Add on-street parking to the south side along with new sidewalks.
- Community garden and playground.

**E4: NYS Rt. 30A Improvements**
- Consider traffic calming and pedestrian safety improvements at S. Main/NYS Rt. 30 Intersection.
- Replace sidewalk between N. and S. Main Street.
- Add crosswalks.

**Proposed South Main Street Improvements**
E4: NYS Rt. 30A Improvements - Continued
• Add speed limit sign for NYS Rt. 30A northbound.
• Install speed feedback signs.
• Install a hamlet welcome sign at NYS Rt. 30A/Church Street.

E5: Enders Ave./N. Main Street (western section) Improvements
• Replace Yield signs with Stop signs.
• Install pavement markings to slow vehicle traffic.
• Install appropriate signage to alert drivers of pedestrian use of roads.

E6: Consider Adopting a Complete Streets Policy
• “Complete Streets” are streets designed and operated to provide safe and convenient access for all roadway users.
• The Policy would seek to encourage the development of a complete transportation network for all modes of travel that promotes access, mobility and safety for all users.
• The Towns would approach every transportation improvement as an opportunity to create safer, more accessible streets for all users.
• Encourage partnerships with Schoharie County, NYS and adjoining communities.

Thank You!
• Public Discussion.
• Final Report to be revised and made available on the Town of Schoharie and SALT Development Websites.
• Implementation process to begin.
APPENDIX G:
HOUSING CONDITION SURVEY FORM
**Name of community:** Town of Schoharie-Central Bridge Hamlet  
**Estimated age of building:** ______ yrs.  
**Building Address:** ____________________________  
**Type of construction:**  
- Mobile/Modular [ ]  
- Wood frame [ ]  
- Stone/Masonry [ ]

**Number of units in building:** ____________________________  
*(if visible from exterior)*

<table>
<thead>
<tr>
<th>STRUCTURAL COMPONENTS</th>
<th>DEGREE OF DEFICIENCY (check all that apply)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Critical Defect</strong></td>
<td><strong>Major Defect</strong></td>
</tr>
<tr>
<td><strong>Primary Components</strong></td>
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</tr>
<tr>
<td>Foundation</td>
<td></td>
</tr>
<tr>
<td>Exterior wall structure</td>
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</tr>
<tr>
<td>Roof structure</td>
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</tr>
<tr>
<td>Floor structures</td>
<td></td>
</tr>
<tr>
<td>Columns</td>
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<td>Partitions</td>
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</tr>
<tr>
<td>These optional components may not be assessable from exterior street survey</td>
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</tr>
<tr>
<td><strong>Mechanical Components</strong></td>
<td>Windows and doors</td>
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<tr>
<td>These optional components may not be assessable from exterior street survey</td>
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<tr>
<td><strong>Secondary Components</strong></td>
<td>Siding material</td>
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<td>These optional components may not be assessable from exterior street survey</td>
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<tr>
<td>Flooring material</td>
<td>Ceilings</td>
</tr>
<tr>
<td>Interior Stairs and Railings</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL NUMBER OF CRITICAL DEFECTS**
Scoring Weight = 3  
Total Critical Defects Score (No. of defects x 3)

**TOTAL NUMBER OF MAJOR DEFECTS**
Scoring Weight = 1  
Total Major Defects Score (No. of defects x 1)

**DETERMINATION OF STRUCTURAL CONDITION**
- **Standard (S)**: No Critical or Major structural defects  
- **Moderately substandard (MS)**: Less than three (3) Major defects
- **Severely Substandard (SS)**: Three (3) or more Major defects or at least one (1) Critical defect
- **Dilapidated (D)**: Three (3) or more Critical defects

Form Revised 10/5/17
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APPENDIX H:
INCOME SURVEY FORM
FAMILY INCOME FORM - CENTRAL BRIDGE, NY. SCHOHARIE COUNTY

Please Remit to PO Box 152, Central Bridge, NY 12035 and/or Send Back With Your Payment - Thank You

All Responses Are Confidential

IMPORTANT - Completing and returning this survey form will assist the Town with their efforts to secure additional grant funds necessary to make future improvements in the Hamlet of Central Bridge.

Name: ___________________________ Job Title: ___________________________
Address: ___________________________

INSTRUCTIONS

Determine your family size by counting yourself and each family member who currently resides with you within the same housing unit. A family member is a person who is related to you by birth, marriage, or adoption. Circle the appropriate family size below. Next, total the income from all sources received during the last calendar year (January-December) by yourself and each member of your family who currently resides with you. Income includes wages, salaries, tips, business income, interest, dividends, the taxable portion of pensions and annuities, IRA distributions, rents, royalties, partnerships, unemployment compensation, and social security; less alimony paid and unreimbursed employee business expenses calculated consistent with IRS Form 2106. Compare this total to the figure listed for the circled family size and indicate whether it is above or below the listed figure by checking the appropriate box.

My Family Income is (circle one)

<table>
<thead>
<tr>
<th>Family Size (Circle)</th>
<th>&lt;30% Median</th>
<th>30-50% Median</th>
<th>50-80% Median</th>
<th>&gt;80% Median</th>
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<tbody>
<tr>
<td>1</td>
<td>$17,499</td>
<td>$17,500</td>
<td>$29,101</td>
<td>$46,551+</td>
</tr>
<tr>
<td>2</td>
<td>$19,999</td>
<td>$20,000</td>
<td>$33,251</td>
<td>$53,201+</td>
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<tr>
<td>3</td>
<td>$22,499</td>
<td>$22,500</td>
<td>$37,401</td>
<td>$59,851+</td>
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<tr>
<td>4</td>
<td>$24,949</td>
<td>$24,950</td>
<td>$41,551</td>
<td>$66,501+</td>
</tr>
<tr>
<td>5</td>
<td>$28,779</td>
<td>$28,780</td>
<td>$44,901</td>
<td>$71,851+</td>
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<tr>
<td>6</td>
<td>$32,959</td>
<td>$32,960</td>
<td>$48,201</td>
<td>$77,150+</td>
</tr>
<tr>
<td>7</td>
<td>$37,139</td>
<td>$37,140</td>
<td>$51,550</td>
<td>$82,501+</td>
</tr>
<tr>
<td>8</td>
<td>$41,319</td>
<td>$41,320</td>
<td>$54,850</td>
<td>$87,801+</td>
</tr>
</tbody>
</table>

Family Size of 9 or more Actual Income $ __________________________

The Following Questions are Optional:

What is your estimated monthly household expenses (mortgage, rent, utilities, etc.) $ __________________________

☐ Female Head of Household ☐ Elderly Persons ☐ Disabled Persons

Currently Employed? Yes or No (circle)

Race:

☐ White ☐ Black/African American ☐ Asian ☐ American Indian/Alaskan Native

☐ Native Hawaiian/Other Pacific Islander ☐ American Indian/Alaskan Native and White ☐ Asian and White

☐ Black/African American and White ☐ American Indian/Alaskan Native and Black/African American

☐ Other Multi-Racial ☐ Hispanic*

Ethnicity

* Hispanic - HUD has designated Hispanic as an ethnic group. A person should be identified as both a member of a racial group and an ethnic group when this ethnic group is selected

The information provided herein will be confidential and will only be used to provide statistical data required under the Community Development Block Grant program. It is subject to verification pursuant to the rules and regulations of the Office of Community Renewal and the U.S. Department of Housing and Urban Development.

I certify that the information provided herein is true to the best of my knowledge.

Signature ___________________________ Date ___________________________
APPENDIX I:
COST ESTIMATES FOR COMPLETE STREETS PROJECTS
### Central Bridge Complete Streets Plan

Central Bridge, New York  
March 7, 2018

**PRELIMINARY OPINION OF COST**  
(ROADWAY RESURFACING AND RECONSTRUCTION NOT INCLUDED)

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNITS</th>
<th>QUANTITY</th>
<th>COST PER UNIT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Concrete Sidewalk</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Church Street (NY30A to Creek Access Crosswalk) (965 x 5)</td>
<td>SF</td>
<td>4,825</td>
<td>$12.00</td>
<td>$57,900</td>
</tr>
<tr>
<td>Church Street (Sidewalk in Front of Creek Access Trail) (150 x 10)</td>
<td>SF</td>
<td>1,500</td>
<td>$12.00</td>
<td>$18,000</td>
</tr>
<tr>
<td>Church Street (Potential Sidewalk from Bridge to Bethany Church) (East Side 680 x 5)</td>
<td>SF</td>
<td>3,400</td>
<td>$12.00</td>
<td>$40,800</td>
</tr>
<tr>
<td>Church Street (Bethany Church to South Main) (East Side 331 x 5)</td>
<td>SF</td>
<td>1,655</td>
<td>$12.00</td>
<td>$19,860</td>
</tr>
<tr>
<td>Church Street (South Main to North Main East Side) (300 x 5)</td>
<td>SF</td>
<td>1,500</td>
<td>$12.00</td>
<td>$18,000</td>
</tr>
<tr>
<td>Church Street (Laundry to Enders Ave) (105 x 5)</td>
<td>SF</td>
<td>525</td>
<td>$12.00</td>
<td>$6,300</td>
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<tr>
<td>Church Street (Enders to North Main West Side) (140 x 5)</td>
<td>SF</td>
<td>700</td>
<td>$12.00</td>
<td>$8,400</td>
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<tr>
<td>South Main (Church Street to New Parking Facility) (400 x 5)</td>
<td>SF</td>
<td>2,000</td>
<td>$12.00</td>
<td>$24,000</td>
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<tr>
<td>South Main (Church to Post Office-South Side)</td>
<td>SF</td>
<td>2,938</td>
<td>$12.00</td>
<td>$35,256</td>
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<td>South Main (Post Office to Park Access on NY 30A) South Side 832 x 5</td>
<td>SF</td>
<td>4,160</td>
<td>$12.00</td>
<td>$49,920</td>
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<td>NY30A Sidewalk Reconstruction along West Side (700 x 4)</td>
<td>SF</td>
<td>2,800</td>
<td>$12.00</td>
<td>$33,600</td>
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<td>North Main Street (Church Street to NY30A) (1380 x 5)</td>
<td>SF</td>
<td>6,900</td>
<td>$12.00</td>
<td>$82,800</td>
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<tr>
<td>North Main Street (Church Street to End of On-street Parking) (400 x 5)</td>
<td>SF</td>
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<td>$12.00</td>
<td>$24,000</td>
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<tr>
<td><strong>CONCRETE SIDEWALK SUBTOTAL</strong></td>
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<td></td>
<td></td>
<td><strong>$418,836</strong></td>
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</table>

| Structural Soil | | | | |
| **(50% of Total Sidewalk Construction)** | | | | |
| Total Square Feet of Proposed Sidewalk (18 Inch Depth) | CY | 825 | $42.00 | $34,650 |
| Excavation of Existing Soil (18 Inch Depth) | SY | 1,900 | $3.00 | $5,700 |
| **STRUCTURAL SOIL SUBTOTAL** | | | | **$65,100** |

| Cobleskill Creek Trail | | | | |
| **Asphalt Trail (4" FULL DEPTH INSTALLATION, 6" SUBBASE)** | SY | 592 | $45.00 | **$26,640** |
| **CREEK TRAIL SUBTOTAL** | | | | **$26,640** |

<p>| Pavement Markings | | | | |
| <strong>New Crosswalks (25 x 5 Each) 13 Total</strong> | LF | 1,430 | $1.00 | <strong>$1,430</strong> |
| <strong>Cobleskill Creek Bridge Pedestrian Markings (232 x 5)</strong> | LF | 812 | $1.00 | <strong>$812</strong> |
| <strong>PAVEMENT MARKINGS SUBTOTAL</strong> | | | | <strong>$2,242</strong> |</p>
<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNITS</th>
<th>QUANTITY</th>
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<tr>
<td><strong>Concrete Curbs</strong></td>
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<td>Church Street (NY30A to Cobleskill Creek Bridge)</td>
<td>LF</td>
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<td>$ 9.00</td>
<td>$18,000</td>
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<td>Church Street (Cobleskill Bridge to South Main Street)</td>
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<td>3,000</td>
<td>$ 9.00</td>
<td>$27,000</td>
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<td>$ 9.00</td>
<td>$21,600</td>
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<td>South Main Parking Lot Improvements</td>
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<td>$6,300</td>
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<td>South Main Traffic Island at NY 30A</td>
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<td>$ 9.00</td>
<td>$810</td>
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<td>NY30A West Side Reconstructed Curb</td>
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<td>$6,300</td>
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<td><strong>Asphalt Shoulder Repair</strong></td>
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<td>Asphalt Shoulder Repair (where new curb proposed)</td>
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<tr>
<td>Brick Accent Paving at Potential Pocket Park on Church Street</td>
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<td>Crossing at Cobleskill Creek Access (2)</td>
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<td><strong>South Main Street Parking Lot Enhancements</strong></td>
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<tr>
<td>Asphalt Paving (4” Depth with 6” subbase)</td>
<td>SF</td>
<td>8,600</td>
<td>$ 3.00</td>
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<td>Benches</td>
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<td>Gateway Community Sign</td>
<td>SF</td>
<td>64</td>
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<td>Black Aluminum Fencing at Community Parks</td>
<td>LF</td>
<td>700</td>
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<td></td>
<td><strong>SITE ACCESSORIES SUBTOTAL</strong></td>
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<td><strong>Cobleskill Creek Overlook</strong></td>
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<tr>
<td>Pressure Treated Wood Boardwalk</td>
<td>SF</td>
<td>800</td>
<td>$10</td>
<td>$8,000</td>
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<tr>
<td>Pressure Treated Pine Handrail System</td>
<td>LF</td>
<td>80</td>
<td>$70</td>
<td>$5,600</td>
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<tr>
<td>Techno Metal Post Footings</td>
<td>Each</td>
<td>25</td>
<td>$300</td>
<td>$7,500</td>
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<td><strong>OVERLOOK SUBTOTAL</strong></td>
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<td><strong>PLANTING SUBTOTAL</strong></td>
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APPENDIX J:
MODEL COMPLETE STREETS POLICY
Appendix H:
Town of [Schoharie/Esperance]
Complete Street Policy Guidelines and Model Language

Complete Street Policy
The following is a sample Complete Street Policy that could be adopted by the Town of [Schoharie/Esperance] Board.

Definition
“Complete Streets” are streets designed and operated to provide safe and convenient access for all roadway users, regardless of age, ability or mode of transportation. This includes pedestrians, cyclists, transit users, motorists, emergency responders, and freight users. It considers the needs of children, the elderly and persons with disabilities.

Policy
The Town of [Schoharie/Esperance] supports the development of a complete transportation network for all modes of travel that promotes access, mobility and safety for all users.

Applicability
A. All Town-owned transportation facilities in the public right-of-way including streets, bridges and paths shall be planned, designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

B. Privately constructed streets and parking lots shall adhere to this policy.

C. The Town [Schoharie/Esperance] shall foster partnerships with the NYS Department of Transportation (NYSDOT), Schoharie County, neighboring communities, businesses, and school districts to develop facilities and accommodations that further the Town’s complete streets policy and continue such infrastructure beyond the Town’s borders.

D. The Town [Schoharie/Esperance] shall approach every transportation improvement as an opportunity to create safer, more accessible streets for all users. This includes planning, programming, design, right-of-way acquisition, construction, reconstruction, operation, and maintenance.

Exceptions
A. Any exception to this policy, whether for public or private projects, must be approved by the Town of [Schoharie/Esperance] Town Board with documentation of the reason for the exception. Such documentation shall be recorded and made publicly available.

B. Exceptions may be considered when:
   1) The project involves a roadway where non-motorized use is prohibited by law, such as interstate freeways. In these cases, efforts shall be made to accommodate pedestrians and bicyclists elsewhere while minimizing detours;
   2) The Highway Department concludes that the cost of accommodation is excessively disproportionate to the need or probable use; and/or
   3) There is documented absence of current or future need.
Design Standards


Performance Measures and Reporting

The Town of [Schoharie/Esperance] shall measure the success of this Complete Streets policy using the following performance measures: (Town to select.)

1) Miles of bike lanes/paths striped or built;
2) New linear feet of pedestrian accommodation;
3) Number of new curb ramps installed;
4) Number of transit accessibility accommodations built;
5) Number of crosswalk and intersection improvements;
6) Changes in the number of people walking, biking or using transit,
7) Changes in crash data for all modes,
8) Changes in vacancies of commercial properties,
9) Changes in property values in core commercial areas, and
10) Number of exemptions from this policy approved.

A. The Town of [Schoharie/Esperance] shall appoint a Complete Streets Advisory Committee to the Town of [Schoharie/Esperance] Planning Board to identify strategic opportunities to make streets more complete and oversee the implementation of this policy. The committee may include members of the Highway Department and representatives of various street users and other advocacy organizations, as relevant.

B. The Complete Streets Advisory Committee shall present an annual report to the Schoharie/Esperance Town Board showing progress made in implementing this policy. The report shall detail the annual increase or decrease for each performance measure contained in this ordinance compared to the previous year(s). The report shall be posted for public review within minutes or at a designated location.

Implementation

A. The Town of [Schoharie/Esperance] shall view Complete Streets as integral to everyday transportation decision-making practices and processes. To this end:

1) The Town of [Schoharie/Esperance] Highway Department, the Town [Schoharie/Esperance] Planning Board, and other relevant departments and committees shall incorporate Complete
Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate.

2) The Town of [Schoharie/Esperance] Highway Department, the Town [Schoharie/Esperance] Planning Board, and other relevant departments and committees shall review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;

3) When and if necessary, the Town of [Schoharie/Esperance] shall offer workshops and other educational opportunities on Complete Streets and non-motorized modes to transportation professionals, community leaders, and residents; and

4) The Town of [Schoharie/Esperance] shall actively seek sources of appropriate funding to implement Complete Streets.

Recommended Complete Streets Strategies

In planning, designing, and constructing Complete Streets, the Town of [Schoharie/Esperance] should consider the following strategies for incorporation into the future Town Plans/Policies. The Town of [Schoharie/Esperance] is encouraged to tailor the sample language to local needs, concerns and conditions.

- Integrate Complete Streets infrastructure and design features into street and path design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.

- Prioritize incorporation of street design features and techniques that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders, such as traffic calming circles (roundabouts), additional traffic calming mechanisms, narrow vehicle lanes, raised medians, dedicated transit (bus) lanes, transit priority signals, transit and sidewalk bulb-outs, road diets, high street connectivity, and physical buffers and separations between vehicular traffic and other users.

- Include infrastructure that facilitates safe crossing of the right-of-way, such as accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.

- Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others. Ensure that an ADA Transition Plan includes a prioritization method for enhancements and revise if necessary.

- Ensure that pedestrians and crosswalks are not impeded by the presence of snow, and that when snow is removed it is done in such a way as to not create snow-piles that defer pedestrians from crossing intersections properly and safely.

- Ensure use of these additional features that improve the comfort and safety of users:
• Pedestrian-oriented signs for wayfinding, pedestrian-scale lighting on sidewalks and paths, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transportation stops and facilities.

• Street trees, landscaping, and planting strips, including native plants, in order to buffer traffic noise and protect and shade pedestrians and bicyclists.

• As necessary, restructure and revise the subdivision code, and other plans, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, in order to integrate, accommodate, and balance the needs of all users in all street projects on public and private streets.

• Develop a long-term plan for a bicycle and pedestrian network that meets the needs of users, including pedestrians, bicyclists, public transportation riders, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

• Develop or revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets.

• Conduct a demand analysis for each category of user (pedestrian, cyclist, transit riders), mapping locations that are already oriented to each mode of travel and type of user and those for which there is latent demand.

• Identify and prioritize necessary changes in order to implement the preferred network; prioritize neighborhoods with the greatest need and projects that significantly alleviate economic, social, racial, or ethnic inequities.

• Explore the use of non-standard locations and connections for bicycle, pedestrian, and public transportation facilities, such as easements, restored stream corridors, and railroad rights-of-way.

• Develop funding strategies for addressing additional needs; actively pursue funding from state, federal, and other sources.

• Explore imposing dedication requirements on new development to create paths, open space and other Complete Streets infrastructure.

• Collaborate with the Village of Schoharie, Schoharie County, State and other appropriate local and regional agencies, to integrate bicycle, pedestrian, and public transportation facility planning into regional and local transportation planning programs and agencies to encourage connectivity between neighboring jurisdictions.