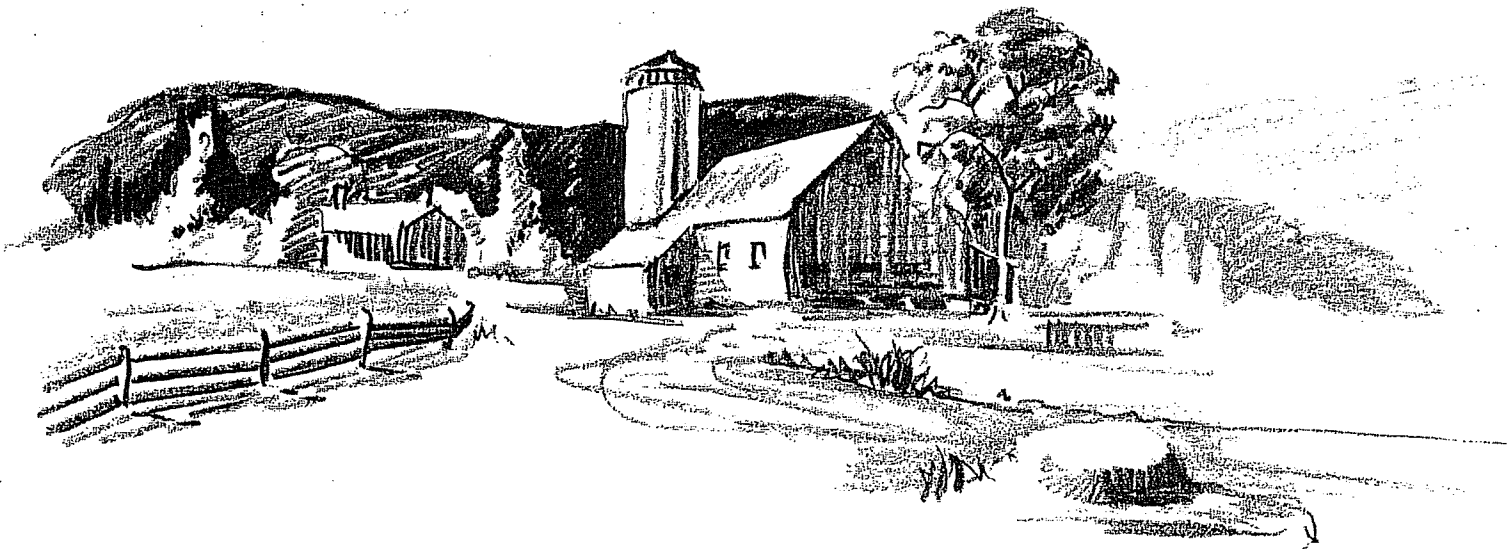


THE MASTER PLAN



TOWN OF MARSHALL N. Y.

400 SECURITY BUILDING • 124 BLEECKER STREET • UTICA, NEW YORK

MEMORANDUM TO:

The Town Planning Board
Town of Marshall, New York
Arthur H. Sanders, Chairman

Russell D. Bailey, ASLA • AIP
Richard S. Danforth, Assoc. AIP
Stanley J. Walerski, Assoc. AIP

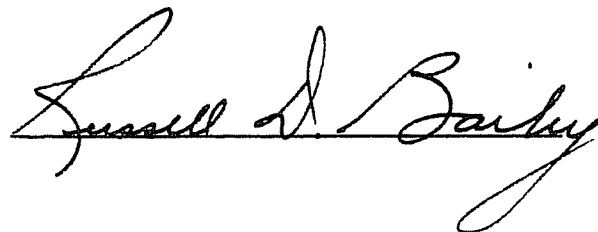
Ira T. Hodges
Richard S. Courtney
Jerol F. Wheeler

I am pleased to submit the Marshall Town Plan to the Town Planning Board and the Town of Marshall citizens. This Town Plan is the product of two years of study of community characteristics and plans for progress and development in the future.

The Village of Waterville also has a new Village Plan which has been coordinated during its preparation with the Town Plan. The Village and Town Planning Boards have cooperated and met together monthly during the two years of research, planning and preparation of land use controls. It is hoped that the Planning Boards will continue to meet together from time to time to implement these Town and Village plans for progress. It is also urged that each Board prepare its own timetable for planning action.

I wish to express my appreciation to the members of the Planning Board who have worked so diligently to prepare an adequate plan and statement of public policy for the Town of Marshall.

Sincerely yours,



January 25, 1965

THE MASTER PLAN

JANUARY - 1965

TOWN OF MARSHALL

ONEIDA COUNTY

NEW YORK

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

This report was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

The report was also prepared under the Urban Planning Assistance Program with participation, including financial assistance, by the Town of Marshall, New York.

THE TOWN PLANNING BOARD

Arthur H. Sanders, Chairman

Charles P. Gray
Hugh Green

James G. Hart
Raymond J. Lenhardt

THE TOWN BOARD

Norman L. Ingersoll, Supervisor

Edward Harris
John E. Hughes

William Doyle
Clifford Small

PLANNING CONSULTANT

Russell D. Bailey
Utica

and

Associates
New York

This Town Master Plan is a concise and graphic summary of the following reports:

Volume I	Community Characteristics Population Trends Land Use - 1963
Volume II	Major Trafficways Plan
Volume III	Community Facilities Public Utilities
Volume IV	Quality of Housing Town Development Plan Capital Improvement Program Business District
Volume V	Subdivision Regulations
Volume VI	Zoning Ordinance
Volume VII	Summary Master Plan

PLANNING

CONSULTANT

RUSSELL D. BAILEY AND ASSOCIATES

Russell D. Bailey, Member A.I.P.	Planning Director
Stanley J. Walerski, Assoc. A.I.P.	Project Planner

OTHER PROFESSIONAL STAFF PARTICIPATION

Henry G. Williams, Assoc. A.I.P.	Associate Planner
Richard S. Danforth, Assoc. A.I.P.	Associate Planner
Richard S. Courtney	Assistant Planner

JANUARY 1965

T H E M A S T E R P L A N J A N U A R Y - 1 9 6 5
T O W N O F M A R S H A L L O N E I D A C O U N T Y N E W Y O R K

C O N T E N T S A N D I L L U S T R A T I O N S

INTRODUCTION	1	
COMMUNITY CHARACTERISTICS	2-9	
Historical Characteristics			1907 Atlas Map of Marshall
Transportation Characteristics			Existing Highway System
Site Characteristics			Map of Slopes
Economic Characteristics			
Population Characteristics			Population Growth
Land Use Characteristics			Land Use Map - 1963
Housing Characteristics			Quality of Housing - 1963
THE TOWN PLAN	10-22	
Existing Highway System			Regional Highways
Town Highway Plan			Major Trafficways Plan
			Town Roads
Business District Plan			Deansboro Business District Plan
Community Facilities Plan			Community Facilities Plan
			Fire Districts
			Deansboro Water System
Town Development Plan			Land Development Plan
PLANNING ACTION	23-25	
Capital Improvement Program			Illustrative Six-Year Capital Program
Planning Action			

I N T R O D U C T I O N

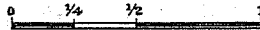
The Town of Marshall is on the southern fringe of the Utica urban area and the influence of urban expansion is imminent in the community. Being only 20 to 30 minutes away from the center of Utica, urban residents have moved into the Town. The volume of traffic on the highways has increased and many local people work in the city. Uncontrolled use of land makes the rural community vulnerable to the establishment of activities which may be forced out of other municipalities which have land use controls.

The Town of Marshall is also experiencing the need for additional services, including water, sanitary sewers, and roads. In order to insure that funds expended for public improvements and services will be used wisely, it is important to understand trends in the direction and scope of future development. How many new people will live in the community in ensuing years? Where will new population growth take place? How may the resources of the community be managed most effectively to serve the needs of residents and to encourage desirable growth? These are some of the basic questions and problems which have led the Town to undertake a long-range comprehensive planning program to help guide orderly development in the future.

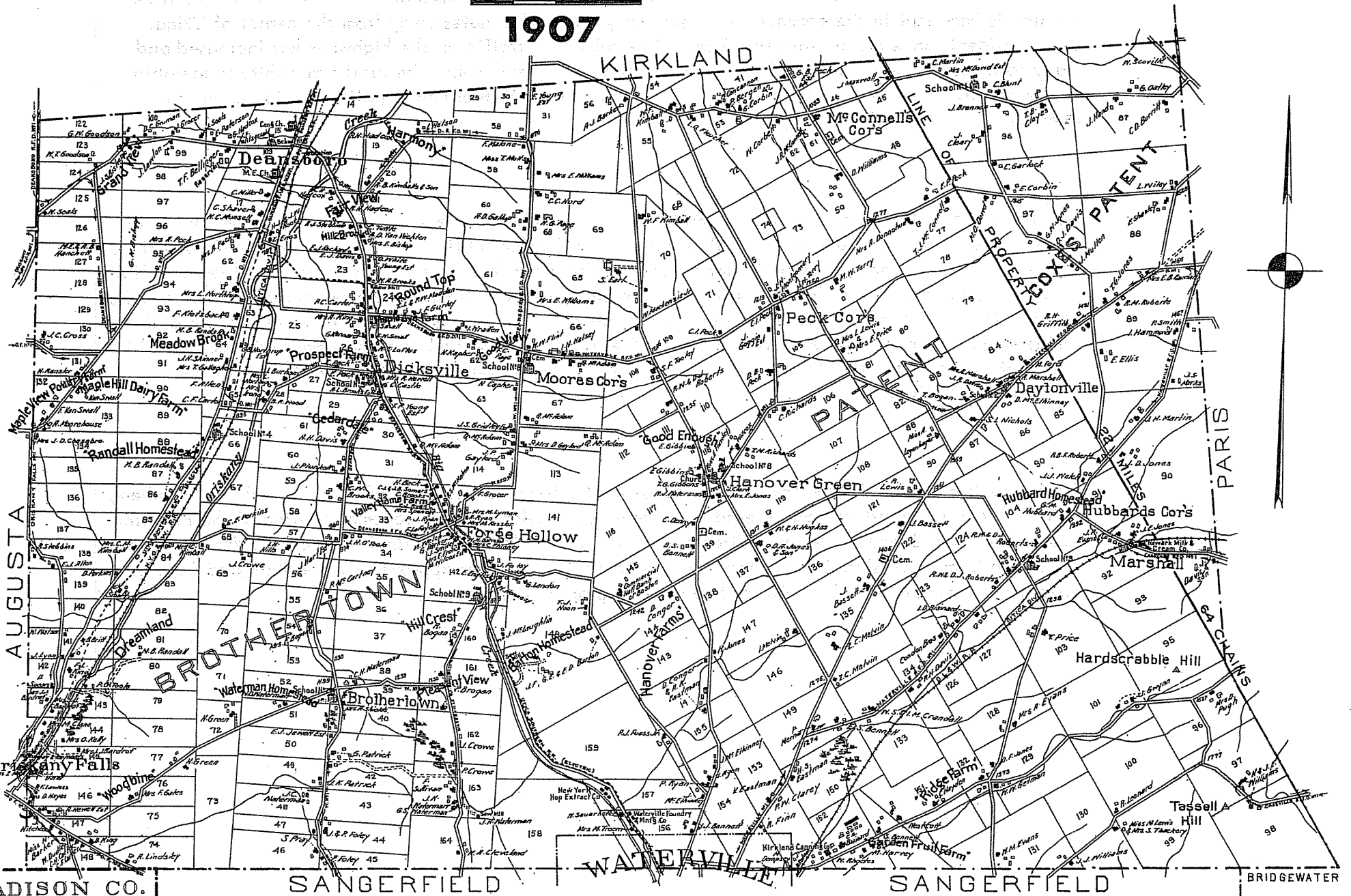
On November 10, 1960, the Town Board established a Town Planning Board consisting of five members, and the Planning Board was empowered to approve subdivisions. Upon recommendation of the Planning Board, the Town Board made application in February, 1962 for urban planning assistance for the preparation of a Comprehensive Plan for the Town. The application was approved by the State and Federal governments on January 28, 1963 for two years of planning assistance.

TOWN OF MARSHALL

Scale in Miles



1907



C O M M U N I T Y C H A R A C T E R I S T I C S

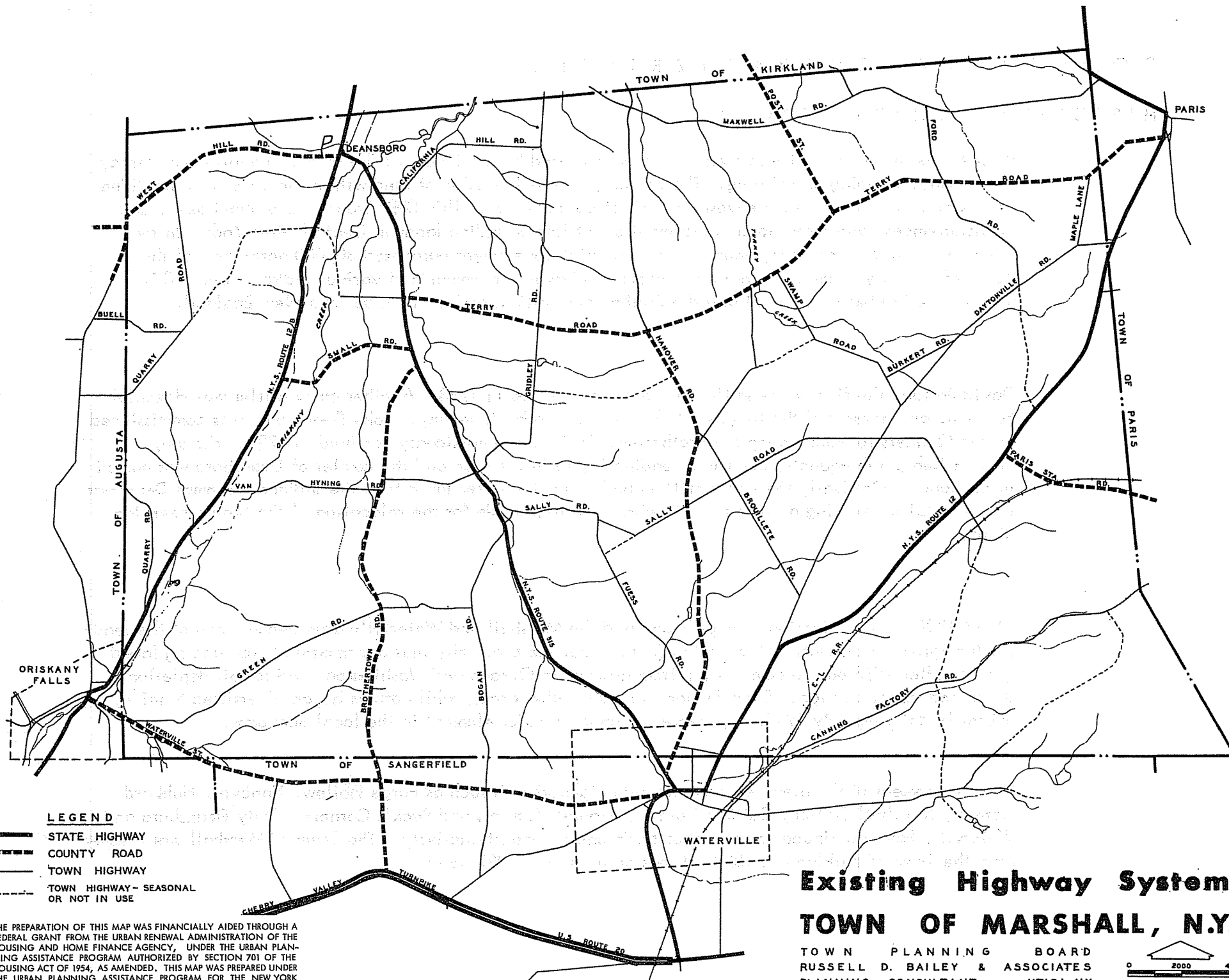
HISTORICAL CHARACTERISTICS

Prior to the arrival of white settlers, the area was used by the Oneida tribe of the Iroquois Confederacy for hunting, trapping and fishing. The earliest recorded division of land within the Town was the "Line of Property" which marked the western limit of colonization. This 1768 Treaty came about as a result of disturbances caused by the encroachment of settlers on Indian lands in Central New York. In that same year, commissioners representing the Colonial government purchased 30,000 acres west of the "Line of Property" from the Oneidas to provide a haven for remnants of various Indian tribes. This became the Brothertown Patent and the Brothertown Indians arrived in 1783 from New England.

David Barton, the first white settler in the Town, arrived in 1793. Another early settler was Hezekiah Eastman, an ancestor of the founder of the Eastman Kodak Company. John Dean, who was commissioned by the Quakers to work among the Brothertown Indians as a missionary, arrived in 1795. His son, Thomas Dean, subsequently became a leading figure in the area and the hamlet of Deansboro was named in his honor. Gradually the white settlers took over the better lands from the Indians. Thomas Dean was instrumental in securing a large tract in Wisconsin to provide for the relocation of the Brothertown Indians.

About 1820, the cultivation of hops began and the Marshall and Waterville area became one of the leading hop-growing districts in the United States. But the prosperity that accompanied hop farming faded quickly after 1883 due to competition from growers in Oregon and Washington, and to soil depletion, disease and insect damage. Some farmers moved to other areas, while others began diversified farming, primarily dairying. By 1910, hops were no longer a major element in the local economy.

Early settlement of the area centered around neighborhoods such as Forge Hollow, Hanover, Hubbard Corners, Marshall Station, Dakin's Corners, Moore's Corners and Peck's Corners. Only Deansboro and Waterville have continued as centers of trade and community activity. The Town of Marshall was created from the Town of Kirkland in 1829. It has an area of 19,322 acres.



LEGEND

- STATE HIGHWAY
- COUNTY ROAD
- TOWN HIGHWAY
- TOWN HIGHWAY - SEASONAL OR NOT IN USE

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

Existing Highway System TOWN OF MARSHALL, N.Y.

TOWN PLANNING BOARD
 RUSSELL D. BAILEY & ASSOCIATES
 PLANNING CONSULTANT UTICA, N.Y.



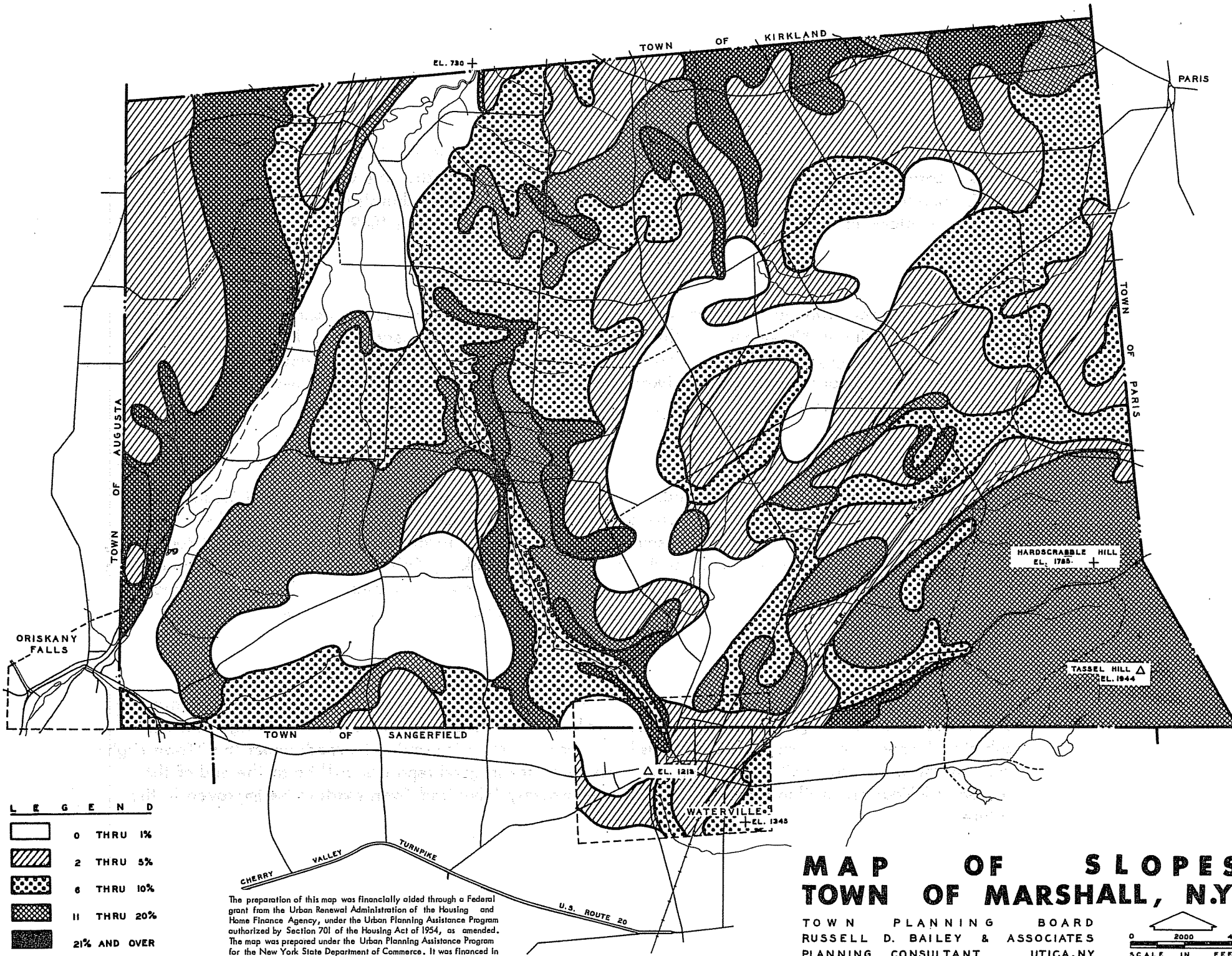
TRANSPORTATION CHARACTERISTICS

In the early days of settlement, simple roads through the Town of Marshall were built on the Indian trails. Later, a stage line connected Waterville to Utica about 1820. The Chenango Canal through the Oriskany Valley was completed in 1836, thereby enhancing Deansboro's position as a local trading center. A plank road between Waterville and Utica was constructed in 1849.

The Delaware, Lackawanna and Western Railroad, now the Erie-Lackawanna, connected Waterville to Utica on the north and Binghamton on the south. Although passenger service was discontinued on the line several years ago, daily freight service continues. The New York, Ontario and Western, which operated through Deansboro and the Oriskany Valley from 1871 until 1957 has ceased to operate and the tracks have been removed.

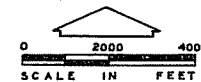
The highway network in the Town includes 13.24 miles of State highways, 17.21 miles of County Roads and 49.99 miles of improved and unimproved Town highways. State highways which serve the Town are Route 12, which crosses through the southeast portion of the Town and through Waterville; Route 12B, which follows the Oriskany Valley through Deansboro and Oriskany Falls; and Route 315, which connects Deansboro and Waterville. These routes are north-south highways. The closest major east-west road is U. S. Route 20, about a mile south of Waterville which crosses Route 12 at Sangerfield.

The 49.99 miles of Town highways include 28.5 miles which are improved and 21.5 miles which are unimproved. The Town highways are generally local roads which provide access to adjoining farms and suburban homes. The Town of Marshall has been very active in improving its roads under the "Town Highway Improvement Program". The principal Town roads are in good repair or will be at the end of the present 10-Year Erwin Plan Program, leaving only sparsely inhabited Town roads to be improved in the future.



MAP OF SLOPES TOWN OF MARSHALL, N.Y.

TOWN PLANNING BOARD
 RUSSELL D. BAILEY & ASSOCIATES
 PLANNING CONSULTANT UTICA, N.Y.



SITE CHARACTERISTICS

Oriskany Creek, which flows northward through Oriskany Falls and Deansboro, drains nearly all of the Town of Marshall. Major tributary streams include Big Creek and Turkey Creek. Waterville's reservoirs are located about two miles east of the Village on Big Creek and the Deansboro reservoir is on West Hill.

The elevation of Waterville is 1,213 feet. The elevation at the confluence of Big Creek and Oriskany Creek is 740 feet. The 473-foot fall in Big Creek from Waterville to the vicinity of Deansboro was recognized and exploited by the early settlers of the area for its value as a source of power but it has little commercial use today. Oriskany Creek falls more than 200 feet between Oriskany Falls and Deansboro.

The topography of the Town is rolling upland divided by Oriskany Creek valley and numerous smaller valleys. Relatively flat areas occur near Oriskany Creek. The west side of the Oriskany Creek valley rises several hundred feet above the valley floor, often with slopes in excess of 21 percent. The east face of the valley has more gentle slopes, especially on the north where the flood plain is nearly a mile in width.

Tassel Hill, in the southeast corner of the Town has an elevation of 1,944 feet, and is the highest point in Oneida County. The Oriskany Creek leaves the Town north of Deansboro at an elevation of 730 feet, so there is a difference in elevation in the Town of 1,214 feet. Steep slopes are characteristic adjacent to some parts of Big Creek.

It is interesting to see how traffic routes have generally followed relatively level corridors through the Town, such as the Oriskany and Big Creek valleys; and that the Erie-Lackawanna Railroad follows the base of Tassel Hill and Hardscrabble Hill in making the transition from the Oriskany to the Sauquoit Valley. It is also interesting to see that there are large areas of relatively level, high land in the central part of the Town. These are the areas where dairy farming and cash crops predominate.

ECONOMIC CHARACTERISTICS

Dairy farming is the principal form of agriculture in the Town of Marshall and cash crops such as green beans, potatoes, broccoli and apples are also grown. Green beans are by far the most important of the cash crops. Many farms, particularly the larger units, are dual operations for dairying and cash crops. In 1963, there were 81 full-time and three part-time farms in the Town of Marshall.

The Town of Marshall ranks among the better farming sections of Oneida County in terms of soil fertility, percentage of total area suitable for cropland, drainage, and management. Only about 50 acres are in the Soil Bank Program of the United States Department of Agriculture.

Migrant agricultural workers have come into the Town during recent years to harvest beans and other crops. Mechanical harvesting equipment is now used by most of the large growers and the number of migrant workers has declined substantially. Grocers, liquor, variety, and department store operators have noted a corresponding decline in their businesses.

The sale of portions of farms for residential purposes has proceeded slowly, parcels being sold on a unit basis rather than for subdivision development. Earl Manor in Deansboro is the only subdivision in the Town; and a few of the lots have been developed to date. A few other houses have been built along existing roads, and several farm houses have been purchased by non-farmers and have been modernized.

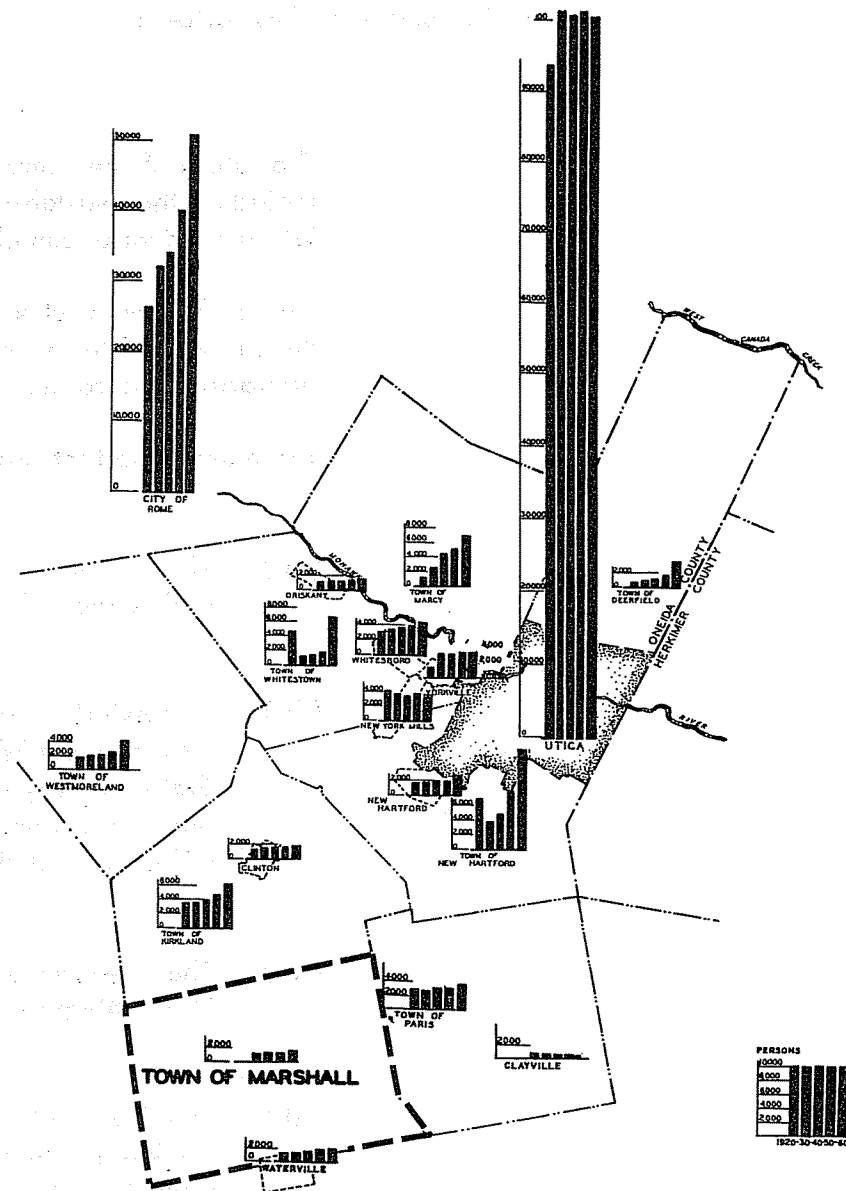
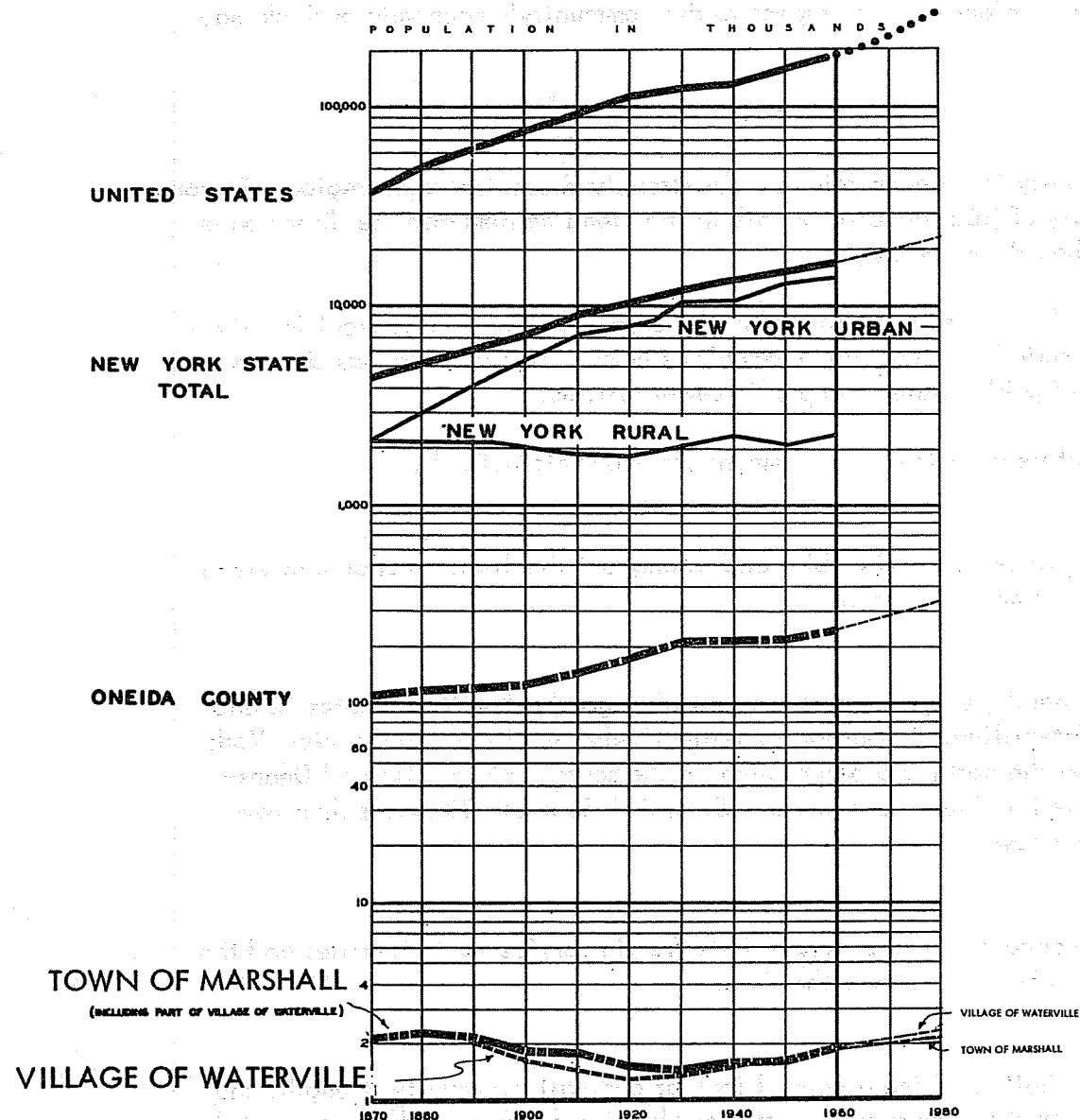
In Deansboro, the principal commercial establishments include the Musical Museum, which attracts many visitors to see the collection of musical instruments and unique recording devices; a milk receiving station; and a dealer in coal and building supplies. Elsewhere in the Town, commercial activities include a trucking company, petroleum products, and a building contractor.

Eastern Rock Products Company quarries and crushes and manufactures stone, agricultural lime, Colprovia and black top, and has a construction division, all at a large site on New York Route 12 B north of Oriskany Falls. The company has operated at this location since the 1920's and normally employs about 100 men. Many of the employees reside in Deansboro, Waterville and other places in the Town. Although the market is somewhat seasonal in nature, employment is maintained throughout the year in stripping, overhaul of machinery and general repair work. According to company officials, the economic outlook is good, and reserves at the Oriskany Falls site are adequate for many years of operation.

The consensus of persons who are well-informed with respect to the community's economic outlook may be summarized as follows:

1. The future of the community in an economic sense is strongly dependent upon regional factors, including the availability of jobs for local people in the urban centers and the direction of future residential suburban development;
2. The establishment of small industrial enterprises in the area could contribute significantly to the strength of the economic base, but the community's competitive position has obvious limitations due to lack of public water and public sewer systems.
3. There are important positive aspects of the community's economic outlook.
 - (a) There is an abundance of developable land throughout the Town. Panoramic views add to the value of many of the sites.
 - (b) Accessibility to nearby urban centers is reasonably good. New York Routes 12 and 12 B connect Waterville and Deansboro, respectively, to Utica and the New York State Thruway on the north and Binghamton on the south. Waterville and Deansboro are connected by New York Route 315, and U.S. Route 20 is less than two miles south of the Town.
 - (c) The Erie-Lackawanna Railroad provides daily freight service to Waterville; and the Utica-Binghamton bus line serves the Town.
 - (d) The Town of Marshall is taking a careful look at over-all community strengths and weaknesses through the comprehensive master planning program so that meaningful plans for future growth and development may become a matter of public policy.

POPULATION GROWTH



TOWN OF MARSHALL

VILLAGE OF WATERVILLE

RUSSELL D. BAILEY & ASSOCIATES

PLANNING CONSULTANT

SOURCE: U.S. CENSUS OF POPULATION

POPULATION CHARACTERISTICS

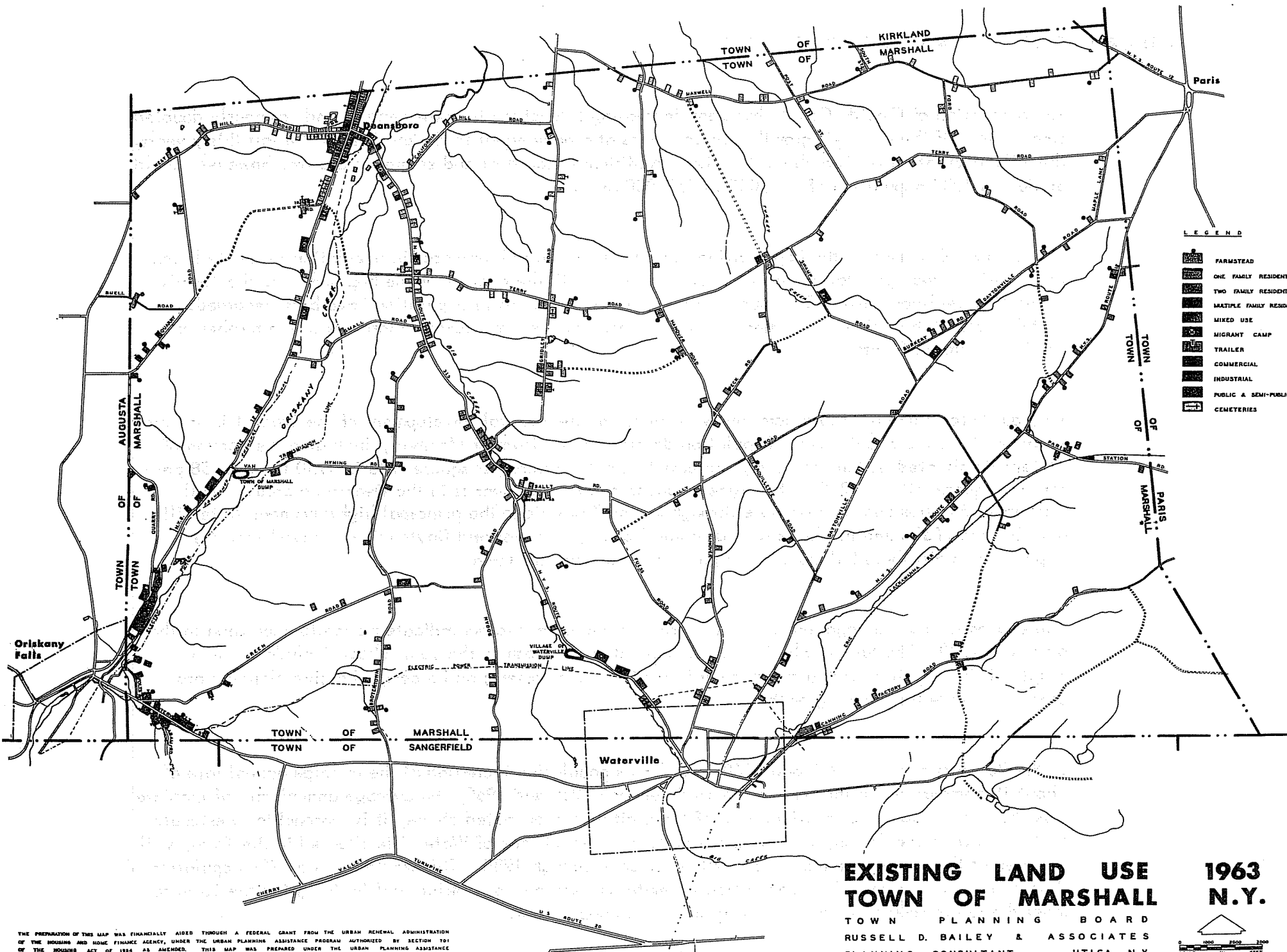
The population of Oneida County has been increasing throughout the past century and has nearly doubled since 1900. If the County's growth rate continues at a pace equal to the average of the last thirty years, the 1980 population will be about 310,000. Additional industrial and economic growth, however, could produce a 1980 population of 330,000 to 350,000 persons.

In the Town of Marshall, the hop growing industry spurred rapid increases in population in the 19th century, and the peak population was reached in 1880. With the decline of the hop business, the Town's population declined until 1930. Subsequently, steady increases in population have been recorded. Notable growth has taken place since 1930 as a result of the trend toward increases in the number of rural non-farm residents.

As a guide for planning future community services and the general development of the Town it is necessary to know where the people live. Population density for the Town of Marshall, including the portion of Waterville situated within the Town, increased from 49 persons per square mile in 1950 to about 58 persons per square mile in 1960. The highest concentration of persons is in the Deansboro area. Small clusters of families appear elsewhere throughout the Town along the principal highways near Waterville and Oriskany Falls and in places such as Forge Hollow, Hanover and Daytonville. Elsewhere, the population is distributed along minor highways throughout the Town.

The economic analysis together with transportation and other factors indicate moderate expansion in the period to 1980. The factors which point to population increase in the years ahead include an ample supply of developable land; a trend toward suburban development; and a comprehensive planning program to provide for guided growth.

In the 20 years between 1940 and 1960, Marshall's population increased at the average annual rate of about 18 persons; but in the ten-year period between 1950 and 1960, the average annual rate of increase was about 29 persons. In consideration of the positive factors noted above, it is reasonable to estimate that the Town's population, including the portion of the Village of Waterville situated in the Town, will increase at the average annual rate of 20-30 persons through 1980. This would mean a 1980 population of 2,400 to 2,500 persons. This population estimate will serve as a working tool in designing the Town to meet the future requirements of a slowly increasing population.



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK

LAND USE CHARACTERISTICS

In March 1963, a land use survey recorded each use of land in the Town. The classification of land uses as shown on the map includes residential, commercial, industrial, public and semi-public, farms, mixed uses and trailers. The land use map shows that development is concentrated largely in Deansboro, particularly near the intersection of New York Routes 12 B and 315; and near Oriskany Falls. Much of the remainder of the Town is rural in character, with farms, non-farm dwellings and a few commercial establishments.

RESIDENTIAL - uses of land include 430 dwelling units. In addition there are 19 trailers, three multiple-family structures, 13 two-family structures, and 12 vacant or abandoned houses.

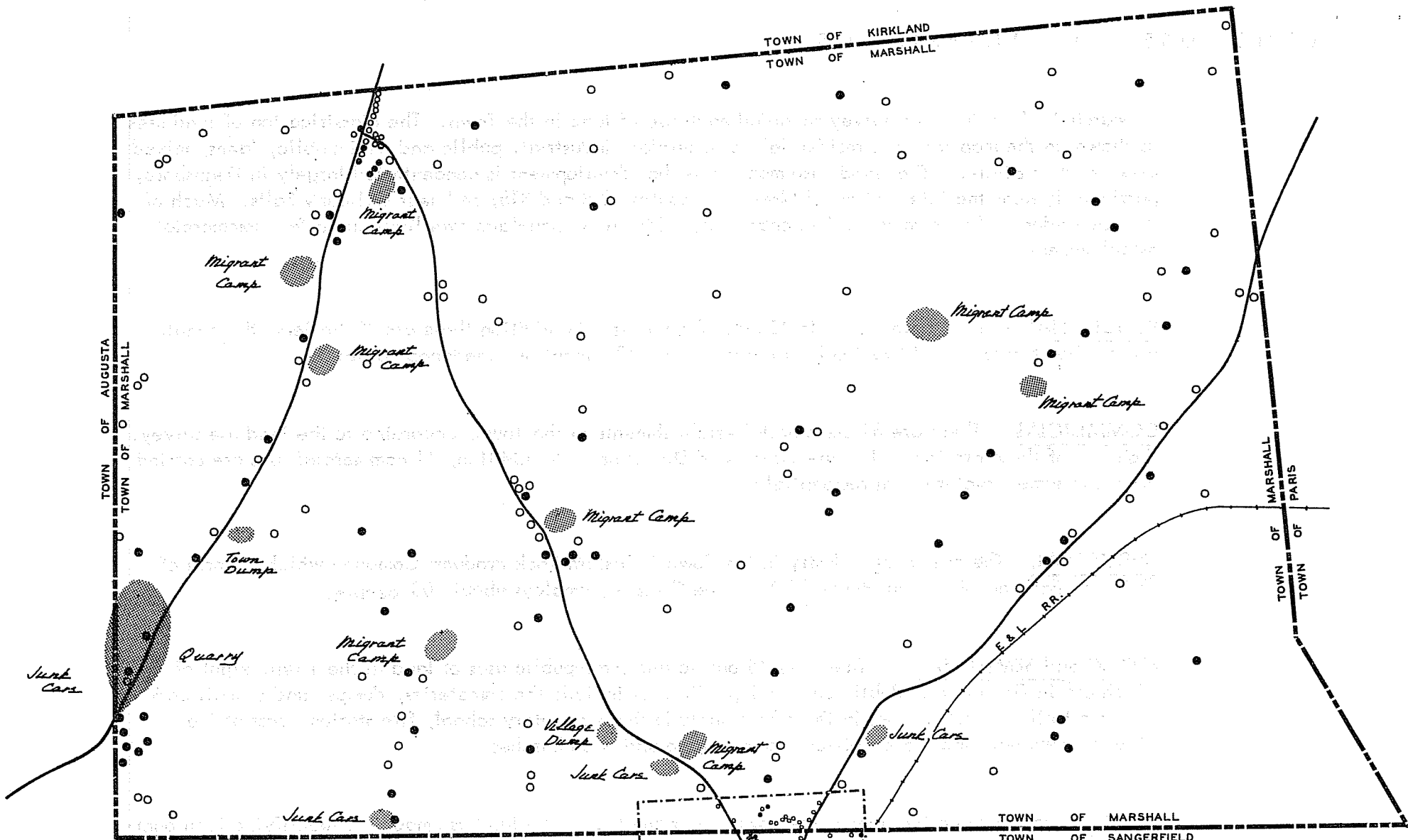
COMMERCIAL - There are 31 commercial establishments in the Town, according to the land use survey. Eighteen of these are located in the vicinity of Deansboro. In addition, 11 commercial uses are carried on in the same structure with residential uses.

INDUSTRIAL - The one large industry in the Town is Eastern Rock Products Company which is north of Oriskany Falls on New York Route 12 B. The Company employs about 100 people.

PUBLIC and SEMI-PUBLIC - There are 15 public and semi-public uses of land in the Town, eight of which are in Deansboro. Public and semi-public uses include the cemeteries, dumps, and a small park at Forge Hollow. Public uses in Deansboro include the elementary school, fire station, post office, library, town hall and clerk's office, town garage and two churches.

FARMS - are scattered throughout the Town, as indicated on the land use maps. In identifying farm operations it is important to recognize that many places are now operated as part of a larger operation. Many farmers own several farms, and operate them as one unit. While the land is used for agricultural purposes, the farmhouse is often occupied by a non-farm resident or is abandoned.

LAND USE IN DEANSBORO - The bulk of non-farm development in the Town is situated within a radius of one-half mile from the intersection of Routes 12 B and 315 at Deansboro. Within this area, 104 of the 430 residential structures in the Town are located. The only residential subdivision in the Town, Earl Manor, is located off West Hill Road. Deansboro also has 18 of the 31 commercial places in the Town.



LEGEND OF RESIDENTIAL STRUCTURES

- STRUCTURES IN NEED OF MINOR REPAIRS
- STRUCTURES IN NEED OF MAJOR REPAIRS
- NEGATIVE INFLUENCES

VILLAGE OF
WATERVILLE

QUALITY OF HOUSING TOWN OF MARSHALL, N.Y.

TOWN PLANNING BOARD
RUSSELL D. BAILEY & ASSOCIATES
PLANNING CONSULTANT UTICA, N.Y.



THE PREPARATION OF THE MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

HOUSING QUALITY CHARACTERISTICS

A field survey was conducted in the Town of Marshall during May 1963 to determine the quality of each residential structure. Each structure was rated as to good repair, need of minor repairs, or need of major repairs. The Consultant's survey of the quality of housing is based on exterior observations only, rather than interior conditions such as plumbing, toilets and hot water. The findings show that 108 of the 448 dwelling units in the Town are in need of minor repairs and that 71 of the 448 dwelling units need major repairs. The purpose of the survey and analysis is to plan a course of action designed to maintain good homes in good neighborhoods.

The survey of the quality of housing in the Town of Marshall shows that there are 448 dwelling units in 429 residential structures. The condition of the dwellings, as determined by the exterior survey of the structures, is as follows:

	Total	C O N D I T I O N					
		Good Repair		Minor Repair		Major Repair	
		Number	Percent	Number	Percent	Number	Percent
Structures	429	257	59.9	103	24.0	69	16.1
Dwelling Units	448	269	60.0	108	24.2	71	15.8

The tabulation shows that about 60 percent of the structures and dwellings are in good condition, but that 24 percent need minor repairs and about 16 percent need major repairs. About 40 percent of all residential structures and dwellings in the Town of Marshall are in need of minor or major repair. This is an unusually high degree of homes in need of repair which residents of the Town should consider carefully and should take action to upgrade the quality of housing in the Town through zoning, a building code, a housing code, subdivision regulations, and use of the Town Plan as a guide for orderly development. It is noted that dwellings in need of repair are widely distributed throughout the Town, in rural areas as well as in the centers of population such as Deansboro and Waterville.

T H E T O W N P L A N

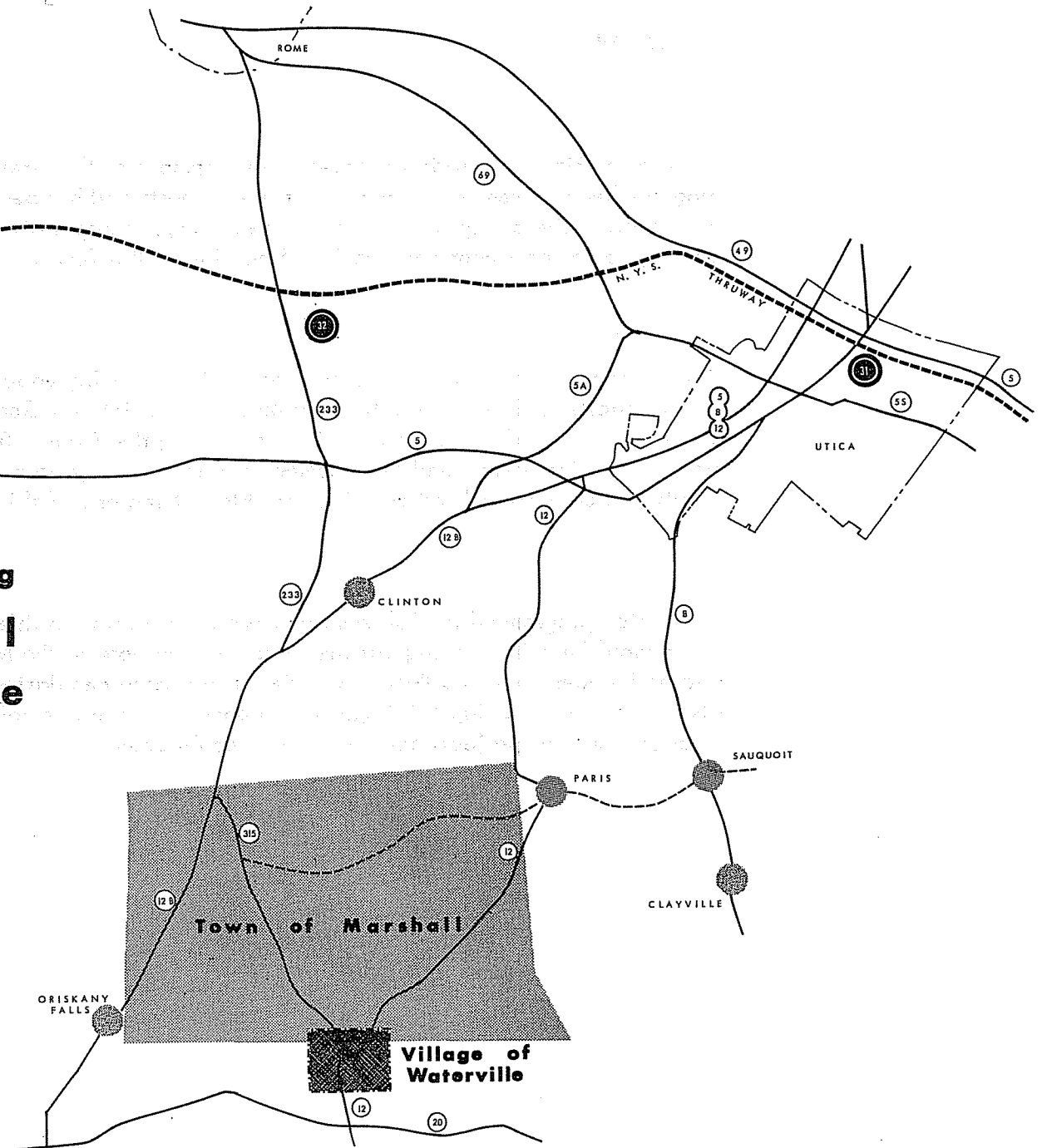
The Master Plan is a guide for orderly development of the Town of Marshall. The background for planning has been presented in several detailed reports and has been summarized in the preceding pages of this report. The background includes the history, transportation, site characteristics, economic development, population trends and quality of housing in the Town.

The elements of the Town Plan presented in the following pages include the Highway Plan; the Community Facilities Plan; the Deansboro Business District and General Development Plan; an analysis of public utility needs; and the fire districts serving the Town. The planned areas for residential, commercial and industrial land development and related highways, streets and community facilities are illustrated on a Town Land Development Plan at the end of this section of the Summary Master Plan.

The action program which follows the Town Plan section in this report describes certain tools which the Town should use in carrying out the intent and purpose of the Master Plan. These tools include codes and ordinances such as a Building Code, Subdivision Regulations and Zoning Ordinance. They include, also, adoption of a Capital Program as a basic statement of policy regarding Town revenues, expenditures and capital projects covering a 6-Year Program.

Regional Highways Serving The Town of Marshall & Waterville

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.



THE EXISTING HIGHWAY SYSTEM

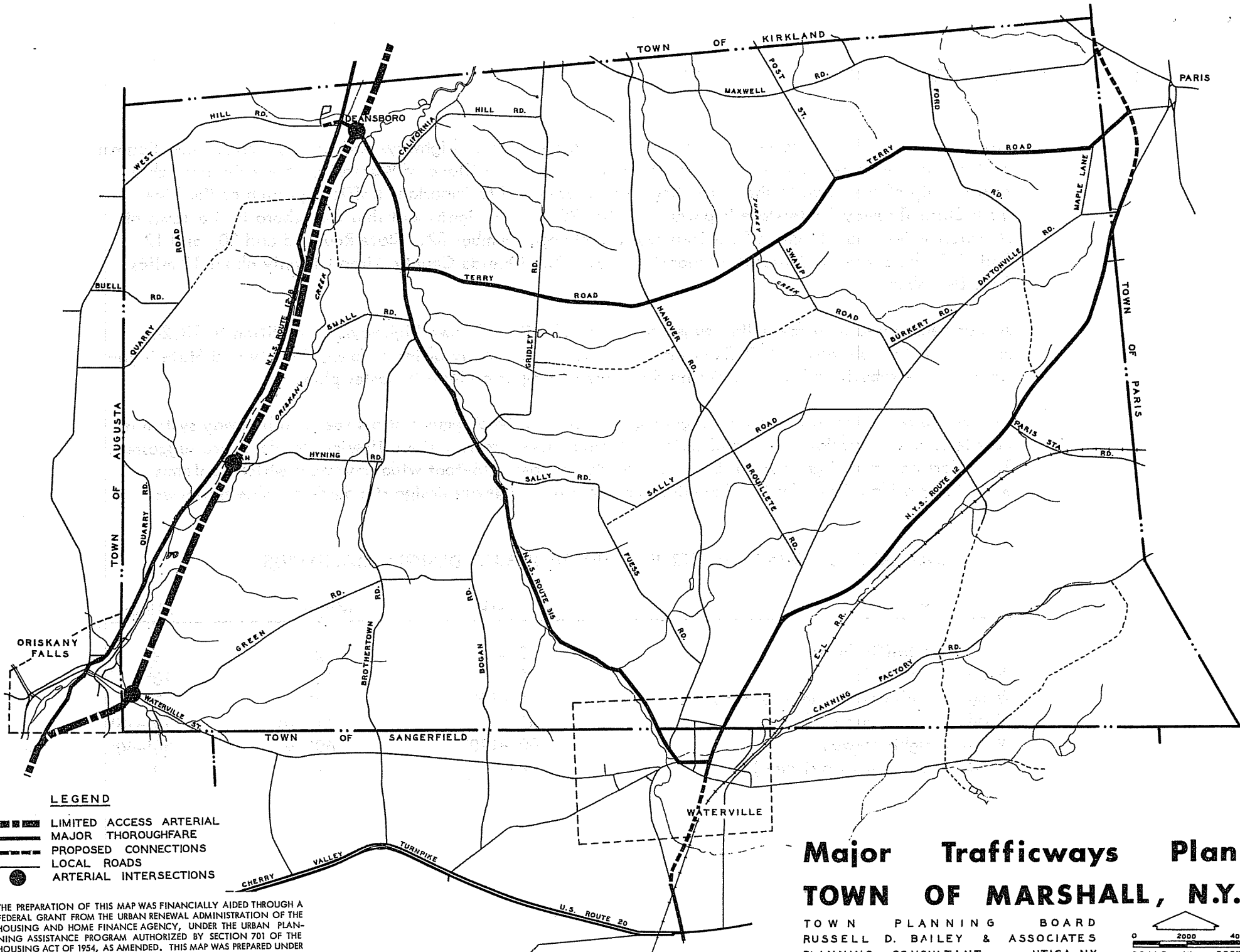
The Town of Marshall is served by a network of State and Town highways and County roads. The diagram of Regional Highways serving the Town of Marshall and the Village of Waterville shows the favorable relationship of the Town to the Utica-Rome urban area and to important trafficways such as the New York State Thruway (Interstate Highway Number 90). It is significant that Deansboro in the Town of Marshall is less than 10 miles from Thruway Interchange Number 32. State Routes 5 and 20, and 12 and 12 B also serve the Marshall-Waterville area. The Oneida County Airport is only about 12 miles from Deansboro.

As has been noted on a preceding page, there are 50 miles of Town highways, in addition to 13.24 miles of State highways and 17.21 miles of County roads. Many of these Town, County and State highways will be rebuilt or improved during the years encompassed by this master plan.

In order to guide the Town in the long-range design and development of a street and highway system adequate to carry arterial traffic and major and minor street traffic, the following standards are suggested. The effort on Town Highways has been to provide at least a 16-foot wide pavement which conforms with " Erwin Plan " standards. The minimum street and highway design standards are shown below:

SUMMARY OF MINIMUM STREET AND HIGHWAY DESIGN STANDARDS

Type	Arterial	Major	Minor
Number of traffic lanes	2-4	2	2
Width of traffic lanes	12'	11'	10'
Width of curb parking lane or shoulder	8'-10'	8'	5'
Width of border area	12'	11'-14'	10'-15'
Width of right-of-way	80'-120'	60'-66'	50'-60'
Grade in percent (maximum)	4-5	7	10



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

THE TOWN HIGHWAY PLAN

State Route 12 over Paris Hill is hazardous during winter months because of ice and drifting snow, and at some times the highway is closed. The State Department of Public Works has under consideration a plan to construct a new arterial highway on a new location through the Oriskany Valley. This new limited access highway would be built generally on the former Ontario and Western Railroad right-of-way. The location in the Town of Marshall will be on the east side of Deansboro and east of Oriskany Falls near the junction of Green Road and Waterville Street. Grade crossings are proposed at Deansboro, Van Hyning Road, and at Waterville Street east of Oriskany Falls.

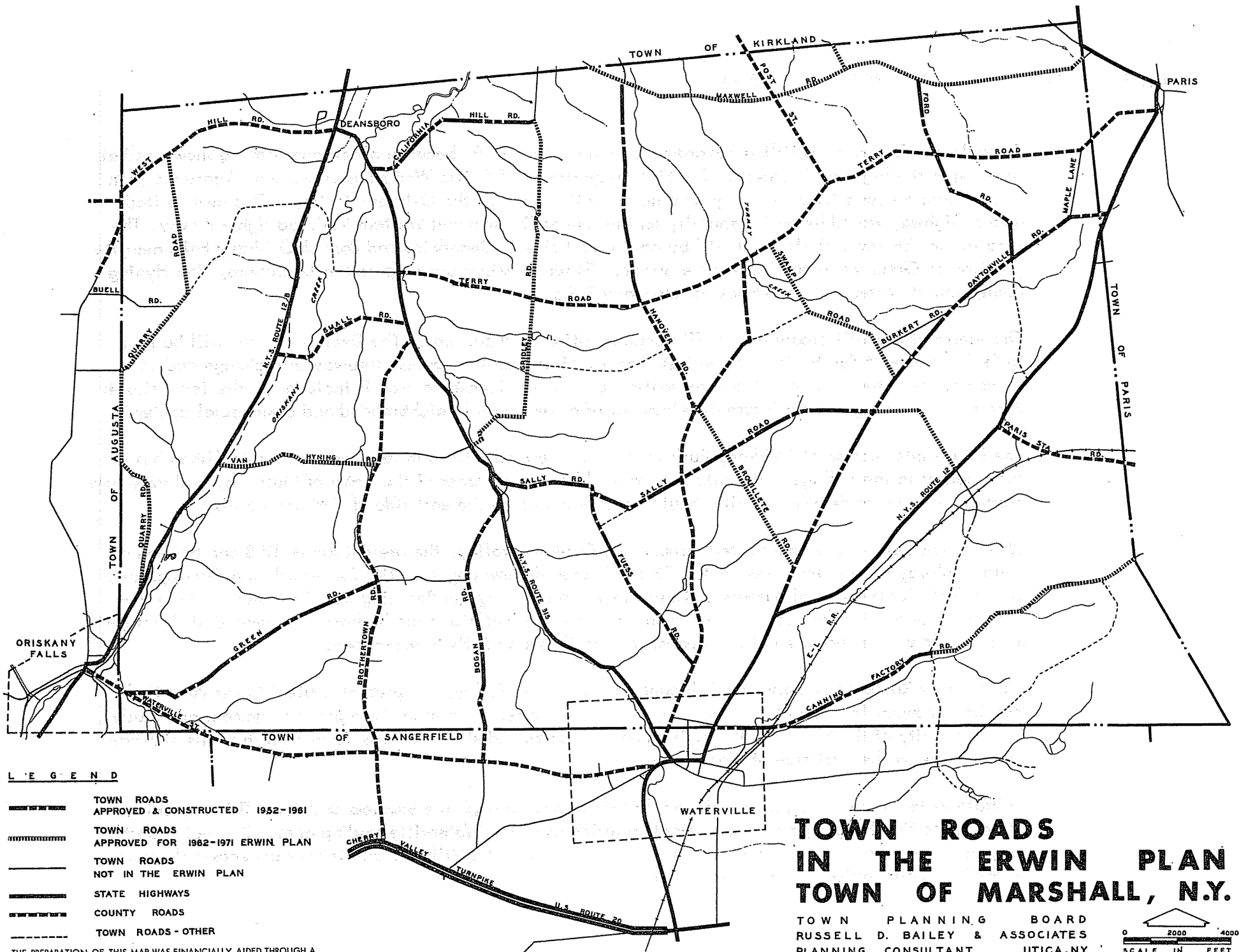
The intersections will create new traffic concentrations and patterns. The Deansboro area will be first to feel the impact due to its location less than 10 miles from the nearest Thruway Interchange and 14 miles from downtown Utica. A diagrammatic study of the Deansboro area is included in the Town Master Plan to serve as a guide for future development of a residential neighborhood and commercial center.

The future intersection at Oriskany Falls will create new conditions in relation to the established business center in the Village. The intersection will be in the corner of the Town of Marshall, and some new commercial and residential activity should be anticipated on the east side of Oriskany Falls.

When a new Route 12 is constructed through the Oriskany valley, the present Route 12 B can become a major highway serving local residents. This will provide new opportunities for growth and development, particularly for residential purposes. Care should be taken by the Planning Board to assure orderly development of subdivision areas, rather than strip development along the highway. Commercial development should be concentrated at the Deansboro and Oriskany Falls Intersections.

When a new Route 12 is constructed through the Oriskany Valley, the present Route 12 over Paris Hill may be somewhat less important as an arterial than at present. In order to improve alignment and grade in the vicinity of the hamlet of Paris, it has been recommended in the Paris Town Plan that this highway bypass Paris on the west side of that community.

In Waterville, Route 12 makes a right-angle turn to pass through the Business District. This convenience of access to the shopping area is important to residents of the Waterville trading area. It is not important, however, for the motorist who has no reason to stop in the Village, and it adds unnecessarily to the hazards and congestion in the business districts.



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK

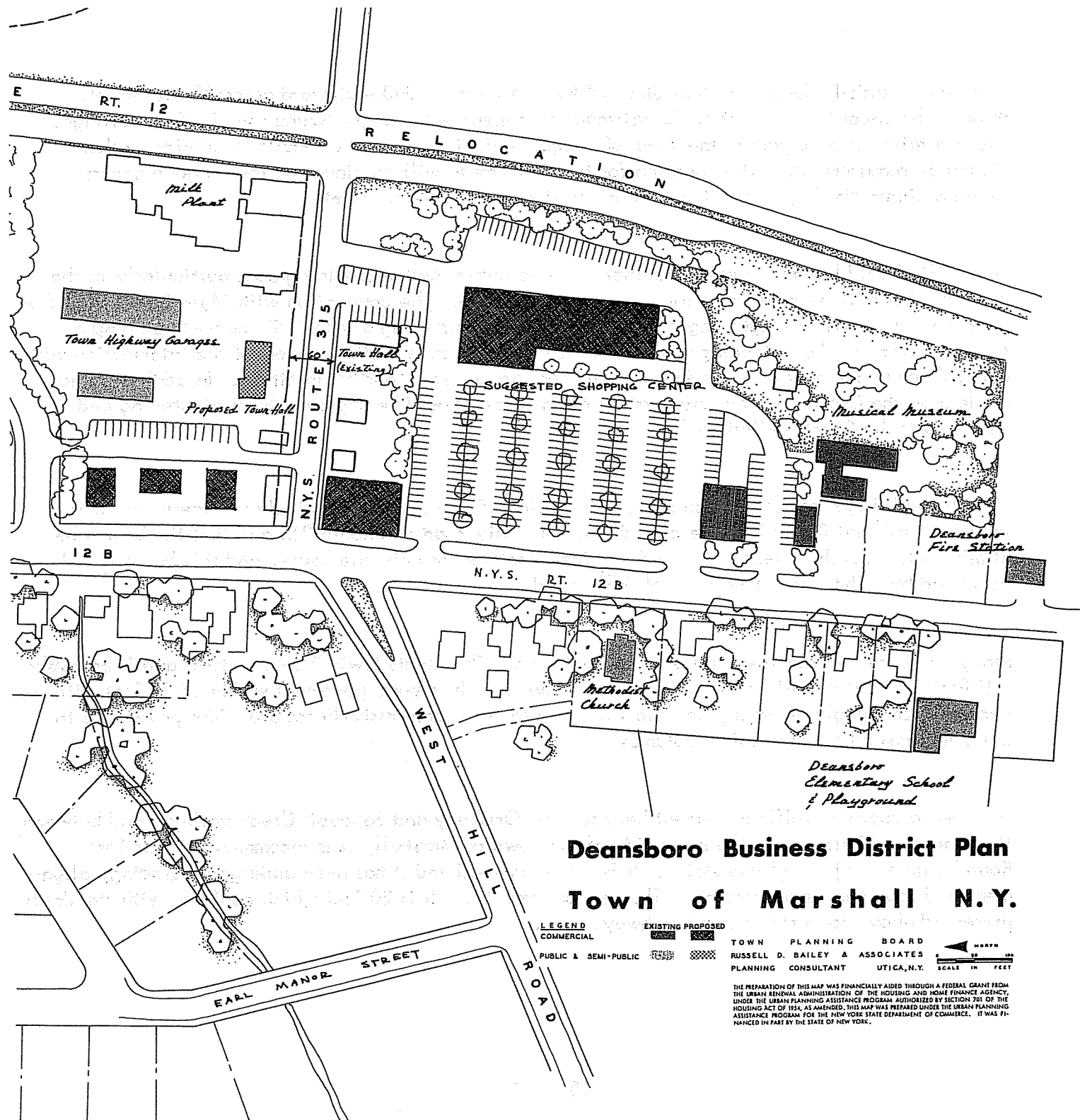
It is recommended, therefore, that Stafford Avenue be extended southward across White Street, through the vacant lands west of the railroad to connect with Sanger Avenue south of the Village. The low railroad underpass in the Town of Sangerfield will need to be rebuilt to provide modern clearance requirements. This location for the State route will continue to provide good access to the business district, without forcing all traffic through Main Street.

Route 315 should be improved by eliminating sharp curves and improving grades particularly in the vicinity of Berrill Avenue and Main Street in Waterville. The connection with Main Street should be redesigned to provide a right angle intersection by constructing a long " S " curve beginning at the Town line, so that widening would occur on Buell Avenue north and west of the intersection with Berrill Avenue and east of Buell Avenue between the cemetery and Main Street. In addition, the grade over the Creek immediately north of Main Street should be improved by straightening and filling over the Creek in Waterville.

One of the bridges on roads connecting with Route 315 seems to be relatively unnecessary. It is recommended that Bogan Road be closed between Sally Road and Route 315 and that the bridge be eliminated. This short section of road provides frontage for only one house, and this house could be served by a short cul-de-sac off of Sally Road.

Many pavements in the Town are only 16 feet wide. This meets Erwin Plan standards and is probably satisfactory for the rural areas. As the Town develops, however, pavement widths of 22 feet will become increasingly necessary and the Town should move progressively toward wider pavements to carry increasingly heavy traffic volumes.

In order to improve traffic movement between the Oriskany and Sauquoit Creek valleys, and between Deansboro and Paris across the north side of the Town of Marshall, it is recommended that Terry Road be given major highway status. It is a County road and it has been undergoing grading, alignment and pavement improvements. The new pavement width is 20 feet which conforms with standards presented above for a major rural highway.



T H E B U S I N E S S D I S T R I C T P L A N

The Town of Marshall does not have any strong business center at the present time. Waterville and Clinton are the local trading centers, and Utica is the regional trading center for Town residents.

The proposed limited-access arterial highway through the Oriskany Valley will greatly improve the ease and convenience of access to suburban centers such as Deansboro. The driving time between Deansboro and the Utica-Rome urban area will be greatly reduced and the journey from home in the Deansboro area to work in the City will be a much more pleasant experience.

As a part of the planned foresight rather than "it might have been" hindsight, this Town Master Plan presents a suggested Deansboro Business District Development Plan. The Plan includes a central area for business uses; and a separate adjoining area for Town functions such as a new Town Hall, Churches, Fire Station, and the Musical Museum tourist attraction.

Existing commercial buildings and uses are a filling station, automobile sales and service, the Musical Museum, repair garage, tavern, grocery store, barber shop, appliance store, fuel and lumber supply, refrigeration service and post office.

In view of potential growth in the Deansboro area which may be induced by improved highway access, it is recommended that the community take steps for the development of an attractive and efficient neighborhood shopping area conforming generally with the plan shown on the opposite page. This plan emphasizes the concentration of commercial uses in one location, and the provision of adequate off-street parking and off-street loading facilities.



SEE DETAILED PLAN

TOWN OF KIRKLAND

TOWN OF SANGERFIELD

TOWN OF MARSHALL

TOWN OF PARIS

ORISKANY FALLS

WATERVILLE

CHERRY VALLEY

U.S. ROUTE 20

U.S. ROUTE 28

U.S. ROUTE 12

U.S. ROUTE 15

U.S. ROUTE 16

U.S. ROUTE 17

U.S. ROUTE 18

U.S. ROUTE 19

U.S. ROUTE 21

U.S. ROUTE 22

U.S. ROUTE 23

U.S. ROUTE 24

U.S. ROUTE 25

U.S. ROUTE 26

U.S. ROUTE 27

U.S. ROUTE 29

U.S. ROUTE 30

U.S. ROUTE 31

U.S. ROUTE 32

U.S. ROUTE 33

U.S. ROUTE 34

U.S. ROUTE 35

U.S. ROUTE 36

U.S. ROUTE 37

U.S. ROUTE 38

U.S. ROUTE 39

U.S. ROUTE 40

U.S. ROUTE 41

U.S. ROUTE 42

U.S. ROUTE 43

U.S. ROUTE 44

U.S. ROUTE 45

U.S. ROUTE 46

U.S. ROUTE 47

U.S. ROUTE 48

U.S. ROUTE 49

U.S. ROUTE 50

U.S. ROUTE 51

U.S. ROUTE 52

U.S. ROUTE 53

U.S. ROUTE 54

U.S. ROUTE 55

U.S. ROUTE 56

U.S. ROUTE 57

U.S. ROUTE 58

U.S. ROUTE 59

U.S. ROUTE 60

U.S. ROUTE 61

U.S. ROUTE 62

U.S. ROUTE 63

U.S. ROUTE 64

U.S. ROUTE 65

U.S. ROUTE 66

U.S. ROUTE 67

U.S. ROUTE 68

U.S. ROUTE 69

U.S. ROUTE 70

U.S. ROUTE 71

U.S. ROUTE 72

U.S. ROUTE 73

U.S. ROUTE 74

U.S. ROUTE 75

U.S. ROUTE 76

U.S. ROUTE 77

U.S. ROUTE 78

U.S. ROUTE 79

U.S. ROUTE 80

U.S. ROUTE 81

U.S. ROUTE 82

U.S. ROUTE 83

U.S. ROUTE 84

U.S. ROUTE 85

U.S. ROUTE 86

U.S. ROUTE 87

U.S. ROUTE 88

U.S. ROUTE 89

U.S. ROUTE 90

U.S. ROUTE 91

U.S. ROUTE 92

U.S. ROUTE 93

U.S. ROUTE 94

U.S. ROUTE 95

U.S. ROUTE 96

U.S. ROUTE 97

U.S. ROUTE 98

U.S. ROUTE 99

U.S. ROUTE 100

U.S. ROUTE 101

U.S. ROUTE 102

U.S. ROUTE 103

U.S. ROUTE 104

U.S. ROUTE 105

U.S. ROUTE 106

U.S. ROUTE 107

U.S. ROUTE 108

U.S. ROUTE 109

U.S. ROUTE 110

U.S. ROUTE 111

U.S. ROUTE 112

U.S. ROUTE 113

U.S. ROUTE 114

U.S. ROUTE 115

U.S. ROUTE 116

U.S. ROUTE 117

U.S. ROUTE 118

U.S. ROUTE 119

U.S. ROUTE 120

U.S. ROUTE 121

U.S. ROUTE 122

U.S. ROUTE 123

U.S. ROUTE 124

U.S. ROUTE 125

U.S. ROUTE 126

U.S. ROUTE 127

U.S. ROUTE 128

U.S. ROUTE 129

U.S. ROUTE 130

U.S. ROUTE 131

U.S. ROUTE 132

U.S. ROUTE 133

U.S. ROUTE 134

U.S. ROUTE 135

U.S. ROUTE 136

U.S. ROUTE 137

U.S. ROUTE 138

U.S. ROUTE 139

U.S. ROUTE 140

U.S. ROUTE 141

U.S. ROUTE 142

U.S. ROUTE 143

U.S. ROUTE 144

U.S. ROUTE 145

U.S. ROUTE 146

U.S. ROUTE 147

U.S. ROUTE 148

U.S. ROUTE 149

U.S. ROUTE 150

U.S. ROUTE 151

U.S. ROUTE 152

U.S. ROUTE 153

U.S. ROUTE 154

U.S. ROUTE 155

U.S. ROUTE 156

U.S. ROUTE 157

U.S. ROUTE 158

U.S. ROUTE 159

U.S. ROUTE 160

U.S. ROUTE 161

U.S. ROUTE 162

U.S. ROUTE 163

U.S. ROUTE 164

U.S. ROUTE 165

U.S. ROUTE 166

U.S. ROUTE 167

U.S. ROUTE 168

U.S. ROUTE 169

U.S. ROUTE 170

U.S. ROUTE 171

U.S. ROUTE 172

U.S. ROUTE 173

U.S. ROUTE 174

U.S. ROUTE 175

U.S. ROUTE 176

U.S. ROUTE 177

U.S. ROUTE 178

U.S. ROUTE 179

U.S. ROUTE 180

U.S. ROUTE 181

U.S. ROUTE 182

U.S. ROUTE 183

U.S. ROUTE 184

U.S. ROUTE 185

U.S. ROUTE 186

U.S. ROUTE 187

U.S. ROUTE 188

U.S. ROUTE 189

U.S. ROUTE 190

U.S. ROUTE 191

U.S. ROUTE 192

U.S. ROUTE 193

U.S. ROUTE 194

U.S. ROUTE 195

U.S. ROUTE 196

U.S. ROUTE 197

U.S. ROUTE 198

U.S. ROUTE 199

U.S. ROUTE 200

U.S. ROUTE 201

U.S. ROUTE 202

U.S. ROUTE 203

U.S. ROUTE 204

U.S. ROUTE 205

U.S. ROUTE 206

U.S. ROUTE 207

U.S. ROUTE 208

U.S. ROUTE 209

U.S. ROUTE 210

U.S. ROUTE 211

U.S. ROUTE 212

U.S. ROUTE 213

U.S. ROUTE 214

U.S. ROUTE 215

U.S. ROUTE 216

U.S. ROUTE 217

U.S. ROUTE 218

U.S. ROUTE 219

U.S. ROUTE 220

U.S. ROUTE 221

U.S. ROUTE 222

U.S. ROUTE 223

U.S. ROUTE 224

U.S. ROUTE 225

U.S. ROUTE 226

U.S. ROUTE 227

U.S. ROUTE 228

U.S. ROUTE 229

U.S. ROUTE 230

U.S. ROUTE 231

U.S. ROUTE 232

U.S. ROUTE 233

U.S. ROUTE 234

U.S. ROUTE 235

U.S. ROUTE 236

U.S. ROUTE 237

U.S. ROUTE 238

U.S. ROUTE 239

U.S. ROUTE 240

U.S. ROUTE 241

U.S. ROUTE 242

U.S. ROUTE 243

U.S. ROUTE 244

U.S. ROUTE 245

U.S. ROUTE 246

U.S. ROUTE 247

U.S. ROUTE 248

U.S. ROUTE 249

U.S. ROUTE 250

U.S. ROUTE 251

U.S. ROUTE 252

U.S. ROUTE 253

U.S. ROUTE 254

U.S. ROUTE 255

U.S. ROUTE 256

U.S. ROUTE 257

U.S. ROUTE 258

U.S. ROUTE 259

U.S. ROUTE 260

U.S. ROUTE 261

U.S. ROUTE 262

U.S. ROUTE 263

U.S. ROUTE 264

U.S. ROUTE 265

U.S. ROUTE 266

U.S. ROUTE 267

U.S. ROUTE 268

U.S. ROUTE 269

U.S. ROUTE 270

U.S. ROUTE 271

U.S. ROUTE 272

U.S. ROUTE 273

U.S. ROUTE 274

U.S. ROUTE 275

U.S. ROUTE 276

U.S. ROUTE 277

U.S. ROUTE 278</

COMMUNITY FACILITIES PLAN TOWN OF MARSHALL, N.Y.

TOWN PLANNING BOARD
RUSSELL D. BAILEY & ASSOCIATES
PLANNING CONSULTANT UTICA, N.Y.



COMMUNITY FACILITIES PLAN

The Community Facilities of a municipality consist of parks, playgrounds and other recreational areas; schools and school grounds; and public and semi-public buildings such as the Town Hall, Town Garage, Fire Station, library and churches.

The type and quality of facilities which a community provides weaves a variety and richness into the physical and social fabric of the community. The community facilities are significant in themselves for recreational, educational and administrative purposes. In addition, if they are well designed, well located and well maintained they give added value in enhancing civic pride and as an invitation for new residents and new businesses. Appropriate community facilities help to produce stable real estate values, and help to reduce the causes of blight and deterioration.

The Town of Marshall is still a rural area and Town services are still minimal. It is important, therefore, for the Town to review its present situation, and in the light of new needs which will be created by steady growth, to have a plan for the acquisition and orderly arrangement of necessary and desirable community facilities which are in scale with the prospective growth of the Town. Some of the elements of such a plan are presented on the next six pages.

Three of the four schools in the Waterville Central School District are comparatively new. The High School in Waterville was built in 1930. The three-room Deansboro Elementary School was built in 1933. The Memorial Park Elementary School was built in 1959. The two-room North Brookfield School was built in 1882 and its use is being discontinued.

The total enrollment of resident school children in the Waterville Central School District has increased from 1,013 in 1954 to 1,266 in 1963. From 1954 to 1963 there was an increase of 221 children enrolled. During this same time, there was a net decrease of 31 migrant children enrolled. There was, therefore, a net increase of 252 resident children enrolled in the Waterville Central School system from 1954 to 1963.

DEANSBORO ELEMENTARY SCHOOL - This one-story brick structure, built in 1932-1933, is semi-fireproof and is located on a three-acre site on Route 12 B at Deansboro. The building is a three-room, three-teacher school with a combination gymnasium-auditorium and a cafeteria. The rated capacity is 75 pupils. Although the structure is sound, consideration is being given by school administrators to the possibility that operations would be more satisfactory if the six grades presently conducted at this school were transferred to the main elementary school in Waterville, after which the school at Deansboro would become a centralized kindergarten. In this plan, the six grades now at the Deansboro school would have the added advantage of a more diversified curriculum. It is proposed to initiate this plan in September 1965.

The high school is crowded and needs renovation, including modern plumbing and electrical facilities. The Board of Education has conferred with the Department of Buildings and Grounds of the State Education Department whose recommendations on the Waterville Central School District building program include the following:

- . Increased classroom space at the present High School will not be approved by the State.
- . The present High School should be used by grades 4-8 and for all school offices.
- . State aid will be available for renovation of the present High School if attendance capacity is not increased.
- . The Department of Buildings and Grounds recommends that a new High School be built on a new and more adequate site.
- . Expansion of the Memorial Park Elementary School is not the best answer for additional classrooms for this would require a second recreation room.

Discussions of consolidation with adjacent school districts are in an early stage. School districts involved in this consideration include Waterville, Brookfield, Bridgewater, Oriskany Falls, and Madison. The outcome of consolidation considerations will be a factor in the central location for a new high school to serve the area.

PARKS AND PLAYGROUNDS

The recreational facilities in the Town of Marshall consist of the Deansboro Elementary School playground and a small monument area at Forge Hollow where Route 315 and Gridley Road intersect. The rural character of the entire Town, however, provides abundant open space for play and recreation around virtually every dwelling. In addition to the two small sites mentioned above, the residents of the Town of Marshall are served by the playgrounds and playfields provided by their central school district as follows:

MEMORIAL PARK ELEMENTARY SCHOOL - in Waterville has a 16.77-acre site. The 4-acre playfield includes the ball diamond, football field, bleachers, and a natural ice skating rink for winter use. A one-acre children's play area is equipped with playground apparatus.

WATERVILLE CENTRAL HIGH SCHOOL - has a 6-acre site. Outdoor recreational facilities include tennis courts, a ball diamond, practice football field and track, basketball and children's play area.

PARK AND PLAYGROUND STANDARDS - Because of the predominantly rural setting of the Town of Marshall with the abundance of forested areas, woodlands, farms, pastures, creeks and open meadows, the usual urban standards for the size and distribution of recreational areas and the population they serve should be modified to suit the needs of the community. Experience indicates that the demands for outdoor recreation space will continue to increase but that potential recreational areas may be lost through community development. It is important that the community take steps, therefore, to ensure that the lands needed to serve the growing recreational needs will be preserved for use where and when they are needed.

The Town recreational resources and facilities should be planned, acquired and developed in line with the following standards of area uses:

Type	Minimum Area	Description
Playground	3 to 5 acres	One for each neighborhood in the Town, such as Deansboro.
Playfield	5 to 10 acres	One for each community in the Town, such as Waterville.
Town Park	50 acres	As necessary, to preserve and keep scenic, historic or other area for public use.

PROPOSED PARKS AND PLAYGROUNDS

The Town of Marshall is distinctly rural in character. With a population of 1,614 persons, exclusive of Waterville, there are 13 acres per man, woman and child who resides in the community. There are some 450 families in the Town, so the area per family is 46 1/2 acres. In view of this low density and the modest increase in population which has been estimated for 1980, the present rural character of the Town will be retained for some time. There are some neighborhood and community centers, however, such as Deansboro and Waterville, which will serve as nuclei for population growth.

Deansboro is a hamlet of some 100 families. The State Department of Public Works proposes to construct a new limited access arterial highway through the Valley at an early date. The first and one of the few access points in the Town will be in Deansboro at Route 315. A good new highway such as is proposed will make Deansboro quite accessible to Utica and only some 20 minutes from downtown.

The Deansboro Development Plan shows a Town commercial and industrial center. It also shows a new residential area between the present and proposed highways. As one of the assets of the Community, a Town park is proposed along the former Chenango Canal. The park would be approximately 1,600 feet long and would vary in width from 50 to 200 feet. An area of five to ten acres is recommended. The park is intended to be recreational, scenic and historic in character. As a recreational Town park, it should provide picnic facilities, a children's playground and foot trails and paths along the old canal. As a scenic and historic area, it should be designed and developed in such a way as to tell the story of early modes of transportation in general and the Chenango Canal in particular. The stone locks, the canal and tow path should be restored and featured to the greatest extent possible.

In addition to the proposed Chenango Canal Park, the Deansboro Elementary School serves as a community center and the playground is equipped with swings, slides and other playground apparatus.

Waterville is another of the communities providing important recreational resources for residents of the Town of Marshall. The High School and the Elementary School each has playground and playfield areas and facilities which are accessory uses to the public school program but which also serve Village and Town residents for summer recreational activities.

The topography of the Town of Marshall is one of its scenic resources. The Town tilts from Tassel Hill in the southeast to the Oriskany Creek Valley along the west side. Tassel Hill is the highest point in Oneida County and reaches an elevation of 1,944 feet above sea level. Oriskany Creek enters the southwest corner of the Town at an elevation of 979 feet above sea level, and leaves the northwest corner of the Town at Deansboro at an elevation of 730 feet. The difference in elevation diagonally across the Town, therefore, from Tassel Hill to Oriskany Creek East of Deansboro is over 1,200 feet. The fall in Oriskany Creek in the Town from Oriskany Falls to Deansboro is 239 feet. The rolling upland in the eastern half of the Town is made up of picturesque pastoral scenery and the rural roads are attractive for motorists who enjoy beautiful scenery. The Oriskany and Big Creek Valleys have distinct scenic values which should be preserved by use of the open space provisions of State and Federal law whereby land can be purchased, or acquisition of development rights can be secured.

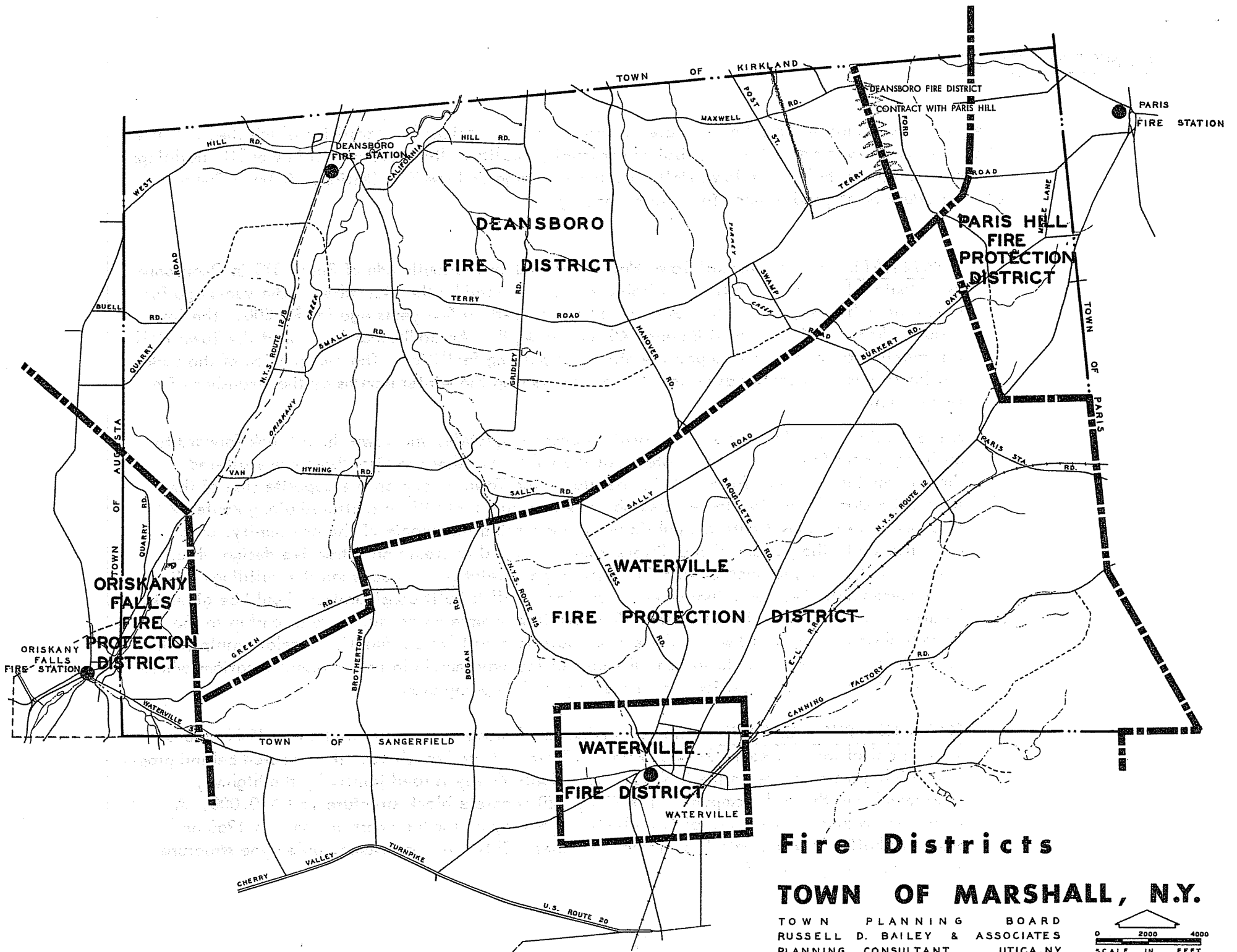
MUNICIPAL BUILDINGS

The public buildings serving the Town are important for the services and facilities which they provide. They are also very important as a symbol of community quality. There are only a few public buildings in the Town of Marshall - the Town Hall, the Town Garage and the Fire Station. A Town Dump is also a trademark of good or poor Town housekeeping.

- TOWN HALL - The Marshall Town Hall is located on the south side of Route 315 in Deansboro near Route 12B. The wood frame building was constructed by the Maccabees some years ago for public assembly purposes. The Town bought the property a few years ago for \$7,000. The lot is approximately 40 feet in width and 140 feet in depth. An additional lot east of the Town Hall was purchased by the Town to provide off-street parking facilities. The rear portion of the parking lot is usually prepared as an ice skating rink during the winter months by the Deansboro Fire Department.

Although the Town Hall serves its present purpose adequately, the Town should look forward to building a new Town Hall. It is noted that the public buildings in Deansboro are scattered through the hamlet: the Town Hall in one place; the Town garage on the opposite side of the street; the Deansboro Fire House, Deansboro School and Post Office scattered along Route 12 B. It is desirable to consolidate the public buildings serving the people of the community, as a convenience to the patrons of the different buildings and to create an attractive design which relates one building to another with interesting space relationships between the buildings. It is recommended, therefore, that when a new Town Hall is built consideration should be given to locating it on the north side of Route 315 where it may have an attractive relationship to the Town highway garages and where these Town buildings will have a functional relationship with each other. The new fire station and the post office may remain in their present locations where they will have a design relationship to the proposed shopping area.

- TOWN HIGHWAY GARAGE - The Town Highway Garage was constructed about 1944 on a one-acre parcel of land on Route 315 opposite the Town Hall at Deansboro. It is located behind properties which have frontage on the highway, so a right-of-way is used jointly by the highway department and the milk company. The 40 by 120 concrete block structure cost \$10,000. A saving was realized by the use of Town highway employees for the construction. In 1960 an auxiliary building was erected for storage purposes. This is a wood frame, pole-type structure with metal siding and roof.



FIRE STATIONS AND DISTRICTS

- DEANSBORO FIRE DISTRICT - The Deansboro Fire District was established about 1927-1928 and was enlarged in 1940. An annual tax levy is made on real property to pay the cost of fire protection, purchase new equipment and make necessary expenditures. The Fire District owns the fire equipment and the fire station building. A new four-bay concrete block building, approximately 60 feet by 60 feet, a meeting room and a kitchen were constructed in 1959-1960.

The area served by the Deansboro Volunteer Department in the Town of Marshall is indicated on the map of Fire Protection Districts. The fire protection district extends into the Towns of Kirkland, Augusta, and Vernon.

- WATERVILLE FIRE PROTECTION DISTRICT - The Waterville Fire Department provides fire protection service to the lower half of the Town of Marshall. The fire station is located on Main Street in the heart of the business district. The fire station is a one-story, three-bay, concrete block building with 4,000 square feet of floor space. It was completely renovated in 1960.
- POLICE PROTECTION - It should be noted that local police protection is not provided in any part of the Town.

DEANSBORO WATER SYSTEM TOWN OF MARSHALL N.Y.

0 150 300 600
SCALE IN FEET

LEGEND

—	6"	WATER	MAIN
- - -	4"	WATER	MAIN
- . - . -	1 1/2"	WATER	MAIN
.....	1"	WATER	MAIN
●		HYDRANTS	

Storage Reservoirs
Capacity 280,000 Gallons

Chlorinating House

ROAD

HILL

EARL MANOR ST.

WEST

N.Y.S.

ROUTE

12B

MARSHALL
KIRKLAND

OF
TOWN
OF
TOWN

FORMER N.Y.O. & W. RAIL ROAD R.O.W.

Deansboro Cemetery

ROUTE 315
N.Y.S.

CREEK

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED. THIS MAP WAS FINANCED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

WATER SUPPLY AND SEWAGE DISPOSAL

DEANSBORO WATER COMPANY - The Deansboro Water Company, incorporated in 1896, is the only public water supply in the Town. The principal source of water is springs on West Hill. The system includes two open reservoirs which have a storage capacity of 280,000 gallons. The 930-foot reservoir elevation is approximately 130 feet higher than the bench mark at the milk plant on Route 315.

Capacities could be increased by providing additional storage facilities. At present much of the water has to be diverted from the storage reservoirs to prevent overflow. The Water Superintendent recommends terracing and planting of trees for the control of water, and the purchase of lands in the water shed by the Deansboro Water Company.

The distribution system consists largely of six-inch and four-inch water mains and is reported to be in relatively good repair. Maintenance has been conducted by the unsalaried directors and a hired plumber who also reads and services meters.

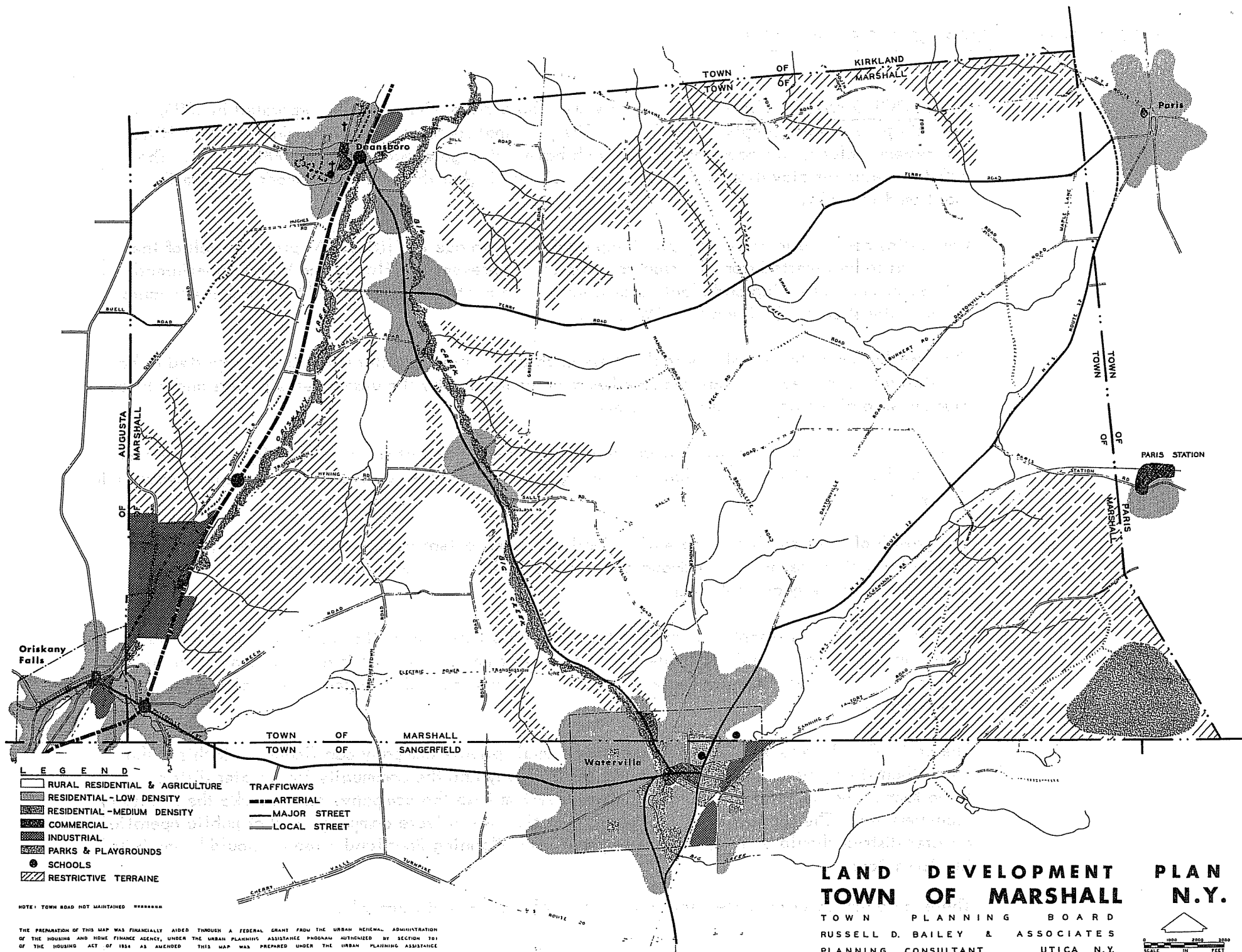
The Deansboro Water Company provides service for about 120 customers. The daily average water consumption is about 25,000 gallons, including the milk plant which is the largest single consumer in the system.

The growth of the Deansboro area will depend to a great extent upon an adequate water supply. Fortunately, there seems to be adequate water available. As a natural resource, it should be wisely used for the good of the community.

In order to be an instrument of growth in the Deansboro community, the water system will need to be expanded to serve double or triple the present customers. This will involve land acquisition to protect the watershed, increased storage capacity, increased and enlarged water mains, and additional meters.

The costs of such expansion may be more than a small private company can finance. If this is the case, then it may be in the best interest of the company and the community for a water district to be formed by the Town to purchase the water system from the company, and to make the necessary improvements. The feasibility of continued operation as a private company, and of public operation as a water district should be fully explored by the Town Planning Board and a report should be made to the Town Board.

There is no public sewer system serving any part of the Town of Marshall.



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1934 AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

T H E T O W N D E V E L O P M E N T P L A N

The plan on the opposite page shows the long-range planning proposals which have been prepared for the Town of Marshall as part of the Urban Planning Assistance Program. It is a plan for Town development which shows general areas for residential, commercial and manufacturing uses; a location for a limited access arterial highway through the Oriskany Valley; streets and subdivision development, including parks and playgrounds. In addition, the plan emphasizes the agricultural character of the Town and stresses the importance of maintaining areas for agriculture, free of adverse commercial and industrial intrusion.

This Town Development Plan should serve as a guide for future physical improvements or changes such as new subdivisions, new industrial areas, new community facilities, new neighborhood Town Parks and Playgrounds, provision of public utilities, construction of new highways and streets and a plan of zoning.

The Town Development Plan represents research and analysis regarding the trend of Town growth, and existing and future land uses. It is intended to be flexible so that changes taking place in the Town may be readily absorbed. The Plan should be approved by the Town Board and adopted by the Town Planning Board for use in formulating basic policies and objectives as they relate to the physical development of the Town of Marshall. Every three to five years, depending upon the rate of development and change, the Town Development Plan should be reviewed and updated.

In general, the present land uses coincide with the areas indicated for similar uses in the future. Official and community efforts should be directed in two directions - to restrict land uses to those which are appropriate for the area; to aggressively promote a program to eliminate those uses which do not conform with the highest and best use of the various neighborhoods in the Town. In this way, the Town Development Plan will serve to maintain good agricultural, residential, commercial and industrial uses, and to prevent the erosion of property and human values.

Since many of the proposals summarized on the Town Development Plan may be implemented by private interests, it is important that the plan be extensively circulated and publicized so that private development, in addition to public improvements, will conform to the plan's objectives.

C A P I T A L I M P R O V E M E N T P R O G R A M

One of the most important and effective elements of a Town Master Plan is the Capital Program which lists projects needed for the public health, safety, welfare and convenience; suggests priorities for the projects; and indicates methods of financing. The Capital Improvement Program, therefore, serves as a bridge between the public improvements which the Town must provide at some early date and the long-range program of the Master Plan.

Recent legislation has given New York State municipalities the authority to establish long-range capital improvement programs. Section 99-g of the General Municipal Law, as added by Chapter 742 of the Laws of 1962 states that " Any municipal corporation, by resolution or ordinance of the governing board, may undertake the planning and execution of a capital program "

An important feature of the Capital Program is that it is prepared annually although it covers a 6-Year Program of projects. The annual budget is prepared from the Six-Year Capital Program, and each year the Capital Program is revised to remove those projects which become part of the annual budget, and to add new projects which have been indicated during the year. The Six-Year Capital Program should be approved annually by the Town Board, just as the budget is approved annually.

The Capital Program which follows is intended to serve primarily as a guide for the Planning Board, Town Board and citizens of the Town in formulating and adopting a Capital Improvement Program. The Illustrative Six-Year Program shown on the next page, when thoroughly reviewed and revised, should represent the needs and desires of the people and officials of the Town of Marshall.

The graph of Basic Fiscal Factors shown on the following page provides a basis for making an estimate of the funds which will be available for capital expenditures in ensuing years. The Six-Year Project Program is based upon the trend of assessed valuations, tax rates, revenues and expenditures; and the needs of the Town for street and highway improvements, equipment, Town and neighborhood parks, Town Buildings; and water and sewer systems.

ILLUSTRATIVE 6-YEAR CAPITAL IMPROVEMENT PROGRAM

TOWN OF MARSHALL

PROJECT	1966	1967	1968	1969	1970	1971
PROPOSED PROJECTS						
Highway Improvements	\$ 7,808	7,606	8,704	9,002	8,200	8,200
Chenango Canal Park	2,300	2,300	2,300	2,300	2,300	2,300
Oriskany and Big Creek Parks				1,300	1,500	1,500
Sanitary Landfill	2,000	2,000	2,000			
Vehicles and Equipment	2,000	5,000	5,000	5,000	8,000	8,000
TOTAL PROPOSED PROJECTS ^{1/}	\$17,300	20,000	21,000	20,500	20,000	20,000
EXISTING PROJECTS						
	2,700					
	3,192	3,094	2,996	2,898		
	<u>\$ 5,892</u>					

^{1/} Includes debt service costs, if any.

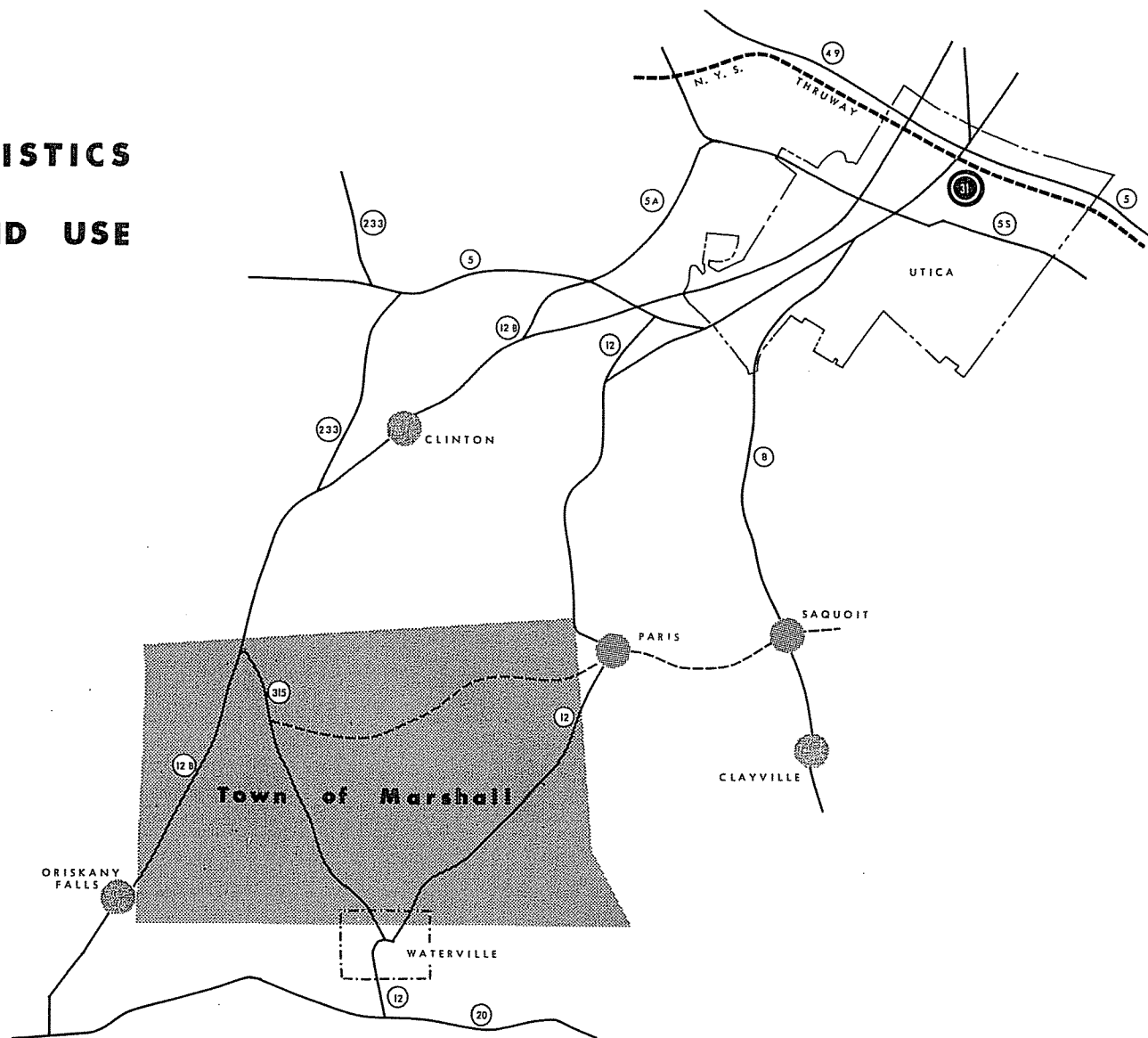
PLANNING ACTION

The Town Plan presented in preceding pages of this Master Plan Summary constitutes a program for orderly development of the Town. The success of the Master Plan requires close coordination between the Town Board, the Town Planning Board and citizens of the Town. The coordination is illustrated in the adoption and use of several of the tools of planning such as the following Codes and Ordinances:

- ZONING ORDINANCE - The Town of Marshall does not have a zoning ordinance. As a part of this Master Plan study a draft of a zoning ordinance has been prepared for review by the Town Planning Board; for Public Hearings to secure suggestions from the citizens of the Town; and for revision and adoption by the Town Board. Five types of zoning districts are proposed, namely - Agricultural Districts encompassing most of the area of the Town; Residential Districts in the vicinity of Deansboro and Oriskany Falls; Business Districts in Deansboro, in a selected area along Route 315 in the Forge Hollow area and the former Canning Factory area northeast of Waterville; a Natural Products District including Eastern Rock Products quarry and manufacturing area; and a Planned Business District on Route 315 near Deansboro.
- BUILDING CODE - The Town of Marshall does not have a building code. The purpose of a building code is to provide basic and uniform building regulations to safeguard the health, welfare and safety of occupants and users of buildings.
- HOUSING CODE - A housing code sets minimum standards for the uses of residential structures. Unlike a building code, a housing code applies to existing structures as well as to structures which are to be built or remodeled.
- SUBDIVISION REGULATIONS - Subdivision regulations are intended to be an aid to the developer, the Town, and the eventual property owner in building new homes in new neighborhoods which will maintain high standards of quality; and to define the requirements which the Town will expect regarding the layout of the subdivision, the provision of road and utility improvements, and lot and block sizes and characteristics.
- MASTER PLAN - The Town Master Plan is intended to serve as a guide for orderly community development. It should be approved by the Town Board and adopted by the Town Planning Board. This formal recognition is important to give official sanction to the Master Plan in guiding community development. It is also important from the standpoint of gaining citizen support of the Master Plan as a statement of Town policy, goals and objectives. The Master Plan should be reviewed and revised from time to time to reflect new or changed conditions.

TOWN OF MARSHALL N.Y.

COMMUNITY CHARACTERISTICS
POPULATION TRENDS - LAND USE



COMMUNITY CHARACTERISTICS

POPULATION TRENDS

LAND USE - 1963

TOWN OF MARSHALL

ONEIDA COUNTY

NEW YORK

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

This report was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

The report was also prepared under the Urban Planning Assistance program with participation, including financial assistance, by the Town of Marshall, New York.

TOWN PLANNING BOARD

James Hart, Chairman

Charles Gray

Hugh Green

Alexander MacLeod, Jr.

Earl Simpson

TOWN BOARD

Norman L. Ingersoll, Supervisor

Edward Harris

John Hughes

Donald Miller

Clifford Small

PLANNING CONSULTANT

Russell D. Bailey & Associates

Utica

New York

COMMUNITY CHARACTERISTICS

TOWN OF MARSHALL

INTRODUCTION	1
SCOPE OF THE MASTER PLAN ..	2-3
PLANNING ACTION	4
HISTORICAL SKETCH	5-9
TRANSPORTATION	10
SITE CHARACTERISTICS.....	11-13

POPULATION TRENDS

ONEIDA COUNTY

TABLE OF CONTENTS

ECONOMIC CHARACTERISTICS AND ... 14-25 OUTLOOK

POPULATION TRENDS	26-34
United States, New York State, Oneida County, SMSA Town of Marshall and Village of Waterville Population Composition Population Distribution Population Estimate	

EXISTING LAND USES 35-38

ILLUSTRATIONS

TOWN OF MARSHALL HIGHWAY MAP

1907 ATLAS - TOWN OF MARSHALL

1907 ATLAS - DEANSBORO

MAP OF SLOPES

SOIL ASSOCIATIONS

POPULATION GROWTH

POPULATION TRENDS UPPER MOHAWK VALLEY

POPULATION COMPOSITION

EXISTING LAND USE - 1963

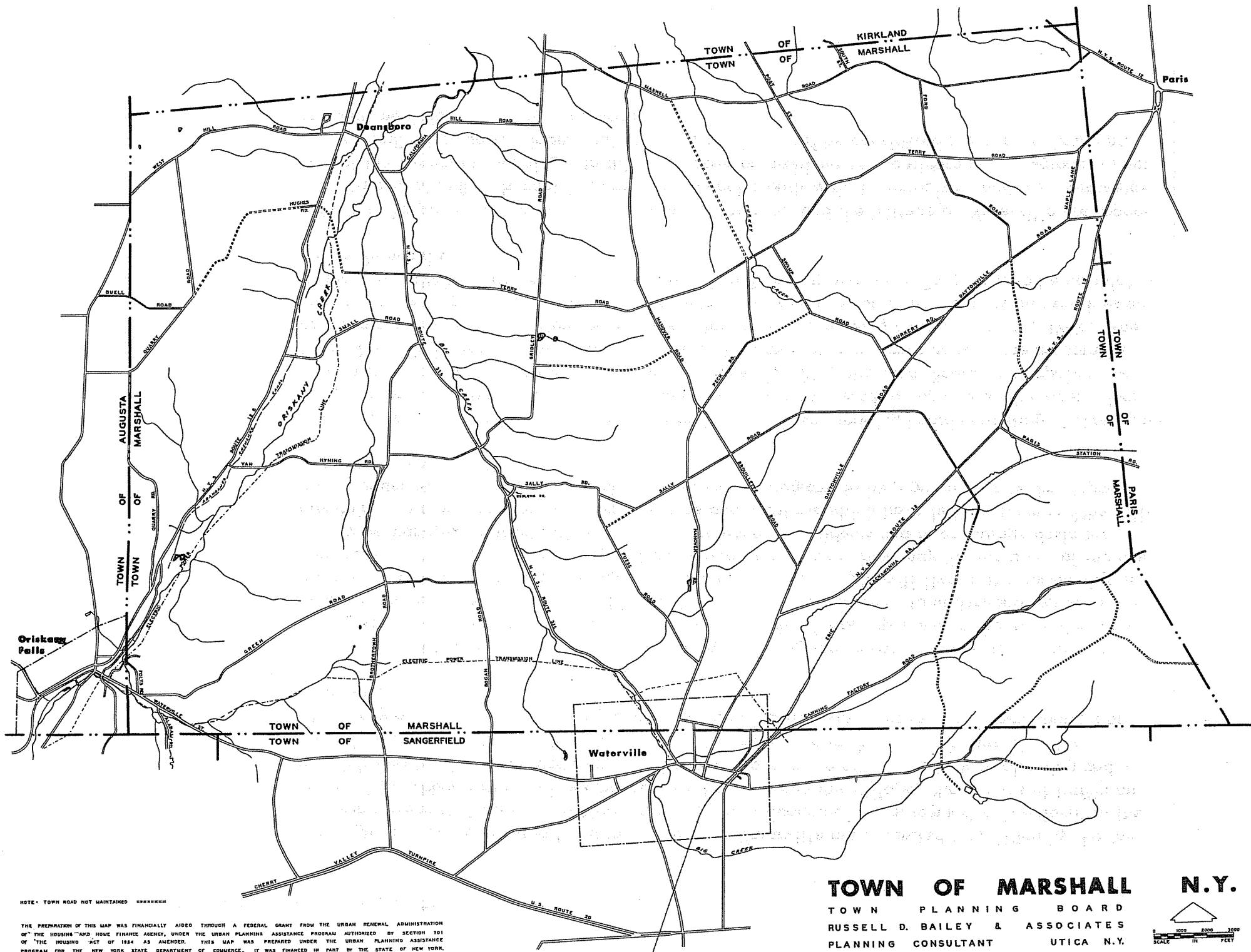
INTRODUCTION

Although the Town of Marshall and the Village of Waterville are separated from Utica by the intervening towns of Kirkland and New Hartford, the influence of urban expansion is evident in the community. Urban residents have moved into the Town and the Village, the volume of traffic on the highways has increased and many local people work in the city. The lack of planning and uncontrolled use of land makes the rural community susceptible to the establishment of activities which may be forced out of the city and other municipalities which have established controls of land uses.

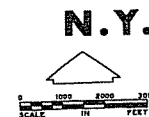
Waterville and the Town of Marshall are also experiencing the demand for additional services --- water, sanitary sewers, and roads. In order to insure that funds expended in the extension and improvement of public services will be utilized wisely it is important to understand trends in the direction and scope of future development. How many new people will live in the community in ensuing years? Where will new population growth take place? How may the resources of the community be managed most effectively to serve the needs of residents and to encourage desirable growth? These are some of the basic questions and problems which have led the Town and the Village to undertake long-range comprehensive planning programs to help guide orderly development in the two municipalities.

On November 10, 1960, the Town Board established a Town Planning Board consisting of five members, and on December 6, 1960 the Planning Board was empowered to approve subdivisions. Upon recommendation of the Planning Board, on November 9, 1961, the Town Board made application to the New York State Department of Commerce for urban planning assistance in the preparation of a comprehensive Master Plan for the Town, the application being filed in February 1962. The application was approved by the State and Federal governments for planning funds and services on January 28, 1963. Planning work under the Urban Planning Assistance Program is to be completed within 24 months.

Although the planning contracts for the Town of Marshall and the Village of Waterville are separate, the Planning Boards meet in joint sessions each month with the consultant and the representative of the Bureau of Planning. In this way, common problems are considered on a regional rather than an individual basis. Individual planning problems will be considered separately, however, for each municipality as the need arises.



TOWN OF MARSHALL
 TOWN PLANNING BOARD
 RUSSELL D. BAILEY & ASSOCIATES
 PLANNING CONSULTANT
 UTICA N.Y.



SCOPE OF THE MASTER PLAN

The Master Plan for the Town of Marshall is to be a guide for orderly community development and will include the following:

BASIC DATA

1. Base Map - Preparation of a planning base map of existing streets and highways, public areas and water courses at the scale of 1" to 1,000'.
2. Survey of Existing Land Uses - to determine by field inspection the present use of each parcel of property in the Town.
3. Map of Existing Land Uses - to show the pattern of residential, commercial, industrial, public and semi-public, agricultural and vacant parcels.
4. Community Characteristics and Population Trends study - describes the community characteristics which are peculiar to the Town of Marshall as they relate to the economic, social and cultural background of the Town. The population study describes the growth of the Town and its relation to the county and region. It also shows the distribution of population and an estimate of the probable population growth during the next two decades in order to indicate the scale of development which the Town should anticipate.

TOWN PLAN

5. Trafficways Plan - A plan of highways and streets will show the present and proposed trafficways in the Town. The trafficways are the framework for existing and future residential neighborhoods and recreational areas, commercial and industrial areas and for agricultural uses.
6. Business District - A study will be made of Deansboro center to show the existing commercial center and to illustrate a pattern of development which may be desirable for the future.

7. Public Facilities Plan - The location and type of existing and proposed parks and playgrounds, schools and public buildings in the Town will be described and illustrated. This study will also include the general analysis of existing and probable water and sewer needs and facilities.
8. Quality of Housing - A survey and analysis will be made to determine the quality of housing in the Town and to describe the steps which should be taken to improve or to retain good neighborhood quality.
9. Land Development Plan - A plan will be prepared to indicate the amount and location of land to be used for residential, commercial, industrial, transportation and public and semi-public purposes in scale with the estimated population growth of the Town.

PLANNING CONTROLS AND IMPLEMENTATION

10. Zoning - A draft of zoning regulations and a zoning district map will be prepared.
11. Subdivision Regulations - A draft of subdivision regulations will be prepared to guide the Planning Board and developers in the platting of land into streets and lots.
12. Public Improvement Program - An analysis will be made of assessed valuations, tax rates, bonded debt and annual expenditures during the past 10 years and a six-year program of capital improvements will be outlined for the future.

SUMMARY MASTER PLAN

A summary of the salient points of the various elements of the master plan studies will be prepared in concise and graphic form.

PLANNING ACTION

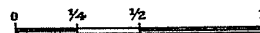
Certain official action should be taken by the Planning Board and Town Board to implement the master plan, including the following:

1. Review and adoption of subdivision regulations by the Planning Board after approval by the Town Board and following a public hearing.
2. Review of the draft of the zoning ordinance and map which will be prepared as a part of the Urban Planning Assistance program. When the Zoning Commission and Town Board have completed their review of the zoning proposals, it will be necessary for the Zoning Commission to hold at least two public hearings and to prepare a report to the Town Board. It will be necessary thereafter for the Town Board to hold a public hearing prior to adoption of the zoning ordinance.
3. Consideration by the Planning Board and Town Board of acquiring a Town Park under the State Bond program for park acquisition.
4. Adoption of a six-year capital improvements program by the Town Board after study and recommendation by the Planning Board.
5. Adoption of the master plan by the Planning Board and the Town Board as the long-range guide for orderly development.

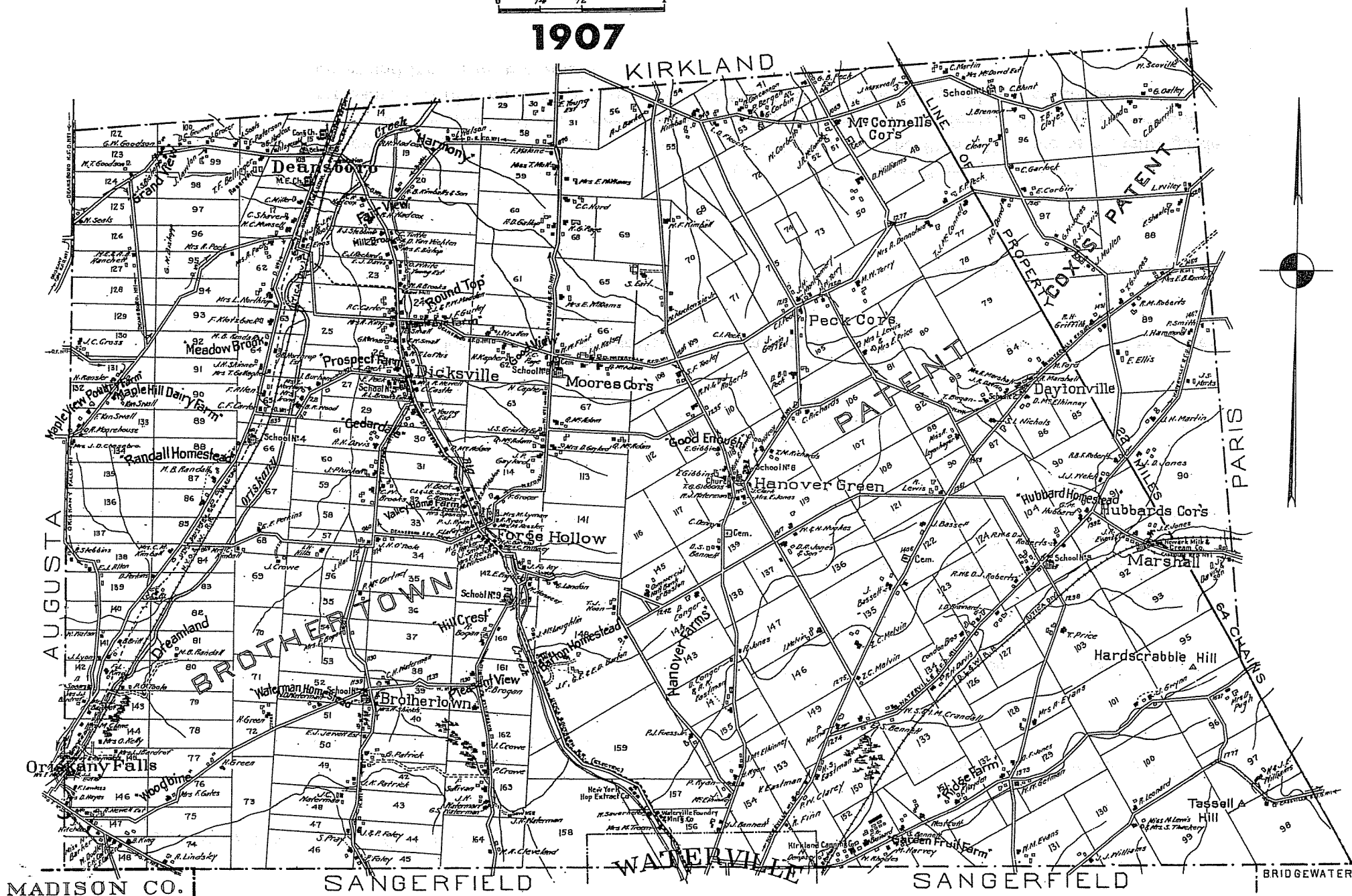
In addition to official action which should result from the Master Plan, private enterprise will also have an important role to play in the future of the Town. The Plan will serve as a useful guide in private decision-making concerning the scope and location of projects. Property owners and residents will also have greater assurance of the stability of property values, neighborhood character and the Town as a whole.

TOWN OF MARSHALL

Scale in Miles



1907



HISTORICAL SKETCH

Prior to the arrival of white settlers the land now included in the Town of Marshall and the Village of Waterville was occupied by the Oneida tribe of the Iroquois Confederacy. These Indians carried on a shifting, subsistence form of agriculture supplemented by hunting, trapping and fishing. Indians of the Brothertown tribe were the first permanent settlers in the Town. This tribe was composed of remnants of several New England tribes who had been driven from their homes during the Revolutionary War. The Brothertown Indians arrived in the Town in 1783 at the invitation of the Oneidas and with the assistance of the State of New York.

The earliest recorded division of land within the Town was the "Line of Property" treaty of 1768. This Treaty came about as a result of disturbances caused by the encroachment of settlers on Indian lands in central New York. The Treaty established a line which passed through Marshall, to mark the eastern boundary of Indian lands and the western limit of colonization. All the Village of Waterville and most of the Town were included in the area identified as Indian land. Also in 1768, commissioners representing the Colonial government purchased 30,000 acres from the Oneidas to provide a reserve for remnants of various Indian tribes. This became the Brothertown Patent and it included most of the Town and all of the Village.

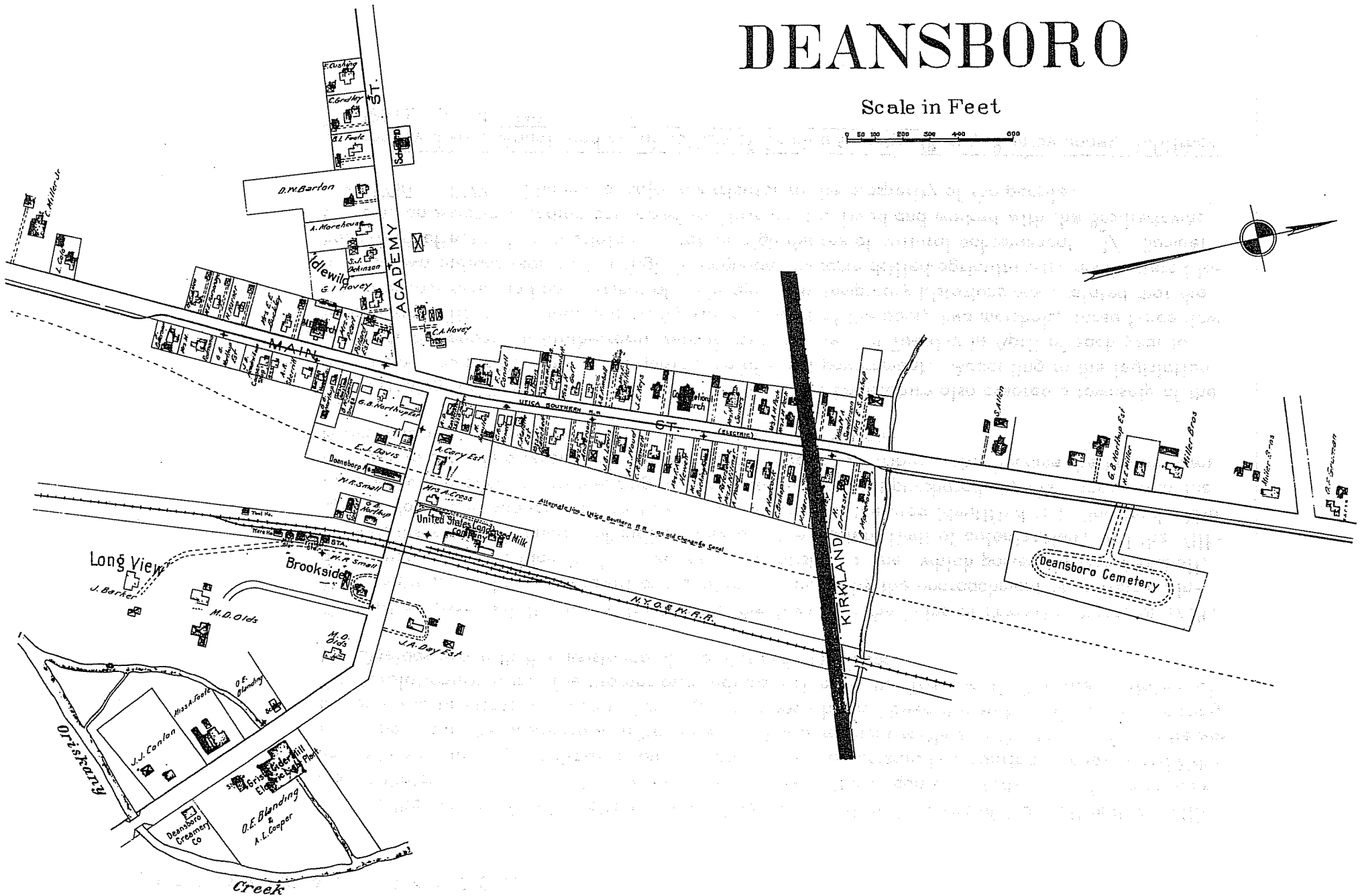
In confirming the Brothertown grant in 1789, the State Legislature also created a township of the same name and provided for the organization of local government. According to the legislation adopted, the people of Brothertown were to meet on the first Tuesday in April of each year to elect Town officers, including a clerk, two overseers of the poor, two marshals, three fenceviewers, a poundmaster and an overseer of highways. Contemporary historians have related that the Brothertown Indians learned the English language, became skilled agriculturists, administered local affairs effectively and attained a rather high degree of cultural achievement. ^{1/} Samuel Occam, an American Indian converted to Christianity, lived and worked with the Brothertowns from 1785 to 1792 and he was a major contributor to the prosperity of the people.

^{1/} Pomroy Jones, *Annals and Recollections of Oneida County*, (Rome, Pomroy Jones, Publisher, 1851), pp. 247-249.

1907 DEANSBORO

Scale in Feet

0 50 100 200 300 400 500



By 1792 the first permanent white settler was established in the Village of Waterville and David Barton, the first settler in the Town, arrived in 1793. Other early settlers were Warren Williams, Hezekiah Eastman (an ancestor of the founder of the Eastman Kodak Company), and John Dean. The latter, Dean, was commissioned by the Quakers to work among the Brothertown Indians as a missionary. Arriving in the Town in 1795, he labored successfully for two years before returning to New York City. Upon the urgent request of the Indians, however, he returned with his wife and son Thomas, then 19 years old. Thomas Dean subsequently became a leading figure in the area. The hamlet of Deansville, later changed to Deansboro, was named in his honor.

Many new people arrived in the area in the last decade of the 18th century and gradually the white settlers took over the better lands from the Indians. As a result, the economic condition of the tribe became progressively more depressed. Thomas Dean, working in behalf of the Indians, was instrumental in securing a large tract in Wisconsin to provide for the relocation of the tribe. Finally, about 1850, the last of the Brothertown Indians, numbering 2,400 persons, moved to their new home.

Early white settlers continued the farming operations which had been carried on successfully by the Indians. Early agriculture was diversified and the settlers were essentially self-sufficient. Practically nothing was raised for sale outside the community until about the time of the Civil War when the improvement of transportation and communication services facilitated access to growing urban markets.

The population of the Village had grown to 300 by 1806 due to the establishment of small manufacturing enterprises along Big Creek and the development of the community as a trading center for the surrounding area. The name of the village is derived from the time when most local enterprises were completely dependent upon water as a source of power. When the Cherry Valley Turnpike opened in 1811 on the alignment of today's U.S. Route 20, trade and the post office shifted to Sangerfield Center. Within a decade, however, with the development of improved transportation through the Mohawk Valley, the Turnpike became less important. Trade and the center of local activities returned to Waterville and new stores, manufacturing units and a bank were started. By 1830 the village had more than 1,000 inhabitants and it was the largest center in the area.

About 1820, the cultivation of hops began, soil and temperature conditions in the Town being ideal for the production of a particular variety of high quality. Subsequently, the vicinity surrounding Waterville became known as one of the leading hop-growing districts in the United States. The Village was the Nation's major hop exchange center. Hop brokerage offices were opened and national market quotations for hops were established by dealings in the Waterville

market. Hop farming brought prosperity to the area. Many fortunes were created, especially as a result of commodity speculation on the hop market, large mansions were built, and new commercial enterprises were started.

But the prosperity that accompanied hop farming faded almost as quickly as it developed. The price of hops increased from 12 or 14 cents a pound in the 1870's to 50 or 55 cents in the early eighties. After 1883, prices dropped back to 12 cents a pound and, with the exception of brief periods of resurgence, they never returned to high levels. The most important reason for the decline of the hop economy was competition from growers in the states of Oregon and Washington where larger yields and lower production costs were possible. In addition, soil depletion together with disease and insect damage were serious local problems. With the decline of the hop industry many fortunes were lost. Some farmers shifted out of agriculture and moved to other areas while others plowed up their fields and began diversified farming, primarily dairying. By 1910, hops were no longer a major element in the local economy; but efforts to re-establish the industry continued until 1951 when the State Experiment Station's Hop Yard was closed.

Among the other economic ventures which have been active in Waterville and the Town of Marshall, textile manufacturing has been most important. The Sangerfield Cotton Manufacturing Company started operations in 1816 and various textile firms have continued in Waterville through the present time. Other enterprises were characteristically small and included saw mills, foundries, grist mills, brick works and canning factories.

Early settlement of the area centered around neighborhood centers such as Forge Hollow, Hanover, Hubbard Corners, Marshall Station, Dakin's Corners, Moore's Corners and Peck's Corners. These places once had churches, schools, stores and houses; today, only an old cemetery, church or school and a few houses mark these former centers. Deansboro is the only place other than Waterville which has continued as a center of trade and community activity. In terms of political organization, the Town of Marshall was created from the Town of Kirkland in 1829 and Waterville was incorporated as a village in 1871.

The accompanying chronology summarizes some of the important events in the history of Waterville and the Town of Marshall.

CHRONOLOGY OF IMPORTANT EVENTS
Village of Waterville and Town of Marshall

- 1768 - The Line of Property treaty signed at Fort Stanwix by Colonial government and Indian tribes, to mark the western limits of colonization.
- 1783 - Indians of the Brothertown tribe settled in the Town.
- 1789 - Brothertown grant confirmed by State Legislature and Town government created.
- 1792 - First white settlement in the Village of Waterville.
- 1793 - First white settlement in the Town, by David Barton.
- Jedediah Sanger built the first saw mill.
- 1799 - First store in Waterville opened by Sylvanus Dyer.
- 1801 - Iron forge erected at Forge Hollow on Big Creek.
- 1802 - Waterville's population reached 200; 32 dwellings.
- 1806 - Population reached 300 and the Village assumed name of Waterville.
- 1808 - Hop growing introduced to the area.
- 1811 - Cherry Valley Turnpike opened.
- 1812 - First firm to manufacture drain tile and brick in the area opened.
- 1815 - The Civil and Religious Intelligencer, a newspaper, started in Waterville.
- 1816 - Sangerfield Cotton Manufacturing Company started in Waterville.
- 1819 - Stage line operated between Waterville and Utica.
- 1830 - Hop farming well established in the Town of Marshall.
- 1836 - Chenango Canal completed through the Oriskany Valley.
- 1838 - First bank in Waterville started.
- First large wave of immigrants, Welsh farmers, arrived.
- 1849 - Dirt road, Waterville to Utica, planked.
- 1850 - Last of the Brothertown Indians leave for Wisconsin Valley.

- 1866 - Utica, Chenango and Susquehanna Valley Railroad began operations.
- 1871 - Village of Waterville incorporated.
- Hop farming the major activity.
- 1880 - Hop growing accounted for 81 percent of farming activity, dairying 16 percent; 6,000 acres in hops and 4 million pounds harvested.
- 1882 - Price of hops reached a peak of 50 to 55 cents per pound.
- 1892 - Waterville population at a peak of 2,100 persons.
- 1895 - Price of hops dropped to a low of 6 cents per pound and farmers began to abandon hop farming; diversified farming started.
- 1900 - 57 percent of farm income derived from hop growing; 37 percent from dairying. 4,000 acres in hops and 3 million pounds harvested.
- 1907 - Milk receiving station established to collect and process milk.
- 1910 - Only 2,500 acres in hops; yield of 1,800,000 pounds. 28 million gallons of milk produced.
- 1915 - Waterville-Deansboro road paved.
- 1920 - Waterville Textile Company, employing 200-250 persons, established.
- 1925 - Cherry Valley Turnpike hard surfaced.
- 1928 - Eleven rural school districts vote to centralize.
- 1930 - Only 17 acres in hops with yield of 8,000 pounds.
- New school constructed in the Village.
- 1934 - State Experiment Station Hop Yard established.
- 1942 - International Grain Company and John I. Haas Brewing Company use latest techniques and equipment to re-introduce hops. Yield greater than in lean years but high costs, poor variety and other problems lead to closing in 1940's.

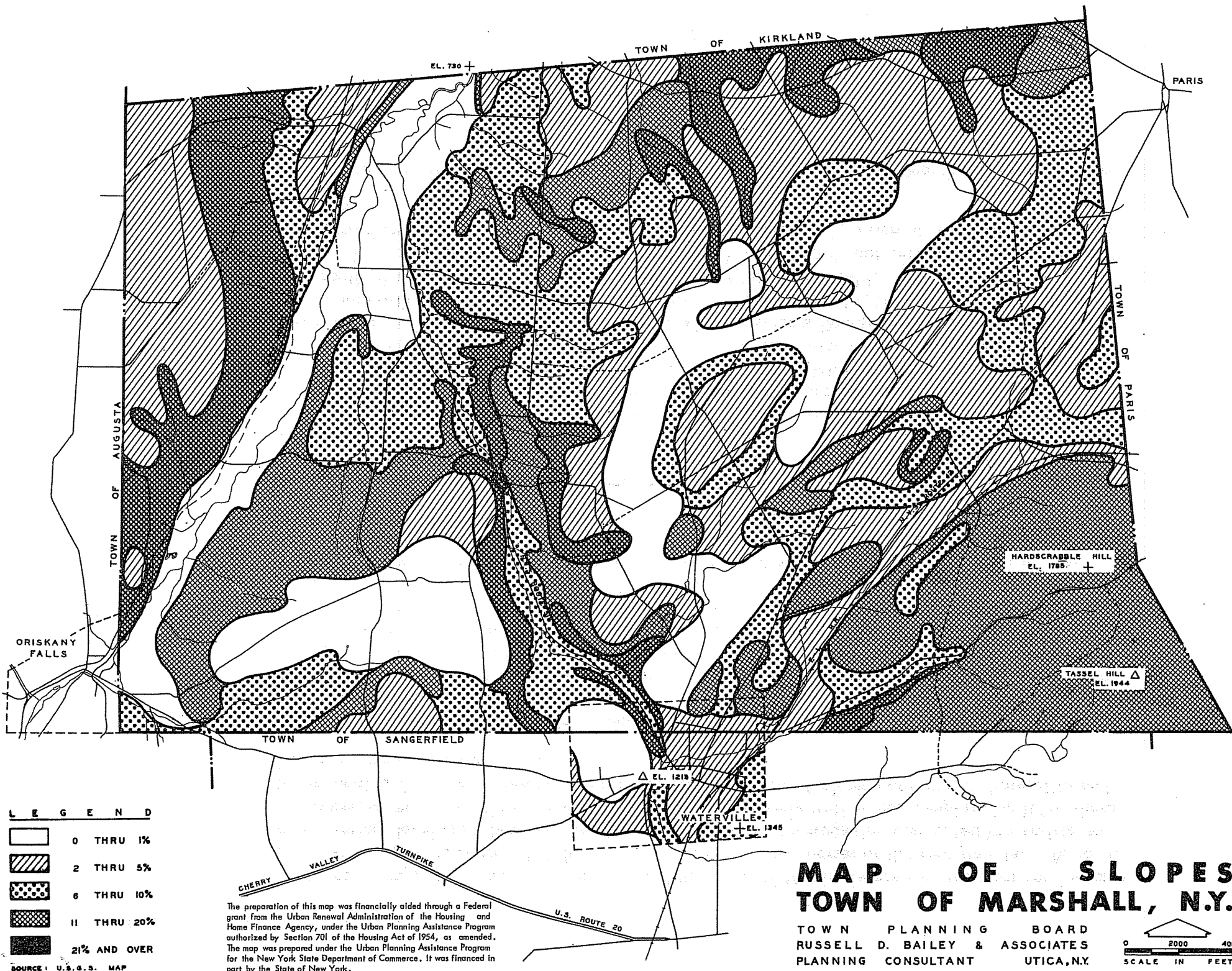
TRANSPORTATION

In the early days of settlement Waterville and the Town of Marshall were isolated from nearby communities. Simple trails provided the only access for ox carts, horses or the foot traveler. As local organization developed, however, roads were improved and a stage line connected Waterville to Utica before 1820. The Chenango Canal through the Oriskany Valley was completed in 1836, thereby enhancing Deansboro's position as a local trading center. A plank road between Waterville and Utica was constructed in 1849.

The next important stage in the development of transportation facilities was the opening of the Utica, Chenango and Susquehanna Valley Railroad Company in 1866. This railroad, subsequently known as the Delaware, Lackawanna and Western and now the Erie-Lackawanna, connected Waterville to Utica on the north and Binghamton on the south. Although passenger service was discontinued on the line several years ago, daily freight is continued and a freight office is maintained in Waterville. The New York and Oswego Midland Railroad Company, superseded by the New York, Ontario and Western, opened in 1871. This railroad operated through Deansboro and the Oriskany Valley until 1957 when operations were terminated and the tracks removed. An electric street railroad, the Utica Southern Railroad, was planned to serve Waterville and Deansboro early in the 20th century.

With the invention of the automobile and increase in traffic, the need was established for replacement of plank and gravel roads with hard surface highways. The road between Waterville and Deansboro (N.Y. Route 315) was paved in 1915 to connect with a hard surface road to Utica. Improvements have continued and the Town now has a network consisting of 13.24 miles of State highways, 17.21 miles of County roads and 49.99 miles of improved and unimproved Town highways. State highways which serve the Town are Route 12, which crosses the southeast portion of the Town and passes through Waterville; Route 12-B, which follows the Oriskany Valley through Deansboro and Oriskany Falls; and Route 315, which connects Deansboro and Waterville. These routes are north-south highways. The closest major east-west road is U. S. Route 20, about a mile south of Waterville which connects with Route 12 at Sangerfield. Most of the 7.29 miles of streets within the corporate limits of Waterville are hard surfaced, but only the main streets have been paved and have curbs. Residential streets in the developed portion of the Village also have sidewalks.

Bus service is available along Routes 12 and 12B serving Waterville and Deansboro with daily service.



S I T E C H A R A C T E R I S T I C S

The Town of Marshall covers an area of 19,322 acres in the southern portion of Oneida County in Central New York. The northern-most boundary of the Town is about 11 miles southwest of downtown Utica. Waterville, the only incorporated village in the Town, is located astride the southern boundary, with the major portion of the Village in the Town of Sangerfield.

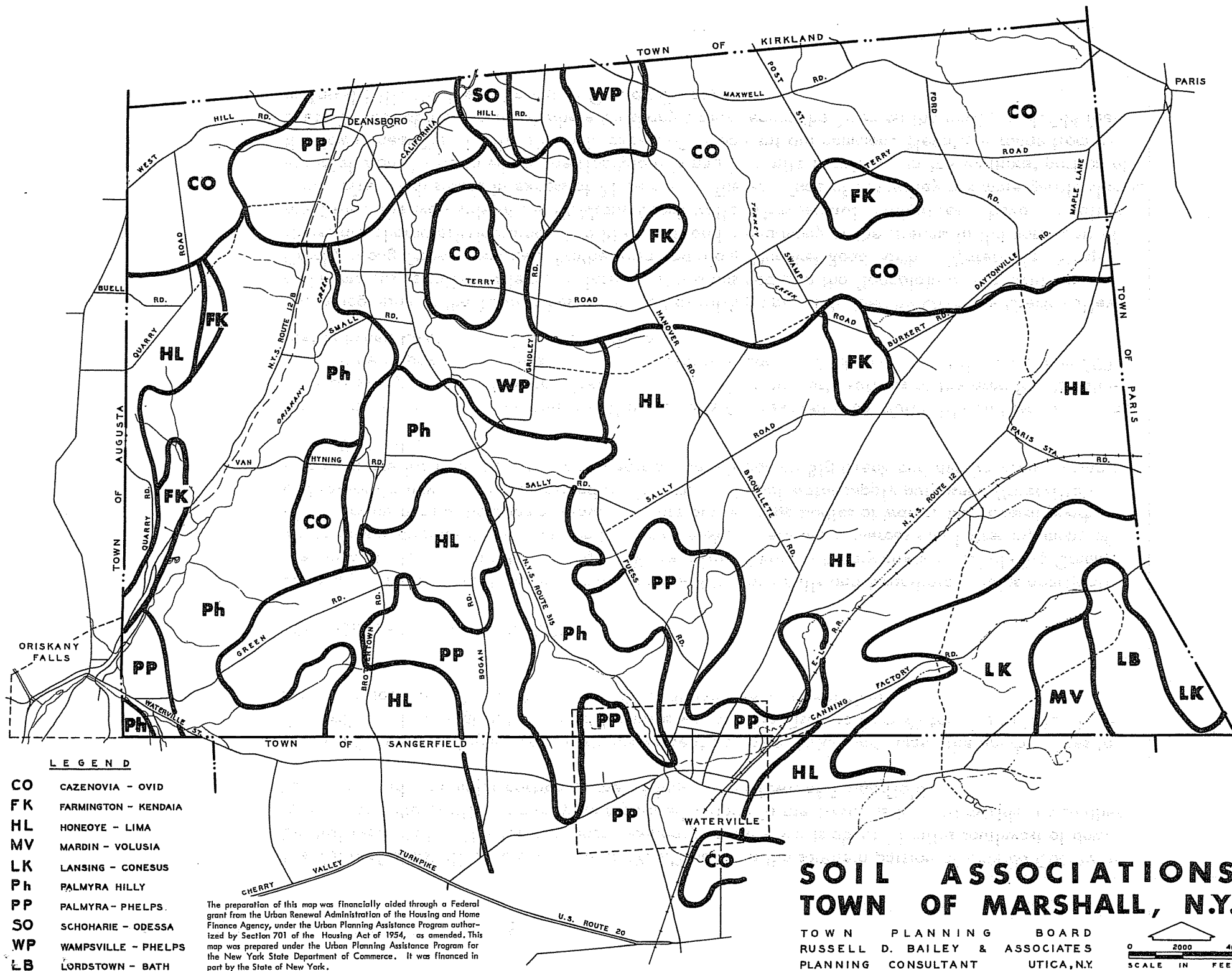
Hard-surfaced State highways provide convenient access to Utica and Rome, the nearby cities to the north, and to Binghamton, about 90 miles south. The distance from Waterville to Utica is about 15 miles via N.Y. Route 12; and about 40 minutes in travel time.

TOPOGRAPHY AND DRAINAGE

Oriskany Creek, which flows northward through Oriskany Falls and Deansboro, drains nearly all the Town of Marshall and the Village of Waterville. Major tributary streams include Big Creek, which passes through Waterville, and Turkey Creek. There are numerous small streams, many of which dry up during the summer season. There are no large bodies of water, but several ponds and reservoirs have been constructed for farm or municipal water supply purposes. Waterville's reservoirs are located about two miles east of the Village on Big Creek and the Deansboro reservoir is on West Hill.

Big Creek which rises in the Tassel Hill area, falls 470 feet between Waterville and its confluence with Oriskany Creek, was recognized and exploited by the early settlers of the area for its value as a source of power but it has little commercial use today. Oriskany Creek falls more than 200 feet between Oriskany Falls and Deansboro.

The topography of the Town is best described as rolling upland divided by Oriskany Creek valley and numerous, smaller valleys. Relatively flat areas occur in the floodplain of the Oriskany Creek, along Green Road near Brothertown and along Hanover Road north of Waterville. Steep slopes are characteristic adjacent to Big Creek and along many of the streams in the north part of the Town. The west side of the Oriskany Creek valley rises several hundred feet above the valley floor, often with slopes in excess of 21 percent. The east face of the valley has more gentle slopes, especially on the north where the floodplain is nearly a mile in width. In the southeast portion of the Town, near Tassel Hill, slopes in excess of 11 percent are common. Elevations range from about 730 feet above sea level where Oriskany Creek leaves the Town on the north, to 1,944 feet at Tassel Hill, the highest point in Oneida County.



Slopes in Waterville are generally moderate, except for a small area along Big Creek north of Main Street. In the west of the Village, north of Madison Street, the land is gently undulating; and in the east, 6-10 percent slopes are characteristic. Much of the undeveloped land in the Village has less than six percent slopes.

The slopes map shows the general location of areas having average slopes of 0-1, 2-5, 6-10, 11-20, and over 21 percent. Slopes over 21 percent, which are very difficult to develop and service, occupy the west side of the Oriskany Creek Valley and relatively small areas along some of the streams. A small portion of the total area of the Town is in this slope category. Areas having 11-20 percent slope are more extensive, particularly in the vicinity of Tassel Hill and on the east side of the Oriskany Creek valley south of Deansboro. Slopes of 11-20 percent are also difficult to develop and are normally best suited to pasture, woodlands and wildlife or recreation. Areas having a lack of slope, as in the 0-1 percent slope category, are also not well adapted for residential or commercial use due to poor drainage or the danger of flooding. Much of the Town is in the 2-5 and 6-10 percent slope categories and is generally suitable for residential, commercial and other activities. While some of the Town is too steep to permit profitable development, such land provides pleasant scenery, a backdrop for recreation and relief from monotony.

Information concerning drainage and slope conditions is useful because of the relationships which are evident to street and public utilities improvements. Excessive slopes may hamper construction activities while the absence of slope may result in poor drainage.

SOILS

Soil conditions throughout much of the Town of Marshall are well adapted to the production of crops common in a mixed dairy farming and cash crop area. The fertile, well-drained soils of the Honeoye-Lima and Cazenovia-Ovid associations predominate in the upland sections, as shown on the accompanying map. Although these soils are deep and moderately alkaline, the presence of stones or heavy subsoil occasionally interferes with the efficiency of farming operations. Mechanical properties of the upland soils --- percolation rate and bearing capacity, particularly --- are generally suitable for non-agricultural developments. From place to place in the uplands, limestone outcroppings appear.

Poorer soils, including the infertile, imperfectly drained and highly erodible Volusia, Lansing and Lordstown soil types, occur primarily near Tassel Hill in the southeast part of the Town. Palmyra, Wampsville and Phelps soil types predominate in the valley and floodplain areas; and these are characterized by moderate to high fertility, good drainage and moderate depth. The valley soils, however, tend to be highly erodible and somewhat acid. Where a high watertable is not a problem, the valley soils are suitable for residential and other non-agricultural developments.

In Waterville, Palmyra and Phelps soils account for most of the undeveloped land, with Palmyra, hilly phase, occurring along Big Creek north of Main Street. With the exception of localized places where poor drainage or steepness may be problems, soils in the Village of Waterville are generally suitable for building construction and other urban-type uses.

This discussion together with the map showing soil associations represent a highly generalized summary of soil conditions in the Town and the Village. It is noted that actual conditions may vary substantially from the patterns indicated on the map. Developers must conduct detailed investigations relative to watertable characteristics, percolation and bearing conditions, therefore, before proceeding with the improvement of specific sites.

ECONOMIC CHARACTERISTICS AND OUTLOOK

VILLAGE OF WATERVILLE AND THE TOWN OF MARSHALL

The study of economic characteristics and outlook describes recent trends in the methods by which local people earn their living. It also points out the relationship of community resources and regional influences to the direction and scope of future economic activities. An understanding of the community's economic strengths and weaknesses contributes to the ability of public officials, businessmen and taxpayers to make meaningful decisions regarding the investment of new capital, expansion of facilities, construction of public improvements and the adoption of local laws and regulations.

The lack of useful information is a major problem in preparing economic studies for communities which have small populations. Data compiled by the Census concerning employment and labor force characteristics and manufacturing and commercial activities, are not readily available for Waterville or the Town of Marshall. This deficiency has been compensated for, in part, by careful utilization of information accumulated in connection with the land use, geographic base, history and population studies, by special field investigations and by interviewing well-informed people in the community.

PRINCIPAL ECONOMIC ACTIVITIES

Agriculture continues to be the predominant economic activity in Waterville and the Town of Marshall. Although hop farming, which once brought a period of great prosperity and an important place in the Nation's markets to the community, has been replaced by dairying and the production of beans and other cash crops, local merchants still depend primarily on the farmer's business and farming accounts for the major form of land use in the Town. Industrial, trade and service activities strengthen the tax bases of the two municipalities and they provide employment for a large number of local people. Many residents are employed outside the community, however, in such places as Utica and Rome.

AGRICULTURE

Dairy farming is the principal form of agriculture in the Town of Marshall; cash crops such as green beans, potatoes, broccoli and apples are also grown. Green beans are by far the most important of the cash crops in terms of acreage utilized, bushels harvested, dollar value of the crop and total amount of capital invested in land and equipment. Many farms, particularly the larger units, are dual operations; dairying and cash crops. Such an arrangement is effective because the dairying segment provides for relatively stable annual incomes and contributes, in overall farm management, to the maintenance of fertility of the cropland. Cash crops, being more speculative, may bring substantial returns to the grower when market conditions are good.

According to a survey made by the Consultant in May 1963, there were 81 full-time and 3 part-time farms in the Town of Marshall. This information checks closely with Oneida County Soil Conservation District records which list 83 cooperative agreements with farmers in the Town. These agreements apply to nearly all the full-time farms currently in operation. It is significant to note, however, that the 83 agreements in force represent only 63 different land-owners because several individual family farms have been purchased and consolidated into larger commercial farming operations.

Since the Town of Marshall ranks among the better farming sections of Oneida County in terms of such factors as soil fertility, percentage of total area suitable for cropland, drainage and effectiveness of managerial effort, only about 50 acres are under contract in the Soil Bank Program of the United States Department of Agriculture. Moreover, there has been relatively little use of woodlots to supplement farm income because much of the merchantable timber has already been removed and local farmers often are unwilling to expend the substantial effort needed to harvest low-value trees. Current evidence also suggests that farmers are not much interested in farm recreation developments for profit, including those which might be eligible for financial aid under the Rural Areas Development Program. Farm management techniques and equipment are generally up-to-date. Although soil depletion due to poor management or over-intensity of use is not unknown in the Town, it is generally true that land resources have been well-maintained and soil conservation practices are evident throughout the Town.

NON-AGRICULTURAL ECONOMIC ACTIVITIES

With the exception of Eastern Rock Products Company's operation near Oriskany Falls, non-agricultural enterprises in the Town of Marshall are small and no firm employs more than ten persons. Many of the commercial places are located in Deansboro.

In Deansboro, the principal commercial establishments include the Musical Museum, which attracts many visitors from outside the area to examine a collection of musical instruments and unique recording devices; Hinman Farm Products Company's milk receiving station; and the Allyn S. Earl Company, coal and building supplies. The land use survey made by the Consultant in May 1963 identified 18 commercial places in Deansboro, most of them owner-operated. Public offices, including the Post Office, Town Clerk's Office and Town Garage, Deansboro Elementary School and the Public Library, also provide full or part-time employment for a few people in Deansboro.

Elsewhere in the Town, commercial activities include the G. L. F. Co-Op, Inc. (petroleum products), Ingersoll's Trucking Company, a gasoline filling station, all on N.Y. Route 315; a real estate and insurance business near Oriskany Falls on Green Road; a building contractor on N.Y. Route 12-B; the M. H. Renken Dairy Company's milk receiving station near the Town Line on the Paris Station Road; and a few roadside produce stands. Stone quarrying operations, other than Eastern Rock Products Company, are now inactive or operated only on a part-time basis by the Town.

Eastern Rock Products Company has stone, agricultural lime, Colprovia and black top plants and a construction division operating at a large site on N.Y. Route 12B north of Oriskany Falls. The Company, which has carried on quarrying and manufacturing operations at the site since the 1920's, normally employs about 100 men. Many of the employees are local people who reside in Deansboro, Waterville and other places in the Town. Although the market is somewhat seasonal in nature, employment is maintained throughout the year in stripping, overhaul of machinery and general repair work.

In addition to the Oriskany Falls quarry, the Company also owns the former Cittadino quarry on Maxwell Road near N.Y. Route 12. The latter quarry is now inactive. According to Company spokesmen, the economic outlook is excellent, with reserves at the Oriskany Falls site being adequate for 30 additional years of operation. Market opportunities are also likely to expand in future years with increasing demand in road building and construction work for the Company's products.

Non-agricultural land ownership has increased in recent years due to the demand for rural dwelling sites by people moving out of urbanized areas. It is estimated that more than 300 non-farm residences are now located in the Town. A more precise figure cannot be arrived at easily because some new dwellings have been erected by sons or tenants of local farmers, while other old farm-houses have been occupied by non-farmers; it is difficult to differentiate between the farm and non-farm residences.

MANUFACTURING IN THE VILLAGE OF WATERVILLE

Of the 18 factories in Waterville in 1825, only eight were operating in 1930, and by 1950 there were only two. 2/ Today, there is but one full-scale manufacturing establishment in the Village. There are several minor enterprises, however, including general repair and welding operations, feed grinding plants, milk processing and bottling companies and printing firms. Total employment in all manufacturing establishments located in Waterville is about 245 persons.

Waterville Knitting Company - Now owned by Barclay Knitwear Products, Inc. of New York City, this Company and its predecessors have operated the leading manufacturing establishment in the Waterville community for several decades. Prior to purchase of the plant by the present owners, business fell off and the mill was closed for a period. In recent years, however, business has been brisk and the mill is now working on a three-shift basis. About 225 persons are currently employed, nearly all of whom are women. The business is not seasonal in nature, but peak periods are normally experienced in the March-August and January-March periods in preparation for the introduction of fall and spring fashion lines. Employment throughout the year has been averaging about 180 persons. Knit sweaters in a variety of styles for juveniles, boys and men are manufactured.

A recent survey conducted by the Company revealed that only 70 of the workers were residents of Waterville and adjacent area. The balance of the work force resides elsewhere in the Town of Marshall, or in Sangerfield, Brookfield, West Winfield, Sauquoit and Clayville.

2/ W. A. Anderson. Social Change in a Central New York Rural Community. Cornell Agricultural Experiment Station Bulletin 907, (Cornell University Press, Ithaca, 1955) p. 32.

At present, manufacturing is carried on at two locations: the old textile mill on Putnam Street and the former school on White Street. Both structures were erected in the 19th century. The Company has purchased land adjacent to the Putnam Street mill and an addition to the manufacturing facilities is contemplated.

The Company appears to be well-managed and competitive in the trade. While the managers are generally content with the Waterville location certain serious problems have been noted. Difficulty has been noted in hiring experienced workers, thereby necessitating on-the-job training; and the Company is reluctant to pay what it considers more than a fair share for proposed sanitary sewerage and treatment facilities.

Other Manufacturing in Waterville - All other manufacturing activities located in Waterville employ less than ten persons per firm, the operations are small in scale, they are usually owner-operated and oriented primarily to an agricultural economy.

MANUFACTURING IN WATERVILLE

<u>Name of Firm</u>	<u>Product</u>	<u>Employees</u>
Waterville Knitting Company	Knitted sweaters	225
Waterville Dairy Company	Bottled milk	2-3
Waterville Times	Newspaper, job printing	5-6
Dairymen's League Co-Op.	Milk receiving station	2-3
Louis J. Gale	Bulk feeds and grinding	3
G.L.F. Service, Inc.	Bulk feeds and grinding	6
Rand Printing Service	Job printing	1
		<u>244-247</u>

RETAIL TRADE IN THE VILLAGE OF WATERVILLE

Retail establishments in Waterville are concentrated on Main Street, west of Babbott Avenue. Generally, the stores include those common in a rural trading center. The tabulation below suggests the variety of retail activity in the Village.

RETAIL ESTABLISHMENTS IN WATERVILLE

Name of Establishment	Employees		Location
	Full Time	Part Time	
Prior Appliances	2		White Street
Rexall Pharmacy	2	1	West Main Street
Karram's Ice Cream and Bakery	2		West Main Street
F. P. Morgan and Son Hardware	5		West Main Street
Beverley Gift Shop	1	1	West Main Street
Scerbo Shoes	2		West Main Street
McLaughlin Department Store	3		West Main Street
Iverson's Variety Store	3	1	West Main Street
Western Auto Supply Store	2		West Main Street
Woodhouse Liquor Store	2		West Main Street
Grand Union Supermarket	7	3	West Main Street
Carter's Jewelry	1		East Main Street
Waterville News Stand	1		East Main Street
Modern Electric-Used TV Center	1		East Main Street
Martin Marine Sales	2		East Main Street
Waterville Hardware	2		East Main Street
Garrett's Supermarket	4	3	East Main Street
Paige Florist	1	1	Tower Street
A & P Supermarket	6	3	Sanger Avenue
Mayne's Texaco Service	3		West Main Street
Pughe's Shell Service	2	1	Stafford Avenue
Marley's Richfield Service	1	1	East Main Street
Gallup's Flying A Service	1	1	East Main Street
Larry's Atlantic Service	2	1	West Main Street

Data relative to the volume of business transacted by the retail stores in the Village is not available. On the basis of several interviews with local merchants, public officials and others familiar with local business, however, it is concluded that retail trade is currently operating somewhat below optimum level due to regional unemployment, which has affected local workers. No stores have gone out of business recently, and a new store, the Western Auto Supply Store on Main Street, recently opened in the location formerly occupied by the U.S. Post Office. One retail store is currently vacant on Main Street; the site occupied by the A & P store before its removal to a new building on Sanger Avenue at the edge of the Village.

There has been some remodelling and modernization, but only the Grand Union supermarket structure and the A & P supermarket have been built in recent years. As one observer has noted: "If a Waterville resident of the 1880's were to return today, he would still recognize the buildings of the village center, though their color may have been changed." 3/

Waterville's retail establishments serve a wide area of the surrounding rural countryside, especially the sectors to the west and south, although many local families shop in Utica or at other regional shopping centers. Non-convenience and high fashion items are frequently purchased in the large urban centers, but local grocery and convenience-item stores generally do a good business in Waterville. It is a truism that the "good" merchants, those who are successful in meeting outside competition by offering quality merchandise, attractive prices, together with convenience and courtesy, are doing well.

Of the five retail gasoline filling stations in the Village, four are located on Main Street. All of the stations do minor auto repair work while some are engaged in general repair services, including welding. Total full time employment by the gasoline filling stations is about 10.

OTHER ECONOMIC ACTIVITIES IN THE VILLAGE OF WATERVILLE

Public administration, construction, utilities, insurance and real estate, personal services, and professional services, including education, are among the non-manufacturing or non-retailing activities performed in the Village. Although total employment in these activities has been relatively small, employment has been stable with some increase noted in recent years. It is also significant that a large percentage of the individuals engaged in non-manufacturing, non-retailing activities are local residents.

3/ Anderson, op. cit., p. 42.

NUMBER OF ESTABLISHMENTS BY INDUSTRY GROUP IN WATERVILLE

Industry Group	Number of Establishments
Agriculture	10 ^{a/}
Construction	3
Manufacturing	7
Eating and Drinking Places	5
Other wholesale and retail trade	20
Public administration	2
Transportation	2
Communications	1
Other utilities	1
Finance	2
Insurance and real estate	6
Business, repair services	6
Personal services	13
Entertainment and recreation	2
Professional and related services	13
Medical	6
Educational	2
Other	5
	<u>93</u> ^{b/}

^{a/} Includes eight farms operating within the corporate limits.

^{b/} One firm is reported under Personal Services as Martin Cleaners and again under Retail Trades as Martin Marine Sales.

Most of the 61 non-manufacturing, non-retailing (including eating and drinking places) establishments in Waterville are relatively small in terms of number of employees, payrolls and volume of business. Many of the establishments are owner-operated personal service or professional places, including barbers, beauty parlors, doctors, lawyers and similiar services. Only nine of the 61 establishments employ more than five persons regularly and only three places employ more than 10 persons. The large employers include Waterville Central School District which has 73 full-time and 18 part-time personnel (excluding three full-time and one part-time at North Brookfield Elementary School), Harding Nursing Home, which has about 15 employees, and the Chenango and Unadilla Telephone Company which has 27 people, including part-time telephone operators.

ECONOMIC TRENDS

REGIONAL RELATIONSHIPS

The Village of Waterville and the Town of Marshall are located in the Utica-Rome Standard Metropolitan Statistical Area, which includes Oneida and Herkimer Counties. The 1960 population of the SMSA was 330,771 --- an increase of 16.4 percent over the 1950 figure. Utica, the major urban center in the SMSA, is about 15 miles north of Waterville.

The economy of the Waterville community has been strongly linked to the city since the development of transportation and communication facilities simplified the exchange of people and products. Years ago, the railroad gave local hop producers access to national markets and it enabled dairy farmers to ship fluid milk to expanding urban centers. The growth of manufacturing and more efficient production in the city, however, also meant that many of the factories in the Waterville area --- and in other small communities as well --- were forced out of business or moved to the city.

The Waterville community is now a suburb of Utica and local affairs are influenced in considerable measure by people who reside in the community but earn their living elsewhere. In addition, many residents who have lived in the area a long time find employment in the city or move there. The economic significance of this interaction between country and city is seen in the increasing dependence which the local community has upon regional employment trends and in the new attitudes and requirements which new residents bring into the community. Oftentimes, the need for expended municipal services is indicated and new schools or other facilities are needed to accommodate population growth. During periods of regional economic decline, the rural community suffers along with the city --- local workers are out of work, retail trade drops off and the overall fiscal structure of the community is threatened.

GENERAL BUSINESS

Although retail trade in Waterville is down from last year due to lay-offs at such places as General Electric and other out-of-town places where local residents are employed, business has been generally good in recent years. There is only one store currently vacant on Main Street and the Western Auto Supply Store, which opened recently, reports good business. McLaughlin's Department Store has purchased the adjoining commercial property and plans to expand. The Waterville Knitting Company also plans to expand its production facilities; and the mill has been operating around-the-clock. The National Bank of Waterville reports that time deposits have increased by

1/3 in the past five-year period and there has been no problem with respect to defaults on commercial notes or mortgages. The Eastern Rock Products Company plans to expand its operation in the near future.

The farm economy has been experiencing some difficulty but set-backs in this sector of the economy have had the effect of eliminating the marginal producers and those who were considering a shift out of agriculture. The well-established farmers expect to survive the current period of market re-adjustment. Another negative aspect of local business is the closing of the bean cannery on Caning Factory Road. The business has been sold and the operations are being moved out of the area.

BUILDING CONSTRUCTION

There has been little residential or commercial building activity in either the Village or the Town. Not more than five new residences have been erected in Waterville in the past five years; and less than 10 have been built in the Town. There has been considerable remodelling; the large, old mansion houses in the Village being converted to apartment units; and several places, formerly farmhouses, have been purchased by non-farmers and modernized.

The Grand Union Plaza, including a supermarket, laundromat and the post office, was erected on Main Street in 1960 and a new Atlantic and Pacific supermarket was erected on Sanger Avenue in 1962. There has been no new commercial construction in the Town in recent years; nor has there been any industrial construction. The old fire house on White Street has been sold to the Chenango and Unadilla Telephone Company and is now being razed to make room for a new exchange building.

SHIFTS IN LAND USE

Farm abandonment has been rare in the Town of Marshall because a high percentage of the land is cultivable and productivity has been high. The consolidation of many small, family farms into larger commercial farming operations, however, has been characteristic. Commercial farmers, in managing their holdings to maximize output, often remove hedgerows and other obstacles to produce larger, more efficient fields. All cultivable land is normally cropped and areas too steep or otherwise unworkable are shifted into woods or pasture.

The sale of portions of farms for residential purposes has proceeded slowly, with parcels being sold on a unit basis rather than for subdivision development. There is only one subdivision, Earl Manor in Deansboro, in the Town; and three of the lots have been developed to date.

In Waterville, land use patterns have been generally stable. Memorial Park Elementary School was erected on farmland, the Grand Union Plaza replaced old residences and the A & P supermarket was built on farmland. Several single-family dwellings have been converted to two-family and multiple-dwelling structures.

MIGRANT WORKERS

For the past several years, migrant agricultural workers have come into the Town in the summer to help in the harvest of beans and other crops. While the net economic impact of the migrant workers on the community has been lessened due to increased service costs, there can be little doubt that many Waterville merchants have benefitted from the migrant's business. Mechanical harvesting equipment is now used by most of the large growers and the number of migrant workers coming into the area has already declined substantially. It is expected that only two migrant worker camps, in contrast to the eight which were in operation a few years ago, will be open in 1963. Moreover, one camp will not be used until late in the summer when workers arrive to harvest the potato, broccoli and cabbage crops. All local merchants will not be affected by the reduction in the number of migrant workers, but the grocers, liquor store, variety store and department store expect some loss of business.

ECONOMIC OUTLOOK

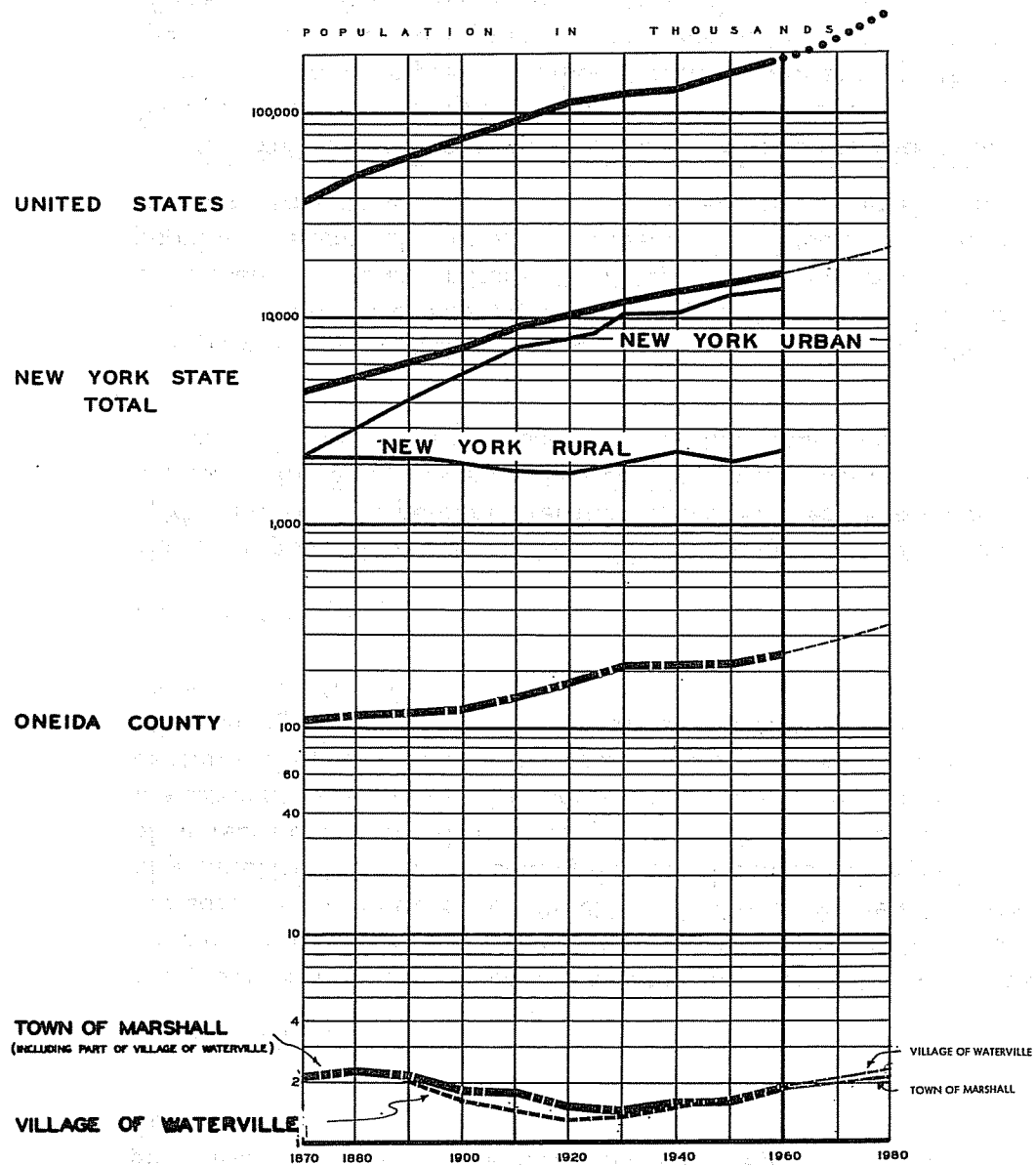
A canvass made by the Consultant of local persons who are well-informed with respect to the community's economic problems and situation established two points concerning the economic outlook:

1. The future of the community in an economic sense is strongly dependent upon regional factors, including the availability of jobs for local people in the urban centers and the direction of future residential suburban development;
2. The establishment of small industrial enterprises in the area could contribute significantly to the strength of the economic base, but it is recognized that the community's competitive position has obvious limitations.

The study of economic characteristics and trends confirms these statements. By way of a summary it is noted that the economic outlook for Waterville and the Town of Marshall is dimmed by national and regional influences which are expected to adversely affect the local agricultural economy. Dairying has been decreasing and the outlook for the future is toward further decline, according to some observers. The non-agricultural labor force consists predominately of semi-skilled workers who are vulnerable to fluctuations in regional manufacturing employment levels. The community does not have diverse occupational skills represented in the labor force, a factor of importance in dealing with prospective industrial developers. Waterville faces the prospect of costly municipal improvements, particularly sanitary sewerage and treatment facilities. The charm and pleasantness of village streets and buildings has been weakened by the deterioration of many once fine structures and by the intermixture of incompatible land uses. In the Town, the presence and uncontrolled growth of auto graveyards and open dumps mar the attractiveness of the rural countryside.

But there are important positive aspects of the community's economic outlook. There is an abundance of developable land, both in the Village and throughout the Town. About 70 percent of the land area in Waterville is undeveloped, and much of this is suitable for residential or commercial use. Panoramic views add to the value of many sites in the Town. Accessibility to nearby urban centers is reasonably good; N.Y. Routes 12 and 12B connect Waterville and Deansboro, respectively, to Utica and the New York State Thruway on the north and Binghamton on the south. Waterville and Deansboro are connected by N.Y. Route 315, and U.S. Route 20 is less than two miles south of Waterville. The Erie-Lackawanna Railroad continues to provide daily freight service to Waterville and the Utica-Binghamton bus line follows Route 12B through Deansboro. Waterville also has bus service. Most importantly the two municipalities, Waterville and the Town of Marshall, are now taking a careful look at overall community strengths and weaknesses through the comprehensive master planning program. By understanding the forces which have created and sustained the community, local people can move positively in the formulation and effectuation of a meaningful plan for future growth and development.

POPULATION GROWTH



TOWN OF MARSHALL

VILLAGE OF WATERVILLE

RUSSELL D. BAILEY & ASSOCIATES

PLANNING CONSULTANT

SOURCE: U.S. CENSUS OF POPULATION

POPULATION TRENDS

The study of population characteristics and trends is important for planning purposes because an understanding of future population levels and distribution is needed in estimating future land requirements for residential, commercial, industrial and other uses. In this study it is helpful to compare population trends for the municipality with trends for the United States, New York State and Oneida County.

UNITED STATES

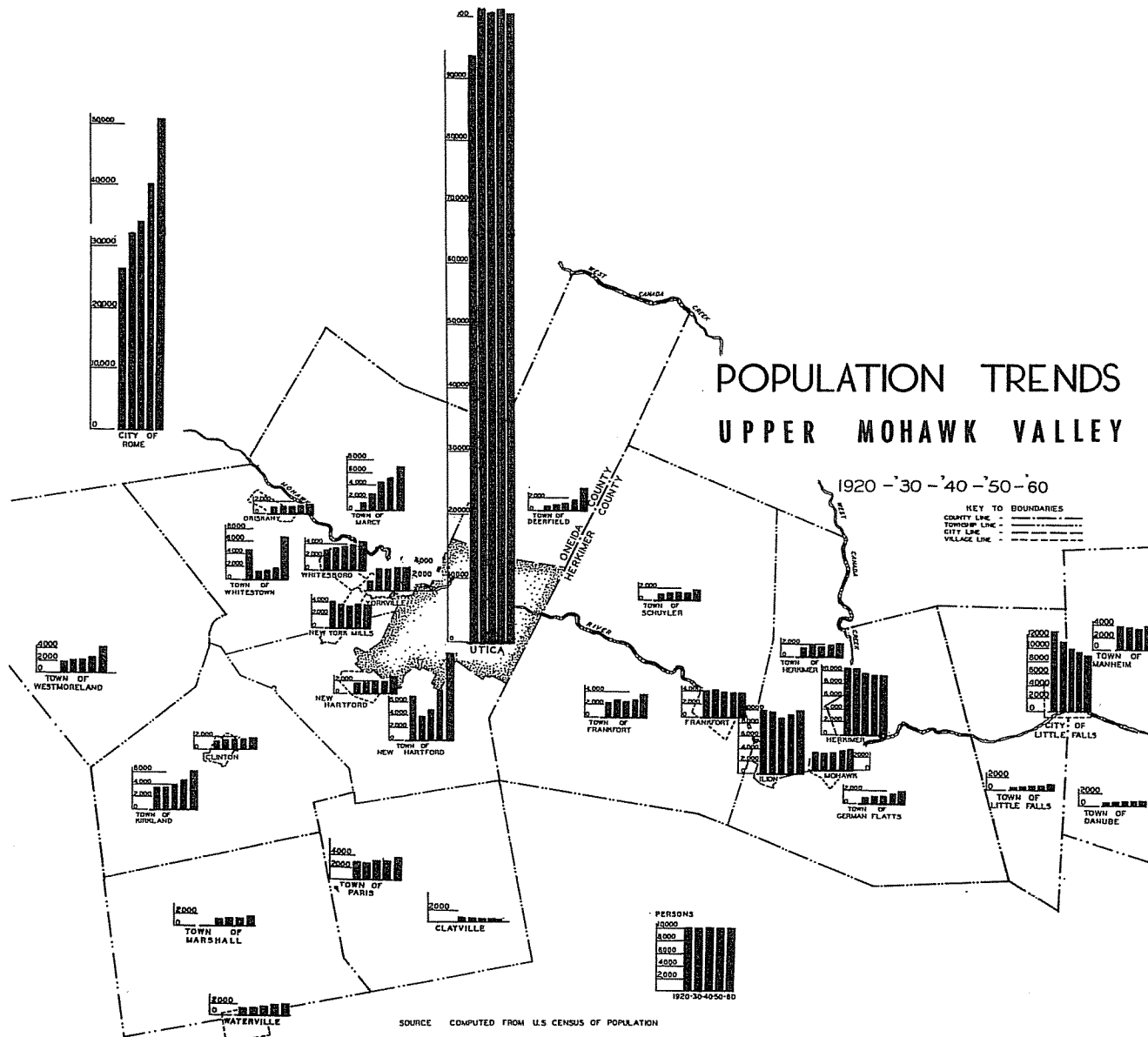
The graph on the opposite page shows that the United States experienced a steady increase in population between 1900 and 1960. Between 1950 and 1960 there was an 18.9 percent increase for the 50 states to 179,323,175. Although there has been a constant increase in the total population in each succeeding decennial census, changes have been taking place in the rates of increase and in the distribution of population. One evidence of change in distribution is seen in the substantial population increases which have been recorded in metropolitan areas outside of the central cities, in contrast to generally decreasing populations in the central cities themselves. Another change is noted by the progressive shift of the theoretical center of population of the United States toward the West.

NEW YORK STATE

The State population was 16,782,304 according to the 1960 Census. This represented a gain of 1,952,112 or 13.2 percent over the 14,830,192 residents enumerated in 1950. Although the population of the State has more than doubled in the first half of the 20th century, the rate of increase in recent decades has been somewhat less than that reported by some of the fast-growing western states.

The growth of urbanization in the State has continued steadily since the first census in 1790. The first census recorded only 39,213 persons, or 11.5 percent of the State's total population of 340,120, as residents of urban territory. By 1870, the balance point had been reached with 50 percent of the population enumerated as urban residents. The 1960 Census showed that the number of people living in urban territory accounted for 72.8 percent of the State's population. ^{1/}

^{1/} The 1960 Census broadened the definition of urban places to include all incorporated and unincorporated places of 2,500 inhabitants or more, and the towns, townships, and counties classified as urban. Under the previous urban definition places of 2,500 or more and the areas urban under special rules were urban places. According to the current (1960) urban definition, 85.4 percent of the State's population are residents of urban territory.



The population estimate for 1980 is 20,700,000 to 23,000,000. The smaller figure was provided to the Office of Regional Development by the New York State Department of Commerce. The larger figure is an extrapolation of the National Planning Association projection to 1976 for New York State.

ONEIDA COUNTY

The population of Oneida County has been increasing throughout the past century and has nearly doubled since 1900. Between 1950 and 1960 the County's population increased 18.6 percent, to 264,401. This is substantially greater than the increase recorded in recent decades. If the County's growth rate continues at a pace equal to the average of the last thirty years, the 1980 population will be nearly 310,000. Additional industrial and economic growth, however, could produce a 1980 population of 330,000 to 350,000 persons.

UTICA-ROME STANDARD METROPOLITAN STATISTICAL AREA

The accompanying map shows population trends of certain municipalities in the Upper Mohawk Valley in the 1920-1960 period. The Mohawk Valley villages in Herkimer County show a gradual decrease in Herkimer and Frankfort; an increase in Mohawk; a net increase in Ilion. Most of the Herkimer County towns have shown slight increases in population.

The Oneida County towns shown had population increases between 1950 and 1960, but the villages generally failed to follow the pattern of population growth reported by the towns. The tabulation indicates population changes for Oneida County municipalities in the vicinity of Utica.

POPULATION CHANGES IN ONEIDA COUNTY MUNICIPALITIES NEAR UTICA

Municipality	1940	1950	1960	1940-1960 % Change
Marshall Town	1,541	1,616	1,902	23.4
Waterville (in Marshall)	243	270	288	18.5
Waterville (total)	1,489	1,634	1,901	27.6
Kirkland Town	5,211	6,164	7,978	53.1
Clinton	1,478	1,630	1,855	25.5
Town, excluding Clinton	3,733	4,534	6,123	64.0
Paris Town	3,073	3,459	4,219	37.3
Clayville	711	719	686	- 3.5
Town, excluding Clayville	2,362	2,740	3,533	49.6
New Hartford Town	8,109	11,071	18,444	127.5
New Hartford	1,914	1,947	2,468	28.9
New York Mills (In New Hartford)	1,352	1,380	1,605	18.7
Town, excluding Villages	4,843	7,744	14,371	196.7
Whitestown Town	11,580	12,686	19,185	65.7
Whitesboro	3,532	3,902	4,784	35.4
Yorkville	3,311	3,528	3,749	13.2
Oriskany	1,115	1,346	1,580	41.7
New York Mills (In Whitestown)	2,276	1,986	2,183	- 4.1
Town, excluding Villages	1,346	1,924	6,889	411.8
Deerfield Town	1,147	1,621	3,554	209.9
Marcy Town	4,528	5,210	7,024	55.1
Utica City	100,518	101,531	100,410	- 0.1

SOURCE: U. S. Census of Population.

TOWN OF MARSHALL

The hop growing industry spurred rapid increases in population in the 19th century, and the peak population was reached in 1880. With the decline of the hop business after 1880 the Town's population declined in each succeeding decennial enumeration until 1930. Subsequently, steady increases in population have been recorded. Notable growth has taken place since 1930 as a result of the change from hop farming to dairying and cash cropping, and the trend toward increases in the number of rural non-farm residents.

VILLAGE OF WATERVILLE

Population change in the Village of Waterville has been closely related to economic activities in the surrounding rural area, particularly the Town of Marshall. When hop farming was important, the Village was an important urban center in the area, and population increased. After 1890, population decreased through 1920. Increases have been characteristic since that time. The largest decrease in population, 453 persons, occurred in the 1890-1900 decade, due to decline in the hop trade. The largest net increase, in the 20th century took place between 1950 and 1960 due to an influx of residents who work in Utica and vicinity.

POPULATION COMPOSITION BY AGE AND SEX
TOWN OF MARSHALL - 1960

	AGE GROUP	MALE	FEMALE	TOTAL	PERCENT
Pre-school	Under 5 years	130	127	257	13.5
					<u>13.5</u>
School age	5-14 years	214	202	416	21.9
	15-24 years	107	119	226	11.9
					<u>33.8</u>
Labor Force	25-34 years	124	129	253	13.3
	35-44 years	116	102	218	11.5
	45-54 years	89	99	188	9.9
	55-64 years	85	77	162	8.5
					<u>43.2</u>
Senior Citizens	65 and over	84	98	182	9.6
					<u>9.6</u>

SOURCE: U. S. Census of Population - 1960.

POPULATION COMPOSITION

The tabulation shows that the 5-14 year old age group accounts for the largest segment, 21.8 percent, of the Town's population. There are a relatively large number of persons in the 25-34 year old --- young family --- age group. This supports the conclusion that new non-farm families have moved into the community.

The large number of school age children in the Town is an important fact because it requires consideration of the need for future services and local opportunities in order to insure that a reasonable percentage will desire to remain in the Town when they start their own families.

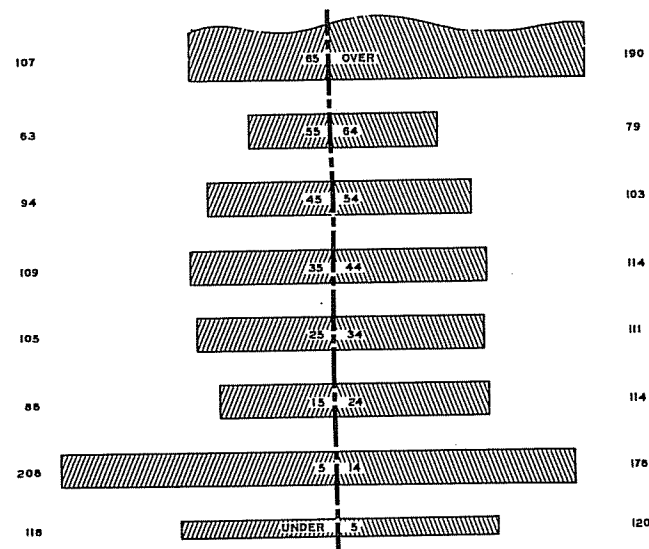
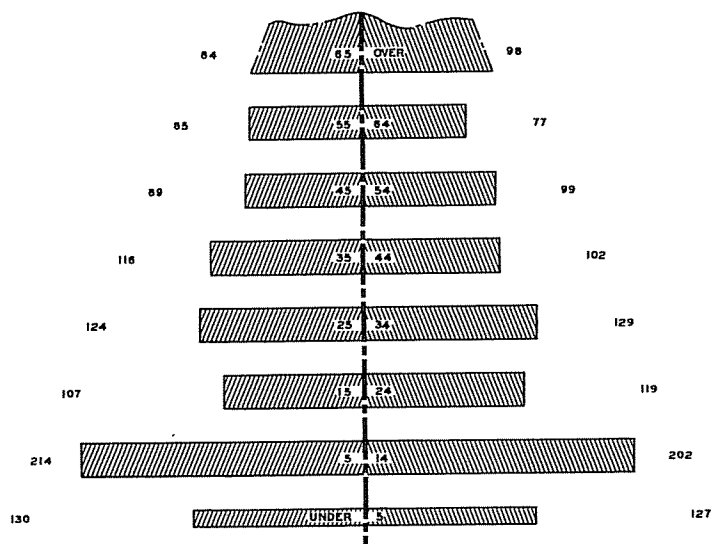
The 1960 Census of Population also shows that there were 511 households in the Town at the time the census was taken. Of the 623 males 14 years of age and older, 156 were single, 438 were married and 29 were widowed or divorced; and of the 634 females, 122 were single, 446 were married and 66 were widowed or divorced.

TOWN OF MARSHALL

VILLAGE OF WATERVILLE NEW YORK

MALE FEMALE

MALE FEMALE

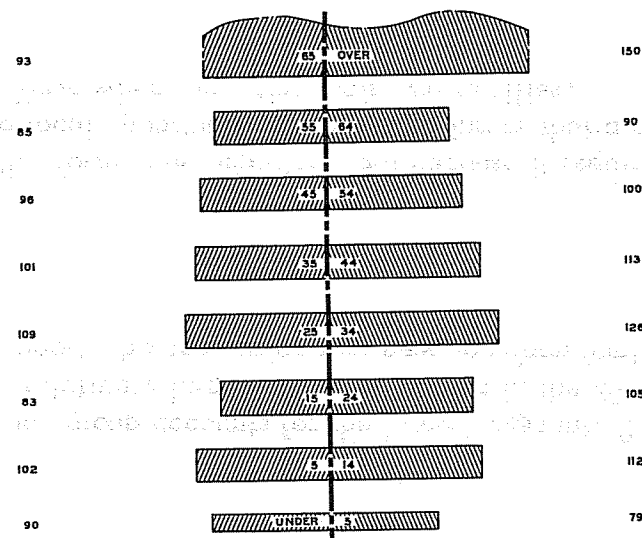


1960

1960

(INCLUDES THAT PART OF WATERVILLE IN THE TOWN OF MARSHALL)

MALE FEMALE



1950

POPULATION COMPOSITION BY AGE & SEX

POPULATION DISTRIBUTION

As a prerequisite for planning future community services and the general development of the Town it is necessary to know where concentrations of people live and the density of residential development. The land use survey of the Town, made by the Consultant in May 1963, was the primary source of information in producing the population distribution map. Population density for the Town of Marshall, including the portion of Waterville situated within the Town, increased from 49 persons per square mile in 1950 to about 58 persons per square mile in 1960.

The map showing distribution of population by land use clearly indicates the highest concentration of persons is in the Deansboro area. Small clusters of families appear elsewhere throughout the Town along the principal highways near Waterville and Oriskany Falls and in the crossroads places such as Forge Hollow, Hanover and Daytonville. Aside from the concentrations in Deansboro and the other places indicated, the population is distributed along the highways throughout the Town. Many people live in the valleys along N.Y. Routes 315 and 12B.

POPULATION - UNITED STATES, NEW YORK STATE, ONEIDA COUNTY, TOWN OF MARSHALL AND THE VILLAGE OF WATERVILLE

Year		United States	State of New York	Oneida County	Town of Marshall	Town Excluding Village	Waterville Total	Waterville In Town of Marshall
1900	Population	75,994,575	7,268,894	132,800	- 1,804	- 1,566	- 1,571	238
	Change	13,046,861	1,265,720	9,878	- 341	- 289	- 453	-
	% of Change	20.7	21.1	8.0	- 15.9	- 15.6	- 22.4	-
1910	Population	91,972,266	9,113,614	154,157	- 1,744	- 1,502	- 1,410	242
	Change	15,977,691	1,844,720	21,357	- 60	- 64	- 161	-
	% of Change	21.0	25.4	16.1	- 3.3	- 4.1	- 10.2	-
1920	Population	105,710,620	10,385,227	182,833	- 1,490	- 1,318	- 1,255	172
	Change	13,738,354	1,271,613	28,676	- 254	- 184	- 155	-
	% of Change	14.9	14.0	18.6	- 14.6	- 12.3	- 11.0	-
1930	Population	122,775,046	12,588,066	198,763	- 1,431	- 1,215	1,298	216
	Change	17,064,426	2,202,839	15,930	- 59	- 103	43	-
	% of Change	16.1	21.2	8.7	- 4.0	- 7.8	3.4	-
1940	Population	131,669,275	13,479,142	203,636	1,541	1,298	1,489	243
	Change	8,894,229	891,076	4,873	110	83	191	-
	% of Change	7.2	7.1	2.5	7.7	6.8	14.7	-
1950	Population	150,697,361	14,830,192	222,855	1,616	1,346	1,634	270
	Change	19,028,086	1,351,050	19,219	75	48	145	-
	% of Change	14.5	10.0	9.4	4.9	3.7	9.7	-
1960	Population ^{1/}	179,323,175	16,782,304	264,401	1,902	1,614	1,901	288
	Change	28,625,814	1,952,112	41,546	286	268	267	-
	% of Change	19.0	13.2	18.6	17.7	19.9	16.3	-
1980	ESTIMATE	230,800,000	20,700,000*	330,000*	2,400*	2,075*	2,400*	325
		to	to	to	to	to	to	to
		272,600,000	23,000,000	350,000	2,500	2,100	2,500	400

SOURCE: United States Census of Population Reports - 1870-1960.

* Projections by Consultant for County, Town and Village. See text for source of State estimates.

^{1/} The States of Alaska and Hawaii, having a total population of 858,939 in 1960, were admitted to the Union in the 1950-1960 decade.

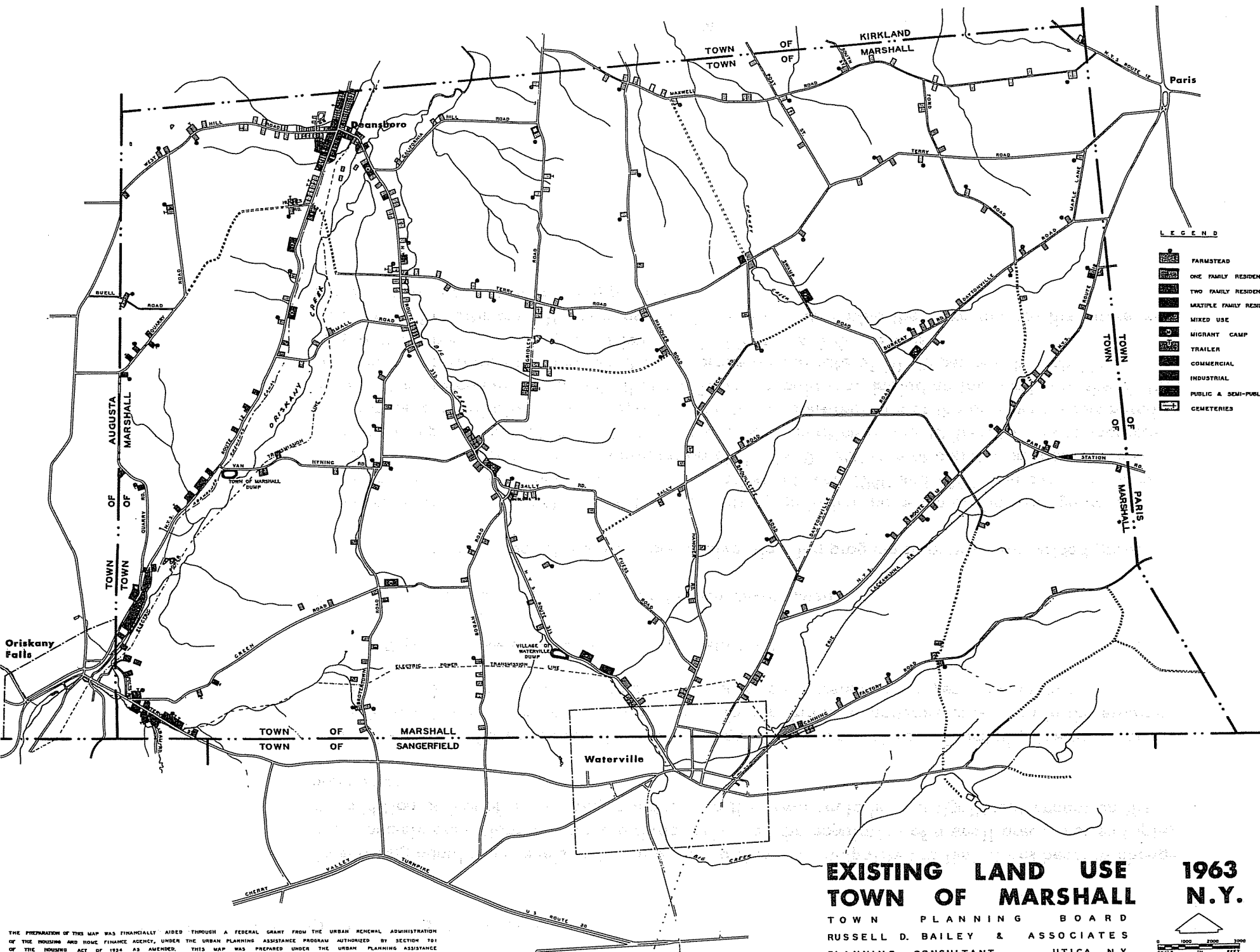
POPULATION ESTIMATE

Forecasting population levels in the future for a single municipality has limitations because changing economic conditions may have a direct effect on the population of a small area. For example, the addition or loss of even a single industry in the Town could have a significant impact on the population.

While the outlook for future growth does not suggest boom conditions in Marshall, the economic analysis together with transportation and other factors indicate moderate expansion in the ensuing period to 1980. The factors which point to population increase in the years ahead are:

1. There is an ample supply of developable land.
2. There has been a trend toward suburban development.
3. The Town is undertaking a comprehensive planning program to provide for guided growth.

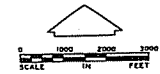
In the 20 years between 1940 and 1960, Marshall's population increased at the average annual rate of about 18 persons; and in the ten-year period between 1950 and 1960, the average annual increase was about 29 persons. Continuation of the 1940-1960 rate of population increase would mean a 1980 population of about 2,250 persons. Continuation of the 1950-1960 rate of increase would mean a population of about 2,475 by 1980. In consideration of the positive factors noted above, it is reasonable to estimate that the Town's population, including the portion of the Village situated in the Town, will increase at the average annual rate of 20-30 persons through 1980. This would mean a 1980 population of 2,400 to 2,500 persons. This population estimate will serve as a working tool in designing the Town to meet the future requirements of a slowly increasing population.



- LEGEND**
- FARMSTEAD
 - ONE FAMILY RESIDENTIAL
 - TWO FAMILY RESIDENTIAL
 - MULTIPLE FAMILY RESIDENTIAL
 - MIXED USE
 - MIGRANT CAMP
 - TRAILER
 - COMMERCIAL
 - INDUSTRIAL
 - PUBLIC & SEMI-PUBLIC
 - CEMETERIES

EXISTING LAND USE 1963 **TOWN OF MARSHALL N.Y.**

TOWN PLANNING BOARD
 RUSSELL D. BAILEY & ASSOCIATES
 PLANNING CONSULTANT UTICA N.Y.



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REHEMAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 101 OF THE HOUSING ACT OF 1954 AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK

EXISTING LAND USE

The purpose of this study is to determine the location, amount and number of each use of land in the Town of Marshall. This information is prerequisite to the development of a plan for the orderly development of the Town.

The base map of streets and highways was prepared at a scale of 1" = 1,000', utilizing a 1907 Atlas of the Town, U.S. Geological Survey maps and other local information. Local information was obtained primarily by a field survey conducted by the Consultant in March 1963. The land use survey consisted of recording each use of land on the Town map. Computations were then made of the number and type of different land uses. An accompanying tabulation summarizes this information.

The classification of land uses as shown on the map includes residential, commercial, industrial, public and semi-public, farms, mixed uses and wooded areas. The land use map shows that development is concentrated largely in Deansboro, particularly near the intersection of N.Y. Routes 12B and 315. Much of the remainder of the Town is rural in character, with farms, non-farm dwellings and a few commercial establishments.

RESIDENTIAL

Residential uses of land are most important in the Town in terms of the number of structures. In addition to the 430 dwelling units, there are 13 residential structures having 18 dwelling units, which are mixed with commercial units. The predominate type of residential units are single-family owner-occupied structures. There are 19 trailers, 3 multiple-family places, 13 two-family and 12 vacant or abandoned houses. The 8 migrant worker camps scattered through the Town, only two of which are operating, may also be classified as residential structures.

COMMERCIAL

There are 31 commercial uses of land in the Town, according to the land use survey. Eighteen of these are located in the vicinity of Deansboro. In addition, 11 commercial uses are carried on in the same structure with residential uses.

INDUSTRIAL

The one large industry in the Town is Eastern Rock Products Company's works near Oriskany Falls on N.Y. Route 12B. The Company also owns the former Cittadino Quarry near Route 12. Other uses of an industrial character include the vacant canning factory near Waterville, G.L.F. Co-Op, Inc. on Route 315, Ingersoll's Trucking Company and two milk receiving stations.

PUBLIC AND SEMI-PUBLIC

Public and semi-public uses of land number 15 in the Town, and eight of these are in Deansboro. Public and semi-public includes the four cemeteries, open dumps operated by the Town and the Village of Waterville and a small park at Forge Hollow. Public uses in Deansboro include the elementary school, fire station, post office, library, town hall and clerk's office, town garage and two churches.

FARMS

Farms are scattered throughout the Town, as indicated on the land use maps. In identifying farm operations it is important to recognize that many places are now operated as part of a larger operation. Many farmers own several formerly independent farms, and operate them as one unit. While the land is used for agricultural purposes, the farmhouse is often occupied by a non-farm resident.

LAND USE IN DEANSBORO

The bulk of non-agricultural development in the Town is situated within a radius of 1/2 mile from the intersection of Routes 12B and 315. Within this area, 104 of the 430 residential structures in the Town are located. The only residential subdivision in the Town, Earl Manor, is located off Hill Road. Deansboro also has 18 of the 31 commercial places found in the Town. Industrial activities in Deansboro include Hinman Farm Products Company's milk receiving station, Ingersoll's Trucking Company and the Hinman garage and repair service.

TABULATION OF LAND USES IN THE TOWN OF MARSHALL, N. Y.
(Outside of the Village of Waterville)

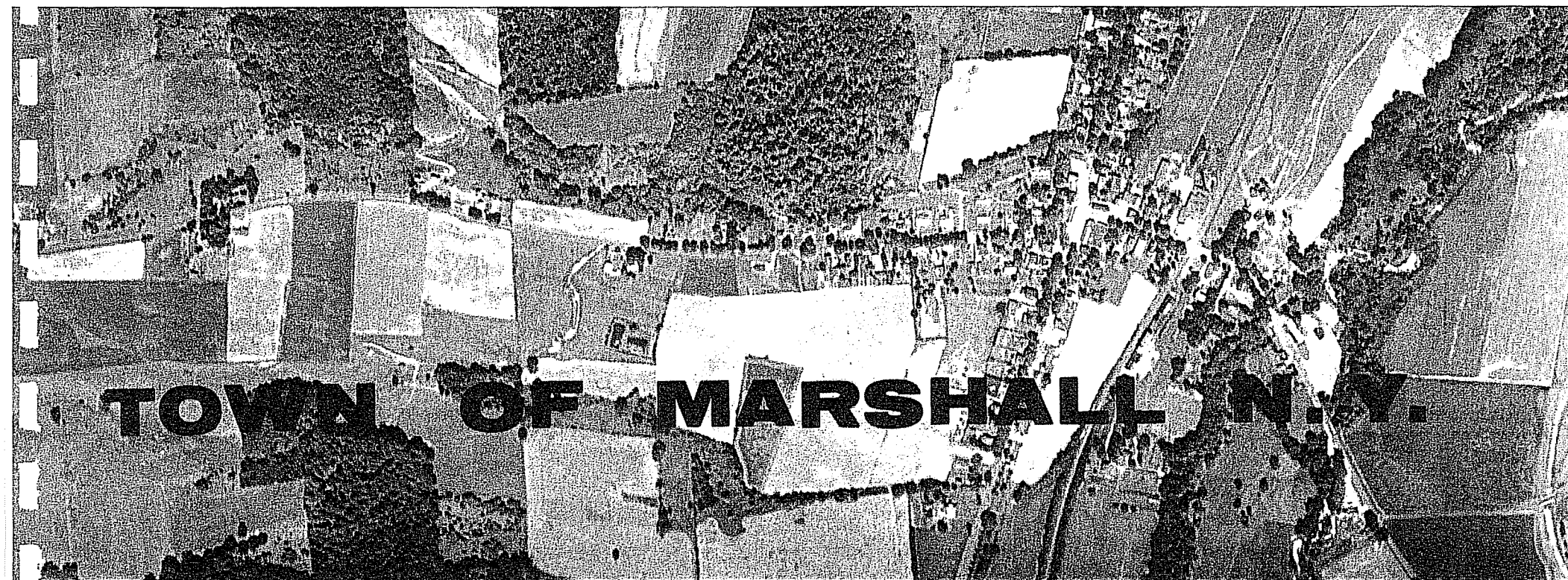
Residential	Structures	Dwelling Units
One-family residential	369	369
One-family residential (abandoned)	7	7
One-family residential (temporarily vacant)	5	5
Two-family residential	13	26
Multiple-family residential <u>a/</u>	3	Not Available
Trailer	19	19
	<u>416</u>	<u>426 <u>b/</u></u>
Mixed Uses		
One-family residential with commercial	8	8
Two-family residential with commercial	2	4
Two-family residential with vacant commercial	1	2
One-family residential with public (Town Clerk)	1	1
Multiple-family residential with public library	1	3
	<u>13</u>	<u>18</u>
Industrial	Uses	
Eastern Rock Products Company (Oriskany Falls)	1	
Eastern Rock Products Company (Cittadino)	1	
Waterville Cannery (vacant)	1	
Waterville Foundry (abandoned)	1	
New York Electric and Gas Power Sub-Station	1	
Hinman Farm Products (Deansboro)	1	
M. H. Renken Dairy Company (Marshall Station)	1	

a/ Includes a four-family, a convalescent home, and a nursing home.

b/ Excluding multiple-family dwellings.

Commercial	Uses
Gasoline filling stations	2
Restaurants	2
Auto graveyards	4
Hotel/restaurant (Deansboro)	1
Greenhouse	1
Florist	1
Hardware store	1
Insurance/real estate	1
Building contractor	1
G.L.F. Co-Op., Inc.	1
Auto service, beauty shop, appliance dealer, coal and lumber, refrigeration services, wiring service, repair shop, barber shop, musical museum	1 each
	<hr/> 31

Public and Semi-Public	Uses
Churches	2
Deansboro Post Office	1
Deansboro Fire Station	1
Cemeteries	4
Marshall Town Hall, Town Clerk, Town Garage, Town Dump, Village Dump, Town Park, Elementary School, Public Library.	1 each
	<hr/> 15



**QUALITY OF HOUSING
DEVELOPMENT PLAN
CAPITAL PROGRAM
BUSINESS DISTRICT**

QUALITY OF HOUSING . TOWN DEVELOPMENT PLAN . CAPITAL IMPROVEMENT PROGRAM . BUSINESS DISTRICT

TOWN OF MARSHALL

ONEIDA COUNTY

NEW YORK

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

This report was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

The report was also prepared under the Urban Planning Assistance Program with participation, including financial assistance, by the Town of Marshall, New York.

THE TOWN PLANNING BOARD

Arthur H. Sanders, Chairman

Charles P. Gray
Hugh Green

James G. Hart
Raymond J. Lenhardt

THE TOWN BOARD

Norman L. Ingersoll, Supervisor

Edward Harris
John E. Hughes

William Doyle
Clifford Small

PLANNING CONSULTANT

Russell
Utica,

D. Bailey

and

Associates
New York

JANUARY - 1965

QUALITY OF HOUSING . TOWN DEVELOPMENT PLAN . CAPITAL IMPROVEMENT PROGRAM . BUSINESS DISTRICT

TOWN OF MARSHALL

ONEIDA COUNTY

NEW YORK

CONTENTS

PAGE

QUALITY OF HOUSING

1-8

Introduction

Survey of Housing Quality

Program for Housing Quality Improvement

TOWN DEVELOPMENT PLAN

9-15

Introduction

Street and Highway Plan

Residential Development

Commercial Development

Industrial Development

Community Facilities and Utilities

CAPITAL IMPROVEMENT PROGRAM

CP-1-11

Introduction

Fiscal Analysis

1966-1971 Capital Program

DEANSBORO BUSINESS DISTRICT

B-1-3

QUALITY OF HOUSING

INTRODUCTION

This report is concerned primarily with the condition of housing in the Village of Waterville and the Town of Marshall, and with the tools which may be used by the citizens and by Village and Town officials to help maintain and improve the housing resources and residential neighborhoods. It is important to locate any pockets of substandardness and blight in the community so that effective measures may be taken to eliminate the causes, and to correct the conditions.

Data from the 1960 Census of Housing are presented on the following page for the Village of Waterville. Similar data are not available for the Town. The findings of the quality of housing survey conducted in Waterville and the Town of Marshall by the Consultant in May, 1963 are also presented. This survey and analysis of the quality of housing deals with a total of 432 residential structures and 575 dwelling units in Waterville, and 429 residential structures and 448 dwelling units in the Town of Marshall outside of the Village.

Certain tools which are available to help combat substandard housing and maintain sound neighborhoods are discussed. These tools include building and housing codes, the zoning ordinance, subdivision regulations, requirements for acceptance of streets, the New York State Multiple Residence Law, and the Master Plan.

1960 CENSUS OF HOUSING - WATERVILLE

The 1960 Federal Census of Housing lists the following data for the Village of Waterville:

<u>TENURE AND VACANCY</u>	<u>NUMBER</u>	<u>PERCENT</u>
All housing units	575	100.0
Owner-occupied	356	61.9
Renter-occupied	187	32.5
Vacant-available	20	3.5
-other	12	2.1

The 1960 Census also lists the following data regarding the condition and plumbing of residential structures in Waterville:

<u>CONDITION AND PLUMBING</u>	<u>NUMBER</u>	<u>PERCENT</u>
All housing units	575	100.0
Sound	516	89.7
With all plumbing facilities	489	
*Lacking some or all facilities	27	
Deteriorating	59	10.3
With all plumbing facilities	53	
*Lacking some or all facilities	6	

(* Substandard Units)

SURVEY OF HOUSING QUALITY

A field survey was conducted in the Village of Waterville and the Town of Marshall by the Consultant's staff during the month of May 1963 to determine the quality of each residential structure. Each residential structure was given a rating as to whether the building is in good repair, is in need of minor repairs, or is in need of major repairs.

The Consultant's survey of the quality of housing is based on exterior observations only, rather than interior conditions such as plumbing, toilets and hot water. The findings show that 163 of the 575 dwelling units in the Village are in need of minor repairs and that 48 of the 575 dwelling units need major repairs. The Town survey shows that 108 of the 448 dwelling units in the Town are in need of minor repairs and that 71 of the 448 dwelling units need major repairs.

The purpose of the survey and analysis is to plan a course of action designed to maintain good homes in good neighborhoods. The following criteria were used in the survey:

Original Construction - Poor or inadequate construction which does not provide adequate protection against the elements.

Incompatible Conversion - A residential structure originally built for another use such as a garage, factory or store.

Foundation - Open cracks, holes, bulges or loose material.

Building Not Plumb - Structure leans or sags.

Surface - Needs repair of cracked, rotted, loose or missing clapboards, shingles, bricks, window frames, door frames or chimneys.

Stairs, Porches and Railings - In need of repair.

The rating of the quality of residential structures resulted in the following categories:

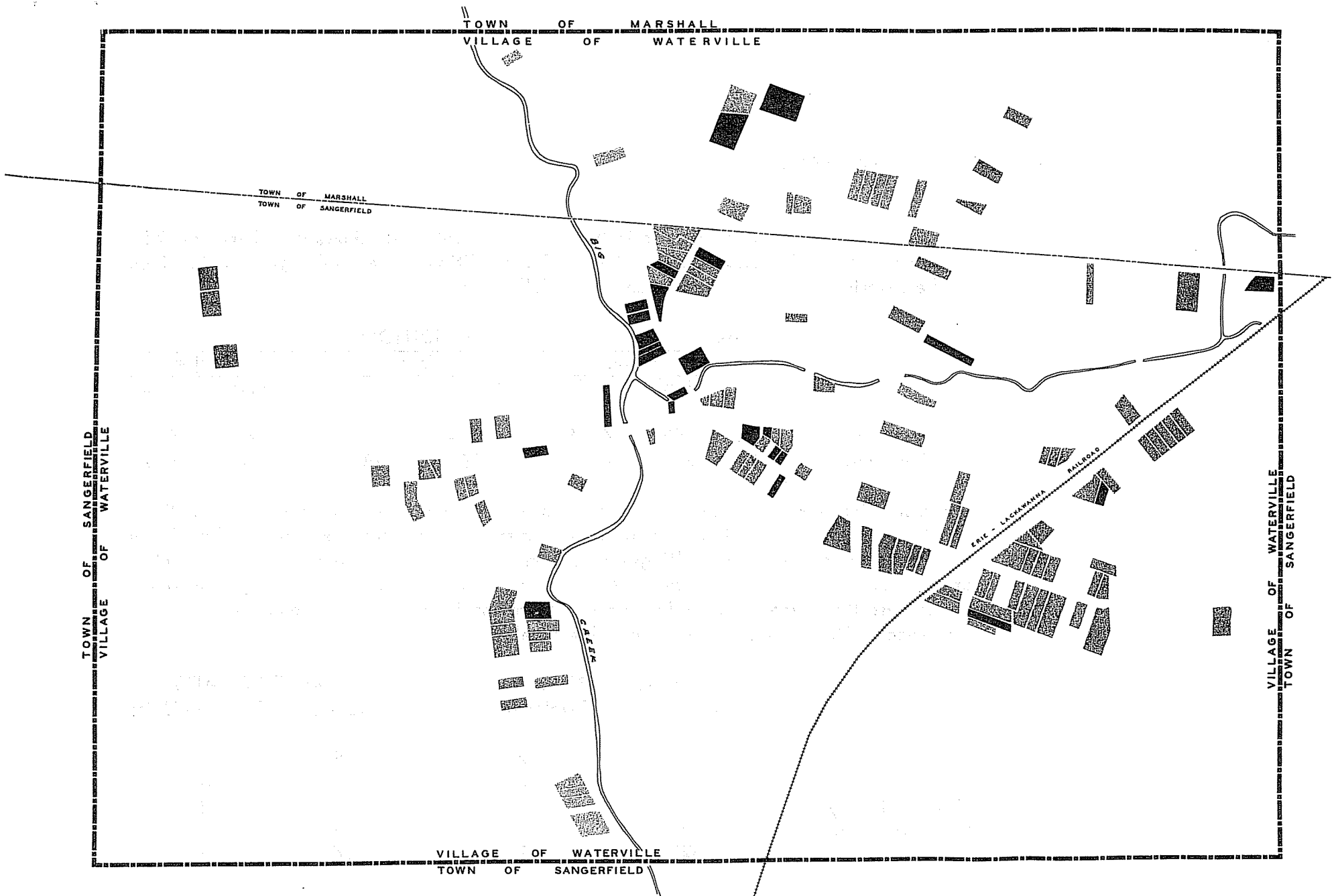
Good - Standard construction and good maintenance.

Minor Repairs - Needed



Major Repairs - Structure leans or sags; incompatible conversion; needs 3 or more minor repairs; poor or inadequate original construction.

The most conspicuous characteristic of the maps and tabulations is that the residential structures in need of minor repairs are distributed throughout the entire Town and Village. This can be attributed to the fact that virtually all of the dwellings are in old structures, some of which have been converted to multi-family use in recent years. Good maintenance has preserved most of the housing in the Town and Village, however, particularly those dwelling units which are owner-occupied.

The 26 residential structures with 48 dwelling units in the Village, and the 69 residential structures with 71 dwelling units in the Town in need of major repairs will require more than maintenance to upgrade their quality. Extensive renovation and spot clearance of deteriorated structures are needed to remove the seeds of blight from the Village and from the Town.

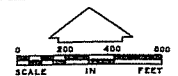


LEGEND OF RESIDENTIAL STRUCTURES

-  STRUCTURES IN NEED OF MINOR REPAIRS
-  STRUCTURES IN NEED OF MAJOR REPAIRS

QUALITY OF HOUSING VILLAGE OF WATERVILLE N.Y.

VILLAGE PLANNING BOARD
 RUSSELL D. BAILEY & ASSOCIATES
 PLANNING CONSULTANT UTICA N.Y.



THE PREPARATION OF THE MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1949, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

QUALITY OF HOUSING - WATERVILLE

The survey of the quality of housing in the Village of Waterville shows that there are 575 dwelling units in 432 residential structures. The condition of the dwellings, as determined by the exterior survey of structures shows the following:

	TOTAL	CONDITION					
		Good		Minor		Major	
		Number	%	Number	%	Number	%
Structures	432	292	67.6	114	26.4	26	6.2
Dwelling units	575	364	63.3	163	28.4	48	8.3

The tabulation shows that roughly 2/3 of the structures and dwellings are in good condition, but that 1/3 are in need of minor and major repairs. The analysis shows that in the Village as a whole there are 1 1/3 dwellings per residential structure, but those structures which are in need of major repair contain 1 7/8 dwellings per structure. This finding bears out the premise that owner-occupied residences are maintained better than tenant-occupied residences. This relationship is further shown below:

	MINOR REPAIRS		MAJOR REPAIRS	
	Structures	Dwelling Units	Structures	Dwelling Units
One family	72	72	15	15
Two family	30	60	4	8
Multiple family	8	27	4	22
One family/commercial	4	4	3	3
	<u>114</u>	<u>163</u>	<u>26</u>	<u>48</u>

QUALITY OF HOUSING - TOWN OF MARSHALL

The survey of the quality of housing in the Town of Marshall shows that there are 448 dwelling units in 429 residential structures. The condition of the dwellings, as determined by the exterior survey of the structures, shows the following:

	TOTAL	CONDITION					
		Good		Minor		Major	
		Number	%	Number	%	Number	%
Structures	429	257	59.9	103	24.0	69	16.1
Dwelling Units	448	269	60.0	108	24.2	71	15.8

The tabulation shows that about 60 percent of the structures and dwellings are in good condition, but that 24 percent need minor repairs and about 16 percent need major repairs. About 40 percent of all residential structures and dwellings in the Town of Marshall are in need of minor or major repair. This is an unusually high degree of substandardness and the residents of the Town of Marshall should consider the situation carefully and should take action to up-grade the quality of housing in the Town.

PROGRAM FOR TOWN AND VILLAGE IMPROVEMENT

The amount of substandard housing in the Town of Marshall and the Village of Waterville is unusually high, with 40 percent and 36.7 percent respectively, of the dwellings in need of minor or major repair. The substandard housing is general and widespread throughout the Town and the Village - not concentrated in clusters of blight. A program for improvement of the substandard structures should be undertaken. This program should include citizen action for property improvement; a better economic base so that property owners can afford the necessary improvements; enactment and enforcement of adequate codes and ordinances; and progressive action for elimination of conditions which cause neighborhood deterioration.

The main physical factors which have a blighting effect on the community are the migrant camps, several junk car lots, the Village dump and the Town dump. Migrant labor seems to be passing from the scene in Central New York. The work camps have been an unpleasant fact of life in the Town. The passing of the migrant laborers will not necessarily eliminate the migrant camps. These buildings have been substandard for years. Vacancy will result in rapid deterioration of the building. Steps should be taken to remove the buildings and clear the sites, and such steps are being taken.

Good municipal housekeeping should be an obligation on the Town and Village and each should take action to correct undesirable practices. Action toward that goal should include the following:

Disposal of rubbish or garbage should be done only through use of the Sanitary Landfill Method, either the "area fill" or the "trench fill" method in accordance with standards prescribed by the Sanitary Engineering Division of the American Society of Civil Engineers.

The Landfill area should be fenced and policed.

No dump should be permitted within 200 feet from any highway, lake, stream or property line, or 500 feet from any existing dwelling.

The disposing of rubbish, waste materials, or garbage on property upon which it is produced may be permitted providing the private dump is at least 200 feet from any highway and 200 feet from any property line.

No dump should be permitted to be objectionable because of dust, fumes, odors, smoke or vermin; or otherwise detrimental to the public health and safety.

No dump should be permitted which interferes with drainage so as to be injurious to adjacent land or buildings, or which causes pollution of streams, lakes or ponds.

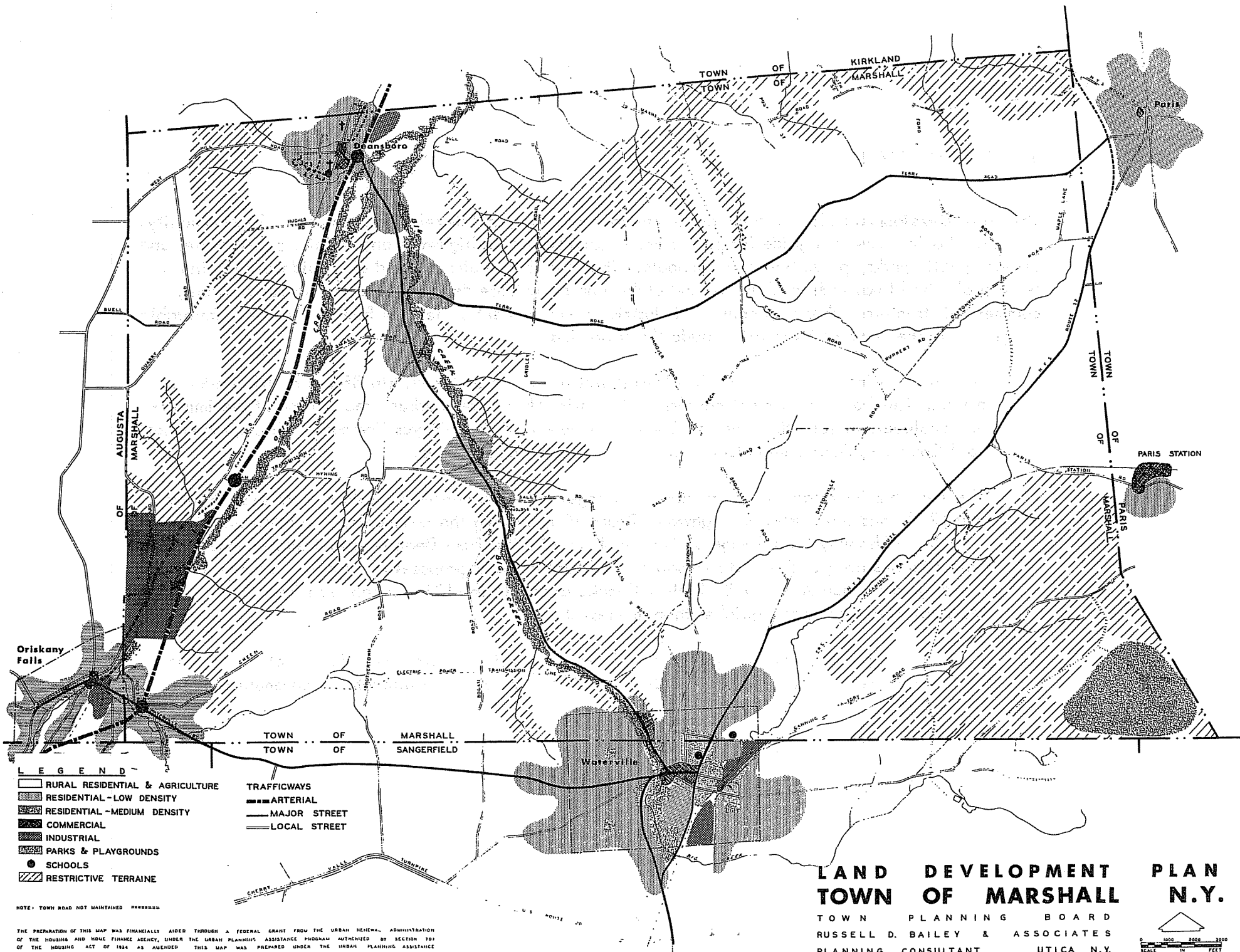
The proposed zoning regulations contain a section which is intended to regulate dumps and junk yards. The Town Board would be responsible for issuing a permit for any dump or junk yard. In addition to control of dumps and junk yards, and to the beneficial effects of control of land uses through zoning, a building code to establish standards for construction, and a housing code to establish minimum standards for occupancy of dwellings would have beneficial, long-range effects.

TOWN DEVELOPMENT PLAN

INTRODUCTION

The Town Development Plan presents the long-range planning and development goals for the community. The plan should serve as a guide for public improvements such as highways and streets, public water and sewers, public parks, playgrounds and schools. The plan should also be used as a guide in locating semi-public buildings such as churches and clubs; and for private developments such as subdivisions, commercial structures, shopping centers, industrial parks or plants. Several factors which are favorable for growth in the Town of Marshall include the following:

1. The Town varies from 12 to 18 miles from downtown Utica and is within fifteen to thirty minutes driving time from employment centers in the entire Utica-Rome urban area. Some of the important employers include the General Electric Company, Kelsey-Hayes Company, Chicago Pneumatic Tool Company, Sperry Rand Corporation and the Griffiss Air Base.
2. The Town has important transportation advantages with two north-south State highways, (Routes 12 and 12 B), and one east-west highway (Route 20), serving the community. In addition, the New York State Thruway Interchange 31 is only about 15 miles from Deansboro and Interchange 32 is only 10 miles away. The State Department of Public Works proposes to construct a new arterial highway to replace Route 12 B which will make access to the Utica urban area from the Town of Marshall much easier and quicker than at present.
3. Another transportation advantage for the Waterville section of the Town of Marshall is the Erie-Lackawanna Railroad which provides direct freight service to and through the community.



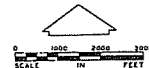
- LEGEND**
- RURAL RESIDENTIAL & AGRICULTURE
 - RESIDENTIAL - LOW DENSITY
 - ▨ RESIDENTIAL - MEDIUM DENSITY
 - COMMERCIAL
 - ▩ INDUSTRIAL
 - ▤ PARKS & PLAYGROUNDS
 - SCHOOLS
 - ▨ RESTRICTIVE TERRAINE

- TRAFFICWAYS**
- ARTERIAL
 - MAJOR STREET
 - LOCAL STREET

NOTE: TOWN ROAD NOT MAINTAINED

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1934 AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

LAND DEVELOPMENT PLAN
TOWN OF MARSHALL N.Y.
 TOWN PLANNING BOARD
 RUSSELL D. BAILEY & ASSOCIATES
 PLANNING CONSULTANT UTICA N.Y.



Several handicaps to growth and development must be overcome by the Town in order to encourage new development, including the following.

1. The Town has neither a public water nor a sewer system although the hamlet of Deansboro has a small private water system. New growth will be dependent in large measure on the aggressiveness of the community in providing water and sewer services in areas ripe for urban growth.
2. Although present highways provide access, they are not ideal for quick and easy commuting to the Utica urban area. The community should work with the New York State Department of Public Works in arranging for the construction of a new limited access highway through the Oriskany Valley at the earliest possible date.

The long-range planning proposals which have been prepared for the Town of Marshall as part of the urban planning assistance program are shown on the accompanying Town Development Plan. This plan shows the pattern of areas for agricultural, residential, commercial and manufacturing uses, relocation of Route 12 B as a limited access arterial, and proposals for parks and playgrounds in the Deansboro and Waterville areas.

The Town Development Plan represents research and analysis regarding the trend of community growth and existing land uses. It is intended to be flexible so that changes that take place in the community may be readily absorbed. The plan should be approved as a guide for development by the Town Board and should be adopted by the Planning Board for use in formulating basic policies and objectives as they relate to the physical development of the community. The Town Development Plan should be reviewed and updated every three or four years depending upon the rate of development and change.

Many of the proposals presented on the Town Development Plan will be implemented by private interests. It is important, therefore, that the plan be extensively circulated and publicized so that private development, as well as public improvements, will conform with community objectives.

THE STREET AND HIGHWAY PLAN

The plan of streets and highways for the Town of Marshall includes State arterial streets and highways and major highways.

ARTERIAL HIGHWAYS

Route 12 over Paris Hill and Route 12 B through the Oriskany Valley serve the community directly as north-south highways. Route 315 from Deansboro to Waterville connects Routes 12 and 12 B with a 5-mile long water level route. The following arterial highway plan is proposed:

ROUTE 12 B - is to be built on a new location in the Oriskany Valley. It will be a two-lane highway and access will be limited to a few intersections such as Route 315 at Deansboro, the Van Hyning Road, and Waterville Street at Oriskany Falls. When this new highway is built, it will greatly facilitate commuter traffic to the Utica urban area; and, in addition, will make transportation of goods and supplies to the Deansboro and Waterville area much easier. The result should be, therefore, that Deansboro and Waterville will become more a part of the Utica urban area and the new highway will enhance population and industrial growth.

ROUTE 12 - This highway has been the main access from the Waterville section of the Town to the Utica area for many years. Its problem has been hills, steep grades, and drifting snow in winter. Although this highway will continue to serve the Waterville community in the future, the proposed Route 12 B highway will become more important for most highway purposes. It is proposed, however, that Route 12 be straightened through Waterville by extending Stafford Avenue southward through undeveloped lands west of the railroad to connect with Sanger Avenue south of the Village. This location will still provide a good relationship with the Waterville Business District by bringing highway traffic to the east end of Main Street but without requiring through traffic to pass through the business district.

ROUTE 315 - is popular as a cut-off from Route 12 to Route 12 B. It is used by truckers who avoid the Paris Hill by following the "water level" route along Big Creek and Oriskany Creek. This highway should be brought up to State arterial rural highway standards by improving the vertical and horizontal curves, widening the pavement, and especially by improving the connection of Buell Avenue (Route 315) with Main Street in Waterville. If Route 12 is extended through Waterville on a new location described above, then motorists from the south who choose to use Route 12 B would pass through the business district on East Main Street but would not travel through the Sanger Avenue and Stafford Avenue residential sections.

MAJOR STREETS AND HIGHWAYS

The main highways in the Town of Marshall are State arterial highway Routes 12, 315 and 12 B. However, Terry Road which connects Deansboro with Paris across the top of the Town should be considered as an important element of the highway plan. In addition, the Waterville-Oriskany Falls Road, although mostly in the Town of Sangerfield, is an important connecting highway between these two villages. As new development occurs in the Town, the new subdivision trafficways will be made up largely of local and minor streets. The Planning Board and the Town Board, however, should be aware of the need to provide major streets 60 to 66 feet wide connecting different neighborhood areas of the Town.

MINOR STREETS

As new subdivisions are presented for review and approval by the Planning Board, care should be given to the review of street patterns so that new subdivision streets will be attractive and interesting, and have a width generally of 60 feet, but not less than 50 feet, which conforms with the subdivision regulations. Minor streets should be so designed as to serve primarily the residents of the subdivision, thereby avoiding through traffic on local streets.

RESIDENTIAL DEVELOPMENT

The Town Development Plan shows areas in the hamlet of Deansboro which should be reserved for residential development.

Deansboro will be the first neighborhood in the Town of Marshall which will benefit from the construction of the new Route 12B arterial highway. For this reason, it has seemed desirable for the Consultant to illustrate a pattern of development for the Deansboro community which will provide areas for residential subdivision, an area for a commercial center, and a small area for industrial uses. The proposals are shown in greater detail on the Deansboro Development Plan. A private water company serves Deansboro. The water system would need to be enlarged considerably in order to serve additional residential, commercial and industrial customers. There is a question whether the private water company can make such extensive additions as would be required or whether the Town should form a water district in order to assure the additional water services which are necessary to support growth of the community. This question should be resolved by discussions between the Water Company and the Town Board, with the Town Planning Board serving as fact finder and coordinator.

Much of the growth which has taken place in the Town of Marshall has been along existing highways on a lot by lot basis. The Town Board and the Town Planning Board should encourage subdivision layout and development so as to use interior land as well as highway frontage.

COMMERCIAL DEVELOPMENT

New commercial development is proposed for Deansboro. If the community grows as anticipated because of easier access to the Utica area when the arterial highway is built, then a small, attractive, modern shopping center would be desirable. Such a center is illustrated on the Deansboro Development Plan.

INDUSTRIAL DEVELOPMENT

The Deansboro Development Plan shows space for industry on the east side of the proposed arterial highway. This will provide an ideal location for access by highways at the intersection of State Route 315 and the proposed State Route 12B. The new industrial uses would show off to good advantage for travelers on the arterial highway. An industrial area of 20 acres is indicated.

COMMUNITY FACILITIES

PARKS AND PLAYGROUNDS

The Town Development Plan for Deansboro shows how the community might develop with new residential subdivisions, a new commercial area and a new industrial area. A new community park should be provided as part of this development program. The park which is recommended includes the old Chenango Canal and would incorporate some remnants of the many canal locks which were provided on the Chenango Canal. It would also include the mature trees which are located along the banks of the canal. The park area should also provide for enlargement in some locations to incorporate a neighborhood playground and playfield for the Deansboro community.

Elsewhere in the Town, the Deansboro School ground; the Memorial Park Elementary School and the Central High School sites in Waterville are playground and playfield recreational resources for School District residents of the Town of Marshall. A 50-acre park is proposed along Big Creek in the Village, some of which will be in the Town of Marshall. It is recommended that this park be continued northward in the Town to preserve the scenic open space along Big Creek.

SCHOOLS

The Waterville Central School System includes the elementary and the high school in Waterville and the Deansboro elementary school. These three schools and their playgrounds are important community facility elements in the Town Development Plan. Preliminary consideration is now being given to the construction of a new high school in the Central School District and the conversion of the present high school to elementary school purposes. The site has not yet been selected. When developed, it will be an important part of the recreational resources of the community.

PUBLIC BUILDINGS

There are several public buildings in the hamlet of Deansboro. These include the Town Hall, the Fire Station, the Waterville Branch Library and the Post Office.

The Town Hall is in a building which is adequate for its present use.

The Fire Station is in a new building which is adequate.

The branch library is in a former coach house at the Dean homestead and is used primarily as a depository for library books.

The Post Office is located in small quarters in an old building. It is suggested that a new Post Office should be incorporated with the small commercial center.

It is recommended that when Deansboro begins to experience development, new public buildings would seem desirable. When administrative functions increase, a new Town Hall with administrative offices should be considered adjacent to the Town Garage on the north side of Route 315.

PUBLIC UTILITIES

DEANSBORO WATER SYSTEM

The private water system which serves some residents of Deansboro will need to be expanded in order to meet the community needs when growth occurs, as illustrated on the Deansboro Development Plan. The plan includes new residential areas, a new commercial center and new industrial uses. Community growth will be handicapped until additional water services are available.

DEANSBORO SEWER SYSTEM

There is no public sewer system in Deansboro. If the Deansboro Development Plan is to materialize, the community should take steps at this time to form a sewer district and to install public sewers and a sewerage disposal plant.

CAPITAL IMPROVEMENT PROGRAM

INTRODUCTION

The community master plan is intended to guide orderly growth through both public and private action. One of the most important elements of such a guide is a Capital Program which lists projects which are needed for the public health, safety, welfare and convenience; suggests priorities for the listed projects; and indicates methods of financing. The Capital Program, therefore, serves as a bridge between the public improvements which the community must provide at some early date, the improvements which will be made by private investors; and the long-range program of the master plan.

An important characteristic of the Capital Program is that it is prepared annually. Although it covers a 6-year period, each year the Capital Program should be revised to remove those projects which become part of the annual budget, and to add new projects which have been indicated during the year. The 6-Year Capital Program should be approved annually, just as the budget is approved annually.

The tentative capital program which is a part of this study should be carefully studied by the Planning Board, and after necessary revision, it should be recommended for adoption by the municipal board. The Tentative Program is intended to serve as a guide for the Planning Board, municipal board, and citizens in formulating and adopting a Capital Program which is in harmony with the needs and desires of the residents of the municipality.

Recent legislation has given New York State municipalities the authority to establish long-range Capital Improvement programs. Section 99-g of the General Municipal Law, as added by Chapter 742 of the Laws of 1962 states that ".....Any municipal corporation, by resolution or ordinance of the governing board, may undertake the planning and execution of a Capital Program....."

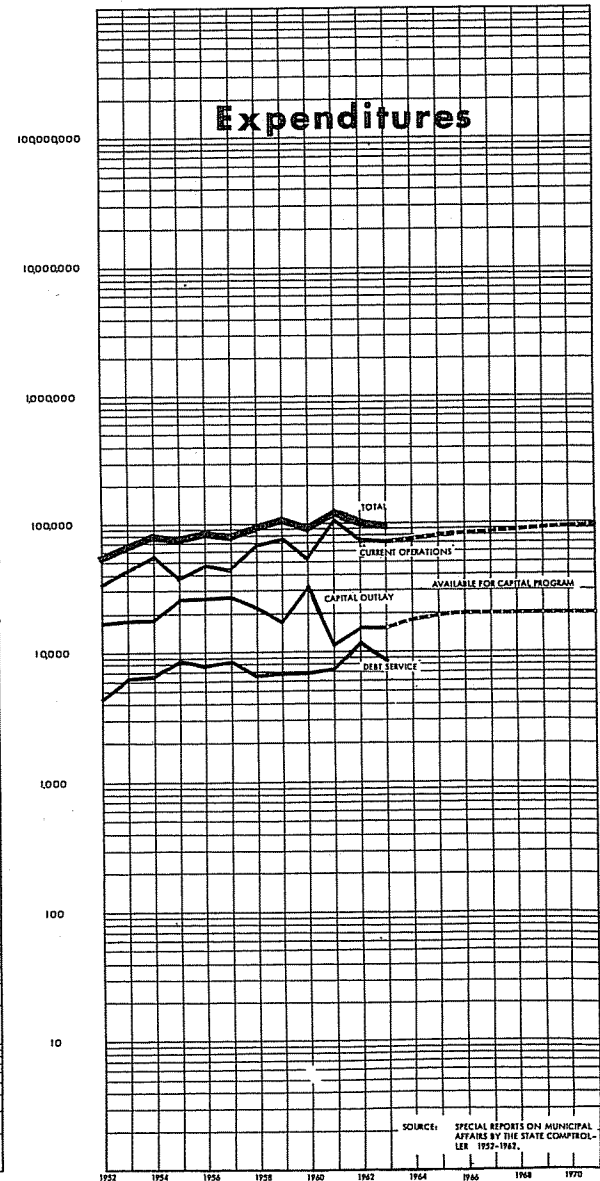
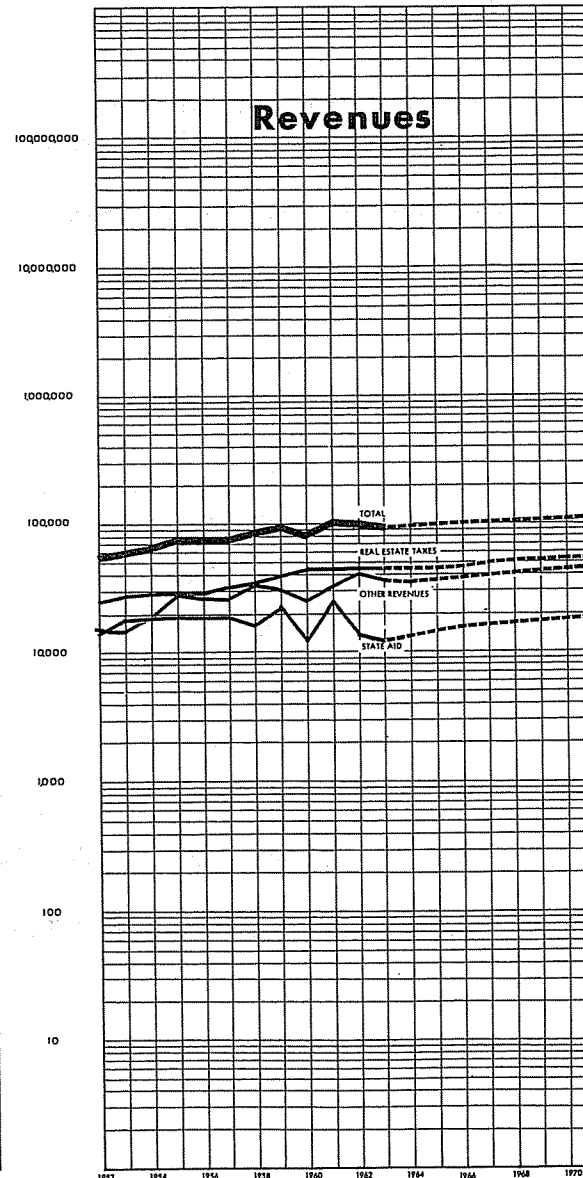
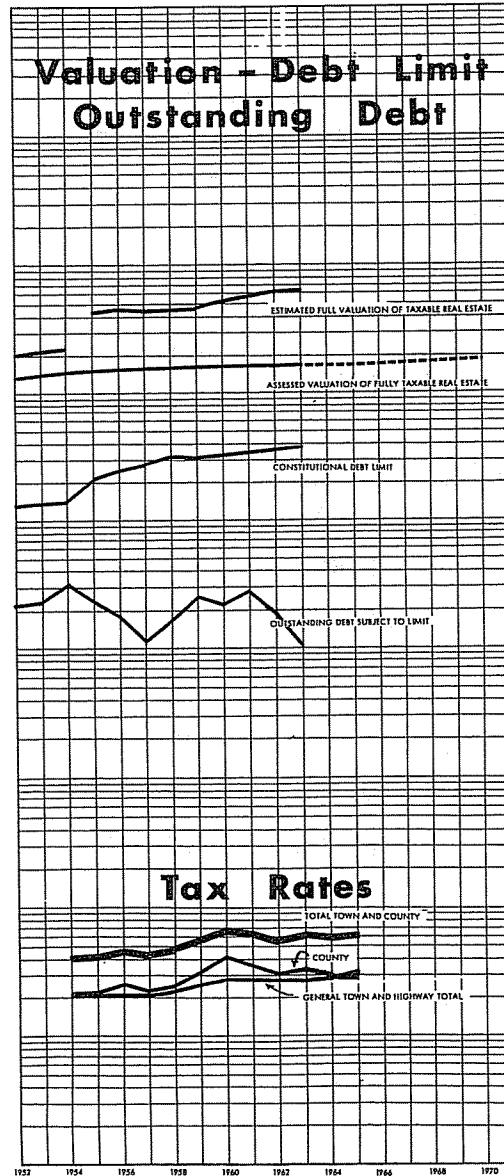
The fiscal analysis shown on the following pages provides a basis for making a reasonable estimate of the funds which will be available for capital expenditure purposes in ensuing years. The analysis identifies and explains significant trends in the fiscal factors which will influence municipal income in the future.

BASIC FISCAL FACTORS

TOWN OF MARSHALL

SOURCE: VALUATION, DEBT LIMIT, OUTSTANDING DEBT, REVENUES AND EXPENDITURES -
SPECIAL REPORTS OF THE NEW YORK STATE COMPTROLLER ON MUNICIPAL AFFAIRS
TAX RATES - PROCEEDINGS OF THE BOARD OF SUPERVISORS, ONEIDA COUNTY

THE PREPARATION OF THESE GRAPHS WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY. UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED, THESE GRAPHS WERE PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.



FISCAL ANALYSIS

The graph on the opposite page illustrates trends in assessed valuations, tax rates, Town revenue, expenditures, indebtedness and other fiscal factors during the 12 years from 1952 through 1963. The analysis of basic fiscal factors provides a basis for estimating the funds which will be available for capital expenditure purposes in the next few years. The analysis identifies and explains significant trends which will influence Town revenue and expenditure levels.

The fiscal data used in this report have been compiled from Special Reports on Municipal Affairs published annually by the State Comptroller. Tax rate data have been compiled from the annual reports of the proceedings of the Board of Supervisors of Oneida County. Projections are based upon the trends indicated for the last ten years and upon the judgement of the consultant regarding the trends for the future.

TAX BASE - TOWN OF MARSHALL							
Year	Assessed Valuation Of Fully Taxable Real Property	Annual Change	State Equal- ization Rate	Estimated Full Valuation Of Taxable Real Property	Constitutional Debt Limit	Outstanding Debt	
						Subject to Limit	Not Subject to Limit
1957	\$ 1,573,378	\$ 26,017	35	\$ 4,495,365	\$ 283,284	\$ 11,870	\$ -----
1958	1,581,774	8,396	35	4,519,354	316,755	17,500	-----
1959	1,606,129	24,355	35	4,588,940	316,755	25,400	-----
1960	1,614,422	8,293	31	5,207,812	327,075	22,150	-----
1961	1,632,382	17,960	29	5,628,903	342,165	27,400	-----
1962	1,642,607	10,225	27	6,083,730	364,402	19,150	-----
1963	1,658,531	15,924	27	6,142,707	387,129	10,900	12,000

SOURCE: Annual Special Reports of the State Comptroller on Municipal Affairs.

Assessed Valuations - " Fully Taxable " refers to that portion of the assessed valuation which is taxable for Town purposes. The assessed valuation of real estate is the basic source of Town income. Trends in assessed valuation levels also serve as an indicator of over-all economic vitality of the Town. Fully taxable assessed valuations in the Town of Marshall have increased in each succeeding year since 1957, as shown on the tabulation on the preceding page. The increase from \$1,573,378 in 1957 to \$1,658,531 in 1963 represents an average increase of \$12,605 per year. Annual increases have fluctuated between a high of \$26,017 in 1957 and a low of \$8,293 in 1960. In addition to properties which are fully assessed, there are some properties such as schools, churches and Town buildings which are wholly exempt from taxation. The assessed valuation of such properties in the Town of Marshall has been over \$50 thousand dollars during the seven years under consideration.

State Equalization Rate - The ratio of assessed valuation to full value of real property has changed from 35 percent in 1957, 1958 and 1959 to 27 percent in 1962 and 1963.

Estimated Full Valuation of Taxable Real Estate - The estimated full valuation of taxable real property is an important consideration in financial planning because it is used to determine maximum debt and taxing levels as provided by State Law. The full valuation of real property taxable for school purposes is the basis for computing the amount of State Aid which school districts receive for operating purposes. The estimated full valuation of taxable real property in Marshall increased by nearly forty percent between 1957 and 1963.

Constitutional Debt Limit - The constitutional debt limit changes according to adjustments in the State Equalization Rate and the level of assessed valuations fully taxable for Town purposes. By statute, the constitutional debt limit is set at seven percent of the average full valuation of real property taxable for Town purposes as shown on the last five completed assessment rolls. Since the State Equalization Rate has been revised downward and the assessed valuation of fully taxable real estate has been increasing, it follows that the constitutional debt limit has increased over the past several years, from \$283,284 in 1957 to \$387,129 in 1963.

Outstanding Indebtedness - In the 11 years since 1952 there has been a fluctuation in outstanding debt subject to the debt limit in the Town of Marshall with a low of \$11,870 in 1957 and a high of \$27,400 in 1961. Final payment on the indebtedness subject to limit which was outstanding at the end of 1963 will be made in 1966. Bonds amounting to \$14,000, bearing an interest rate of three percent were issued in 1959 to finance the purchase of a dump truck and snow plow. Bonds in the amount of \$11,700 were issued in 1963 at 3.5 percent to purchase additional highway equipment. Short term notes were issued in the amount of \$12,000 in 1963, and these were paid in full in July 1964. In 1964, however, a new five-year, \$14,000 bond was sold. Payments will be \$2,800 per year, plus interest.

TAX RATES

The total tax rate per \$1,000 of assessed valuation for Town of Marshall purposes has fluctuated during the years included in this analysis from \$21.00 in 1957 to \$31.74 in 1965. The County tax rate which is included in the tabulation has increased from \$22.61 per \$1,000 of assessed valuation in 1957 to \$29.20 in 1965.

Town taxes are levied for a variety of purposes which are designated as General Town Taxes, and Highway Items 1, 2, 3 and 4. Highway Item 1 represents the General Highway Fund and Health. Highway Item 2 represents the Bridge Fund. Item 3 represents the Machinery Fund and Item 4 represents the Snow and Miscellaneous Fund.

Additional real estate taxes are levied for special districts such as fire protection, schools and other special purposes. The total real estate tax, therefore, which an individual property owner would pay would be dependent on the location of the property and the special district services which are received.

TAX RATE TRENDS - TOWN OF MARSHALL

Year	General Town and Highway			Total	County	Total, Town and County
	General Town	Highway Item 1	Highway 2, 3, & 4			
1957	\$ 1.90	\$ 9.70	\$ 9.40	\$ 21.00	\$ 22.61	\$ 43.61
1958	3.48	11.07	8.21	22.76	25.14	47.90
1959	3.73	12.71	9.33	25.77	31.13	56.90
1960	5.60	12.83	9.48	27.91	40.24	68.15
1961	5.48	12.58	9.37	27.43	36.12	63.55
1962	5.47	11.84	9.92	27.23	30.60	57.83
1963	5.45	11.91	9.82	27.18	33.59	60.77
1964	5.62	11.77	10.74	28.13	30.00	58.13
1965	4.86	11.30	15.58	31.74	29.20	60.94

SOURCE: Proceedings of the Board of Supervisors of Oneida County, New York.

NOTE: Highway Item 1 represents the General Highway Fund, and Health; Highway Item 2 represents the Bridge Fund; Highway Item 3 represents the Machinery Fund; and Highway Item 4 represents the Snow and Miscellaneous Fund.

REVENUES - TOWN OF MARSHALL

Year	Real Estate Taxes	State Aid	Other Revenue	Total	District Assessments	Borrowings	Transfers, Trusts and Investments	Balance At Beginning Of Year	Total All Receipts and Balances
1957	\$ 31,543	\$ 19,112	\$ 26,477	\$ 77,132	\$ 1,760	\$ -----	\$ 2,632	\$ 11,798	\$ 93,324
1958	34,298	17,888	34,184	86,370	1,746	12,000	5,370	8,331	113,817
1959	39,388	22,545	30,704	92,637	1,779	14,000	8,746	9,336	126,498
1960	42,973	12,068	25,713	80,754	1,813	3,000	26,034	15,850	127,451
1961	42,811	25,721	32,592	101,124	1,789	11,700	13,160	7,837	135,642
1962	43,929	13,193	41,735	98,857	1,806	2,500	14,633	1,732	119,528
1963	43,508	2,303	35,893	81,705	2,006	12,000	24,758	-4,736 <u>2/</u>	115,766

EXPENDITURES - TOWN OF MARSHALL

Year	Current Oper- ations	Capital Outlay	Debt Service		Total	Total Expenditures	Districts Current <u>1/</u> Operations	Town Expenditures	Transfers, Trusts and Investments	Balance At Close Of Year	Total All Payments Balances
			Principal	Interest	Total						
1957	\$ 44,700	\$ 27,645	\$ -----	\$ -----	\$ 8,248	\$ 80,593	\$ 1,769	\$ 82,362	\$ 2,631	\$ 8,331	\$ 93,324
1958	68,201	22,327	6,370	263.81	6,634	97,162	1,749	98,911	5,570	9,336	113,817
1959	75,810	17,928	6,100	847.35	6,947	100,685	1,794	102,479	8,159	15,860	126,498
1960	53,573	31,279	6,450	679.00	7,129	91,981	1,782	93,763	26,033	7,837	127,633
1961	100,347	11,535	6,250	697.35	6,947	118,829	1,737	120,566	13,161	1,733	135,460
1962	72,161	15,675	10,750	790.00	11,540	99,376	1,806	101,182	14,633	3,713	119,528
1963	70,992	15,418	8,250	629.00	8,879	95,289	1,881	97,170	24,758	6,162 <u>2/</u>	115,766

SOURCE: Annual Special Reports of the State Comptroller on Municipal Affairs.

1/ Excluding fire districts.

2/ Deficit.

GENERAL TOWN AND HIGHWAY REVENUES

The center column of the Basic Fiscal Factors graph opposite page CP-2 illustrates trends in general Town revenues. The major components of Town revenues include real estate taxes, state aid, and other revenues such as fines, charges for services, sales of property and similar items. These elements of Town revenue are tabulated as shown on the opposite page and are described as follows:

Real Estate Taxes - Revenues received from real estate tax levies in the Town increased from 1957 through 1963, except for a small decrease in 1961 and again in 1963.

State Aid - State aid has varied in the Town of Marshall in the years under consideration. The year of lowest state aid was 1965 when only \$2,303 was received and the year of highest state aid was 1961 with \$25,721. In addition to the per capita allocation of \$3.55, Town revenue from the State may include assistance for youth recreation and public works programs such as Erwin Plan roads.

Other Revenues - Other revenues are derived from licenses, permits, rentals, sales, fines and other miscellaneous items. Although total revenues in this category have varied, the amount in 1963 was substantially greater than in 1957.

The total amount of Town tax money, State aid and other revenue available for Town purposes increased from \$77,132 in 1957 to \$101,124 in 1961, but decreased to \$98,857 in 1962, and to \$81,705 in 1963. This decrease is due, in part, to the decreasing rate of taxation for Town Highway purposes, as shown on the preceding page. In 1963, the decrease was due also to the temporary withholding of a large portion of State Aid.

There have been small special assessments for district purposes which have increased from \$1,760 in 1957 to \$2,006 in 1963.

Borrowings have occurred in each year since 1958 for highway equipment such as trucks, and a snow plow.

The column shown as Transfers, Trusts, etc. is largely a bookkeeping item. The column shown as Total of all Receipts and Balances shows the volume of funds which were used in one way or another in each of the years shown in the tabulation.

TOWN AND DISTRICT EXPENDITURES

The column on the right portion of the Basic Fiscal Factors graph opposite page CP-2, shows trends in Town Expenditures. The three main elements of expenditures are Current Operations, including disbursements for all general Town functions; Capital Outlays, including disbursements for all general construction and improvement of fixed assets; and Debt Service, including payments of principal and interest on outstanding bonds and notes.

The Town has used bonds discretely to finance operations and improvements during recent years. In 1958, a five-year \$12,000 bond was issued for highway equipment. In 1959, a five-year \$14,000 bond was issued for highway equipment. In 1960, a three-year \$3,000 bond was issued for the highway storage building. In 1961, a five-year \$11,700 bond was issued for highway equipment. A payment will be made on March 1, 1965 and the final payment will be made on March 1, 1966. In 1962, a Revenue Anticipation Note in the amount of \$2,500 was issued to temporarily cover costs on Erwin Plan road improvements. It was paid in full in December 1962. In 1963, another Revenue Anticipation Note in the amount of \$12,000 was issued. This note is accounted for in the table of Expenditures as Debt not Subject to Limit. The note was paid off on July 30, 1964. In 1964, a five-year \$14,000 bond was issued for highway equipment. This bond is being amortized with annual payments of \$2,800, plus interest. The final payment is due in 1969.

General Town and Highway Expenditures are made up largely of Current Operations costs. These costs increased from \$44,700 in 1957 to \$100,347 in 1961, and decreased to \$70,992 in 1963. Capital Outlay is less in 1963 than it was in 1957 after a high point was reached in 1960. Debt service has ranged from \$6,634 in 1958 to \$11,540 in 1962. Total expenditures for General Town and Highway purposes has varied from \$80,593 in 1957 to \$118,829 in 1961, and was down to \$95,289 in 1963. There are small expenditures annually for current operations for special districts, which increase the total Town expenditures slightly.

Total payments and balances for all General Town purposes has trended upward in the years from 1957 to 1961. A peak of \$135,642 was reached in 1961, but in 1963 the total was down to \$115,766.

Current operations, capital outlay and debt service have all fluctuated from year to year. Capital outlays by the Town of Marshall have ranged between \$11,535 in 1961 to \$31,279 in 1960. In other years, capital outlays have shown little pattern or consistency, except slight upward trends between 1952-1954. Other capital costs have undoubtedly been incurred by other taxing districts in the Town, or they were reported as current operations costs. The level of expenditure for capital construction and equipment is the essence of the Capital Improvement Program.

The 1966-1971 Capital Program seeks to provide for a planned and steady flow of funds to finance needed Town improvements. The capital programming procedure also offers an effective means for reconciling Town revenues with the expenditures which are required to operate governmental services and to provide for long-term upgrading and improvement of community facilities.

The Capital Program outlined here represents a summary of the major recommendations for community improvement which have been described in other Master Plan reports. The suggested program is based on the analysis of the Town's fiscal factors to insure that the program will be in harmony with the Town's ability to finance the program.

Recent trends in revenues and expenditures have varied to such an extent that it is difficult to extend projections with a substantial degree of confidence. The table below, however, summarizes a rational relationship between revenues and expenditures and the availability of capital funds during the 1966-1971 capital program period. It is noted that real property tax revenues, which declined slightly between 1962-1963 are estimated to increase regularly in ensuing years at the rate of \$1,000 annually. Increases in the Town's assessed valuations will produce greater incomes from real property taxation. It is reasonable to assume that assessed valuations will increase as a result of highway improvements and the availability of developable land.

ESTIMATED REVENUES, EXPENDITURES AND CAPITAL FUNDS AVAILABLE, 1966-1971 - TOWN OF MARSHALL, NEW YORK

Year	Real Property Taxes	State Aid Revenues	Other Revenues	Estimated Total Revenues	Current Operations Costs	Available for Capital Program	Previously Programmed	Proposed Capital Program
1966	\$ 44,000	\$ 15,000	\$ 36,000	\$ 95,000	\$ 75,000	\$ 20,000	\$ 5,892	\$ 14,108.
1967	45,000	15,500	36,000	96,500	76,500	20,000	3,094	16,906
1968	46,000	16,000	37,000	99,000	78,000	21,000	2,996	18,004
1969	47,000	16,500	37,000	100,500	80,000	20,500	2,898	17,602
1970	48,000	17,000	38,000	103,500	83,000	20,000	-----	20,000
1971	49,000	17,500	38,000	104,500	84,500	20,000	-----	20,000

State aid decreased temporarily in 1963 but it returned to previous levels. It is estimated that the State aid will increase by about \$500 in each succeeding year after 1966, reaching \$17,500 in 1971. State aid includes Erwin Plan road monies, road mileage monies, per capita aid and a new fund in 1965 amounting to \$2905.20. Other revenues which includes the sale of property, licenses and miscellaneous items, are estimated to increase by \$2,000, beginning with \$36,000 in 1966. This rate of increase is generally consistent with the over-all increase in this source of revenue since 1957. It is estimated, therefore, that total revenues, including amounts received from real property taxes, state aid, and other revenue sources will increase by \$9,500 during the 6-year capital program period.

Current operations costs, which have also shifted greatly in recent years, must be expected to trend generally upward in future years. Completion of capital projects will call for increases in personnel and supplies. Based on recent trends, the increase in current operations costs is projected at \$1,500 per year through 1971.

While the projections described above are considered realistic in the light of recent performance and anticipated future developments in the Town, it is not expected that each variable will respond exactly as indicated. These projections of fiscal factors, used in the context of the fiscal relationships illustrated in the table on the preceding page, may serve as a useful guide for bringing about adjustments in the tax rates or current operations costs in order to insure stable capital outlay allocations.

RECOMMENDED PROJECTS FOR THE 1966-1971 CAPITAL PROGRAM

Previous Master Plan reports have suggested various projects for consideration in a Capital Improvement Program. These included Erwin Plan Highway improvements and construction, park and recreation area acquisition and development, a sanitary landfill system of refuse disposal, and eventual development of a new Town Hall in Deansboro.

The projects recommended for consideration for the 1966-1971 Capital Program are as follows:

HIGHWAY IMPROVEMENTS

Erwin Plan Highway Construction has been a regular budget item in the Town of Marshall. The Major Trafficways Report lists about 15 miles of this program yet to be completed. The proposed Erwin Plan improvements include Gridley Road, Maxwell Road, Quarry Road, Canning Factory Road and Brouillette Road. The Town has been receiving \$9,000 to \$10,000 per year from the State for these improvements. At the present time, however, the Town is not involved in much Erwin Plan construction, although the program is to be continued.

Pavement widenings should be a part of the Highway Improvement Program. The Erwin Plan roads have a pavement width of 16 feet. While this is good as a first step beyond dirt roads, pavement widths of 20 to 22 feet are recommended for modern highways.

PARK AND RECREATION PROJECTS

Chenango Canal Park - The Community Facilities Plan proposes a Town park along the abandoned Chenango Canal to serve anticipated residential and industrial growth in the Deansboro area. The site has interesting historic and scenic values because of the cut stone locks. The park would be approximately 1,600 feet long, extending northward from the Town Garage. The Town would acquire the property, possibly with State or Federal aid, prepare a Master Plan for its development, and encourage local organizations to participate in development of the site. Total Town cost for this project is estimated at \$25,000 including acquisition. The costs would be spaced out in two stages - acquisition and development.

Oriskany and Big Creek Greenbelt - The Waterville Master Plan includes recommendations for acquisition of park lands through the Village along Big Creek. The scenic valley and wooded hillsides of Big Creek Valley north of the Village line should be acquired by the Town and reserved for public use. Fee simple titles may not be necessary to provide the park use which the Town seeks; conservation easements, leases, rentals or similar arrangements may be adequate to protect scenic resources and permit public access at selected points. A greenbelt should also be reserved along the Oriskany Creek and former Chenango Canal in a manner similar to the procedure described above for Big Creek. A small cost for land acquisition or lease is included in the last three years of the 6-year program.

PUBLIC WORKS PROJECTS

Sanitary Landfill - Conditions and methods of refuse disposal at the existing Town and Village Dumps - both of which are in the Town of Marshall - are unsatisfactory. Efforts should be made to install a sanitary landfill-type disposal operation in cooperation with the Village of Waterville and the Town of Sangerfield. As an estimate for preliminary project budgeting purposes, a Town share of \$6,000 is suggested for the purchase of machinery, fencing and other improvements.

Vehicles and Equipment - Trucks, heavy equipment and snow plows must be replaced on a regular basis in order to have essential equipment when it is needed, to maximize trade-in value, and to insure that expenditures for maintenance and repairs will be low. The Town should set up a retirement schedule for all vehicles and costly equipment in order to facilitate long-term financial planning to provide for their replacement. During the seven years from 1958 to 1964, the Town has issued 4 bonds for a total of \$51,700 to purchase highway equipment. This is an average of \$7,400 per year, plus interest charges, averaging about \$300 per year. An allocation of about \$8,000 per year is proposed, therefore, for the Capital Program.

ILLUSTRATIVE 6-YEAR CAPITAL IMPROVEMENT PROGRAM

TOWN OF MARSHALL

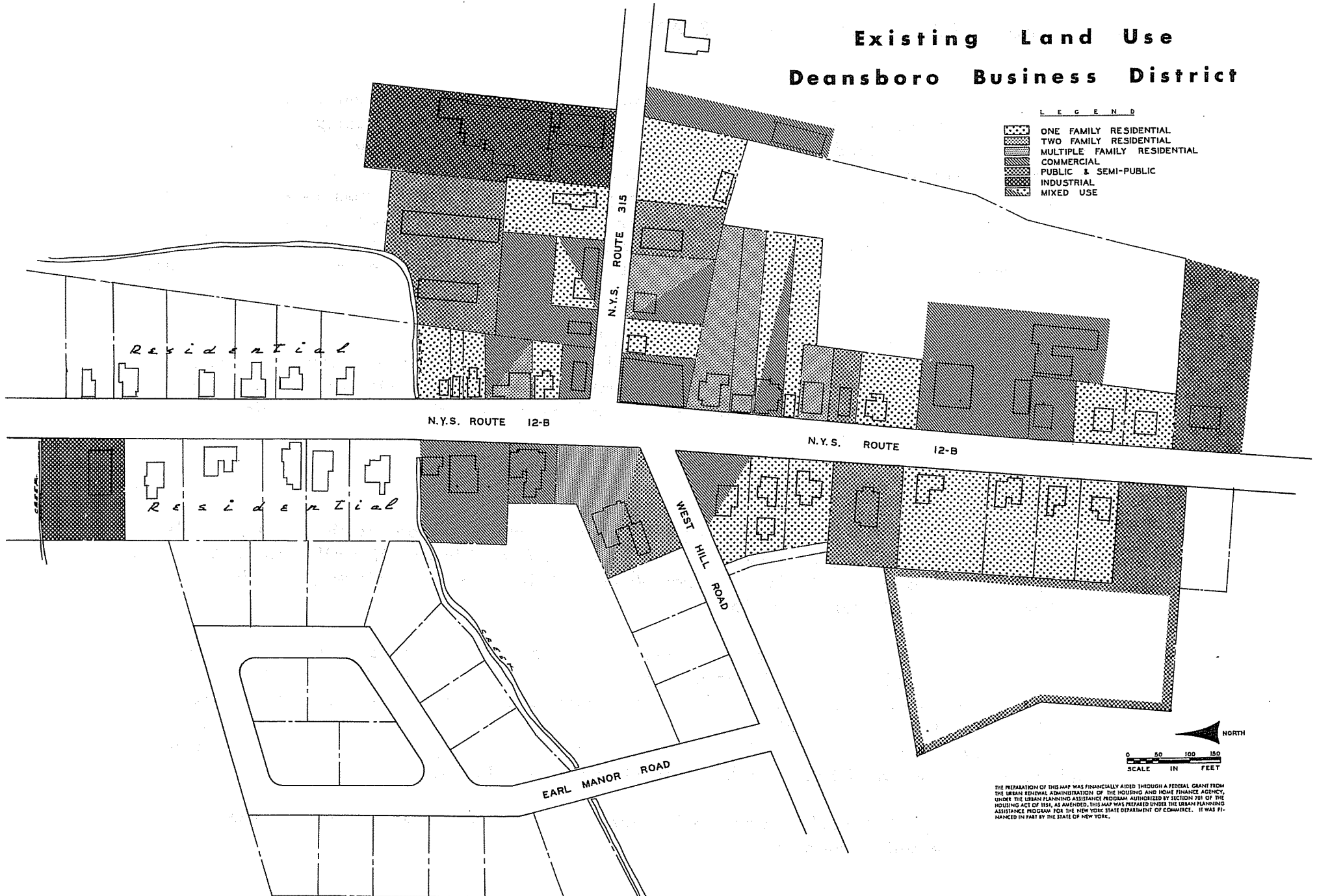
PROJECT	1966	1967	1968	1969	1970	1971	Term
PROPOSED PROJECTS							
Highway Improvements	\$7,808	\$7,606	\$8,704	\$9,002	\$8,200	\$8,200	Yearly
Chenango Canal Park	2,300	2,300	2,300	2,300	2,300	2,300	10-Year
Oriskany and Big Creek Parks				1,300	1,500	1,500	Yearly
Sanitary Landfill	2,000	2,000	2,000				3-Year
Vehicles and Equipment	2,000	5,000	5,000	5,000	8,000	8,000	5-Year bonds
TOTAL PROPOSED PROJECTS*	\$17,300	20,000	21,000	20,500	20,000	20,000	
EXISTING PROJECTS	2,700						5-Year
	3,192	3,094	2,996	2,898			5-Year
	\$ 5,892						

* Includes debt service costs, if any.

Existing Land Use Deansboro Business District

LEGEND

- ONE FAMILY RESIDENTIAL
- TWO FAMILY RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- INDUSTRIAL
- MIXED USE



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM, AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

THE BUSINESS DISTRICT PLAN

The Town of Marshall has no strong business center within the Town limits at the present time. Waterville, Oriskany Falls and Clinton are the local trading centers and Utica is the regional trading center for Town residents. The proposed limited access arterial highway through the Oriskany Valley will greatly improve the ease and convenience of access to suburban residential areas in Deansboro. The driving time between Deansboro and the Utica-Rome urban area will be greatly reduced and the journey from home in the Deansboro area to work in the city will be a much more pleasant experience. In anticipation, therefore, of new residential growth in the Deansboro area, this Development Plan presents a brief analysis of existing land uses at the center of Deansboro. The plan also presents a suggested pattern of development for a new Deansboro Business District.

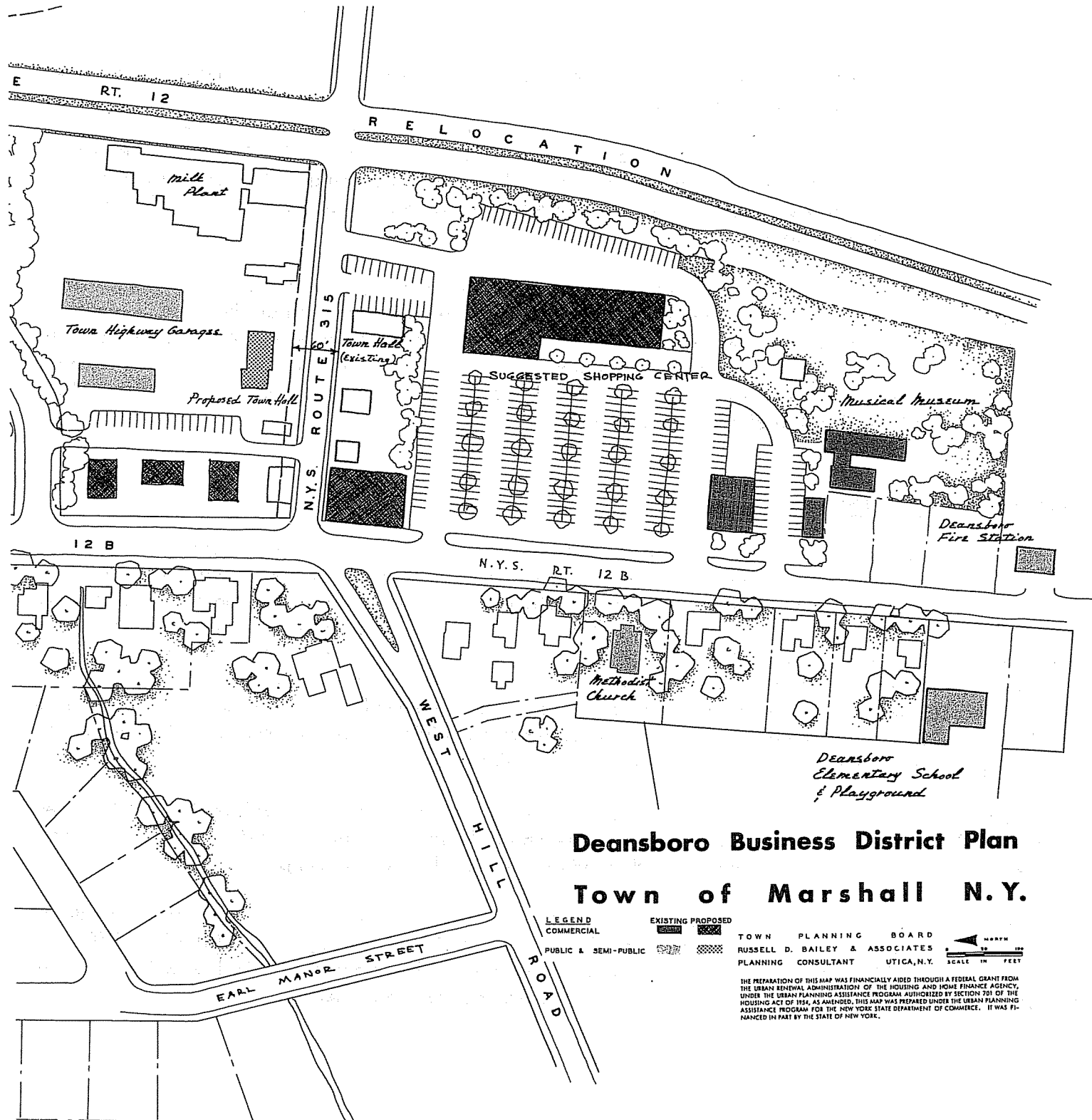
Existing commercial buildings and uses include an automobile sales and service building, repair garage, tavern, grocery store, barber shop, appliance store, fuel and lumber supply, and refrigeration service, post office and the musical museum. In addition, the central area of the community includes such uses as the Town Hall, churches, post office, fire station, Town garage, and branch library. The Musical Museum is a significant tourist attraction.

Highways

The existing highways include State Arterial Highway Route 12 B which is a north-south highway; and New York State Route 315 which begins at Route 12 B and extends to Waterville some five miles away. In addition, West Hill Road intersects New York State Route 12 B, but unfortunately it does not make a direct connection with New York State Route 315.

It is anticipated that the New York State Department of Public Works will construct a new arterial highway which will replace State Route 12 B. The location of this new arterial highway will be some 400 feet east of Route 12 B where it will cross State Route 315 with an intersection at grade level. This new highway, when built, will shift the arterial traffic from the existing highway to the proposed highway. It is to be expected, however, that the area immediately adjacent to the new highway and the area at the center of Deansboro between the two highways will be an important commercial area.

In order to gain the greatest possible advantage from the construction of the new highway, a number of recommendations are made as follows:



Deansboro Business District Plan Town of Marshall N.Y.

LEGEND

COMMERCIAL

PUBLIC & SEMI-PUBLIC

EXISTING PROPOSED

EXISTING PROPOSED

TOWN PLANNING BOARD
RUSSELL D. BAILEY & ASSOCIATES
PLANNING CONSULTANT UTICA, N.Y.



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

It is recommended that the right-of-way of State Route 315 between the present Route 12 B and the proposed Route 12 B should be widened to at least 60 feet. The widening is shown on the Deansboro Business District Plan on the north side of Route 315 in order to avoid expensive property damage. It would be an advantage, however, for the widening to occur on the south side in order to make a better connection with West Hill Road. The major obstacles to widening on the south side are the Town Hall and the rather massive garage structure at the southeast corner of the Route 12 B and Route 315 highway intersection.

West Hill Road intersects Route 12 B at an angle and, unfortunately, the intersection does not line up with Route 315. It is recommended that the West Hill Road intersection be designed in such a way as to make a direct connection with Route 315. This can be done by widening West Hill Road on the north side for a distance of two or three hundred feet and providing an island between the two lanes of the highway. It could also be done by extending West Hill Road across Route 12 B to Route 315, which would result in the elimination of the vacant garage structure.

Suggested Shopping Area

In addition to improvements to the street pattern and intersections, it is recommended that the Town Planning Board, Town Board and interested citizens take steps which will provide for eventual consolidation of commercial uses in the Deansboro Area. Such a consolidation is illustrated on the Deansboro Business District Plan which is shown on the opposite page. The plan provides for a central group of retail stores which would be located east of Route 12 B but adjacent to Route 315. The suggested shopping area would have ingress and egress on Route 12 B; and in addition, access would also be provided from Route 315. A large area is indicated between Route 12 B and the suggested shopping center for off-street parking. In addition, off-street parking is indicated adjacent to the proposed arterial highway for employees. Off-street loading would be provided at the rear of the shopping center buildings.

Additional commercial buildings are indicated along the east side of Route 12 B north of Route 315. These commercial buildings would be service type facilities which do not particularly benefit from being adjacent to another unit. Off-street parking space is indicated at the rear of these buildings.

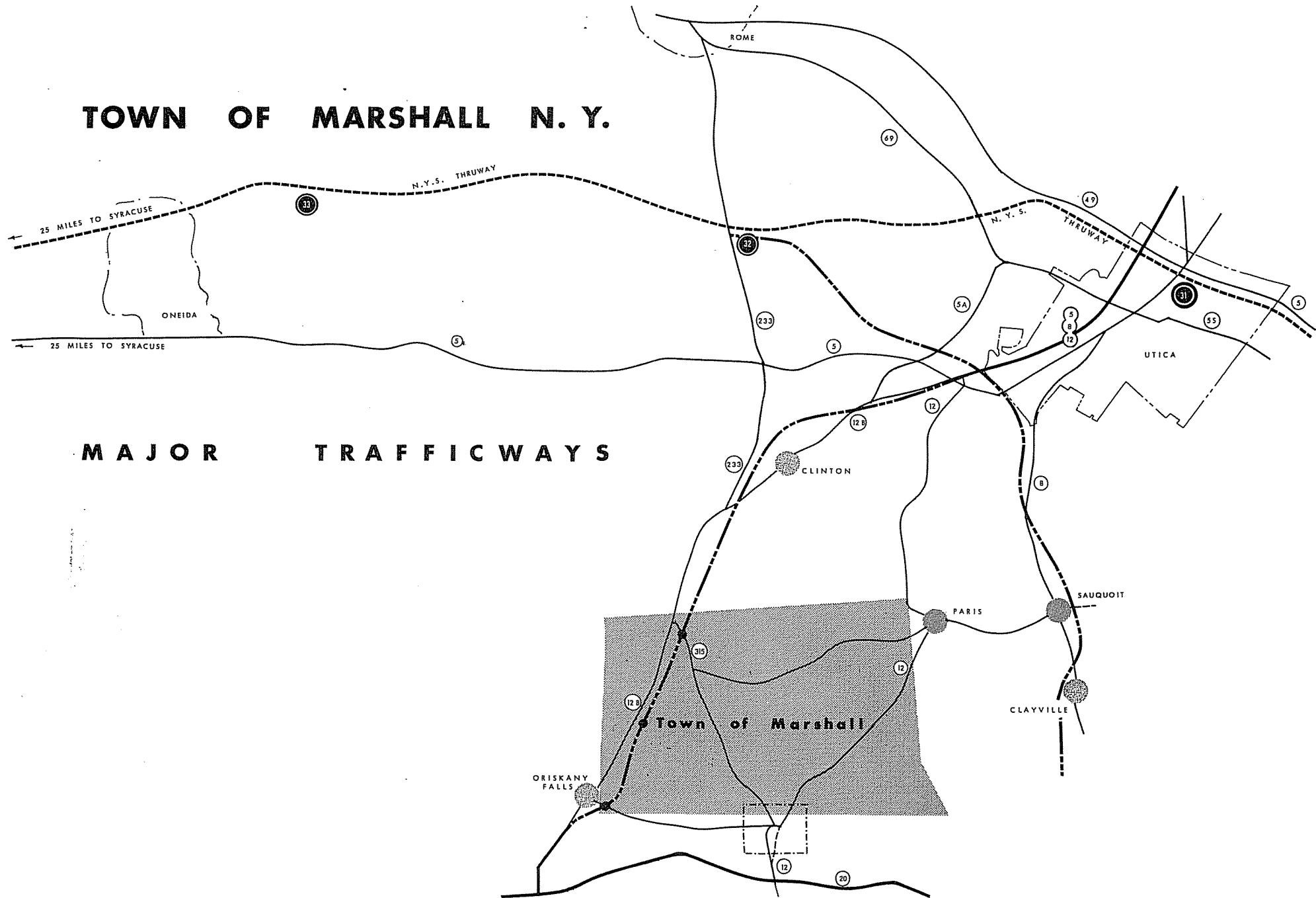
There are several semi-public structures and uses south of the proposed shopping center. These include the Methodist Church and the Deansboro Elementary School on one side of the highway and the Post Office and the Deansboro Fire Station on the other side of the highway. These separate buildings will serve their purpose fairly well in their present locations and detached one from the other.

The Musical Museum is an important establishment in the Deansboro area. As a tourist attraction, it generates considerable traffic and a certain amount of business activity. The museum provides its own off-street parking and it fits well with the other uses as proposed at the center of Deansboro.

Town Buildings

The Town buildings consist of the Town Hall and the Town Highway Garage. It has been recommended in another report that when the Town Hall has served its purpose, a new hall should be built on the other side of Route 315 adjacent to the highway garage so that a better relationship may be maintained between the Town Hall and the Town Garage operations.

TOWN OF MARSHALL N. Y.



M A J O R T R A F F I C W A Y S P L A N
TOWN OF MARSHALL ONEIDA COUNTY NEW YORK

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

This report was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

The report was also prepared under the Urban Planning Assistance program with participation, including financial assistance, by the Town of Marshall, New York.

TOWN PLANNING BOARD

James Hart, Chairman

Charles Gray

Hugh Green

~~Art Eric~~ Sanders

Earl Simpson

TOWN BOARD

Norman L. Ingersoll, Supervisor

Edward Harris

John Hughes

Donald Miller

Clifford Small

PLANNING CONSULTANT

Russell D. Bailey and Associates
Utica, New York

June - 1964

Stanley J. Walerski, Project Planner

M A J O R

T R A F F I C W A Y S

P L A N

TOWN OF MARSHALL

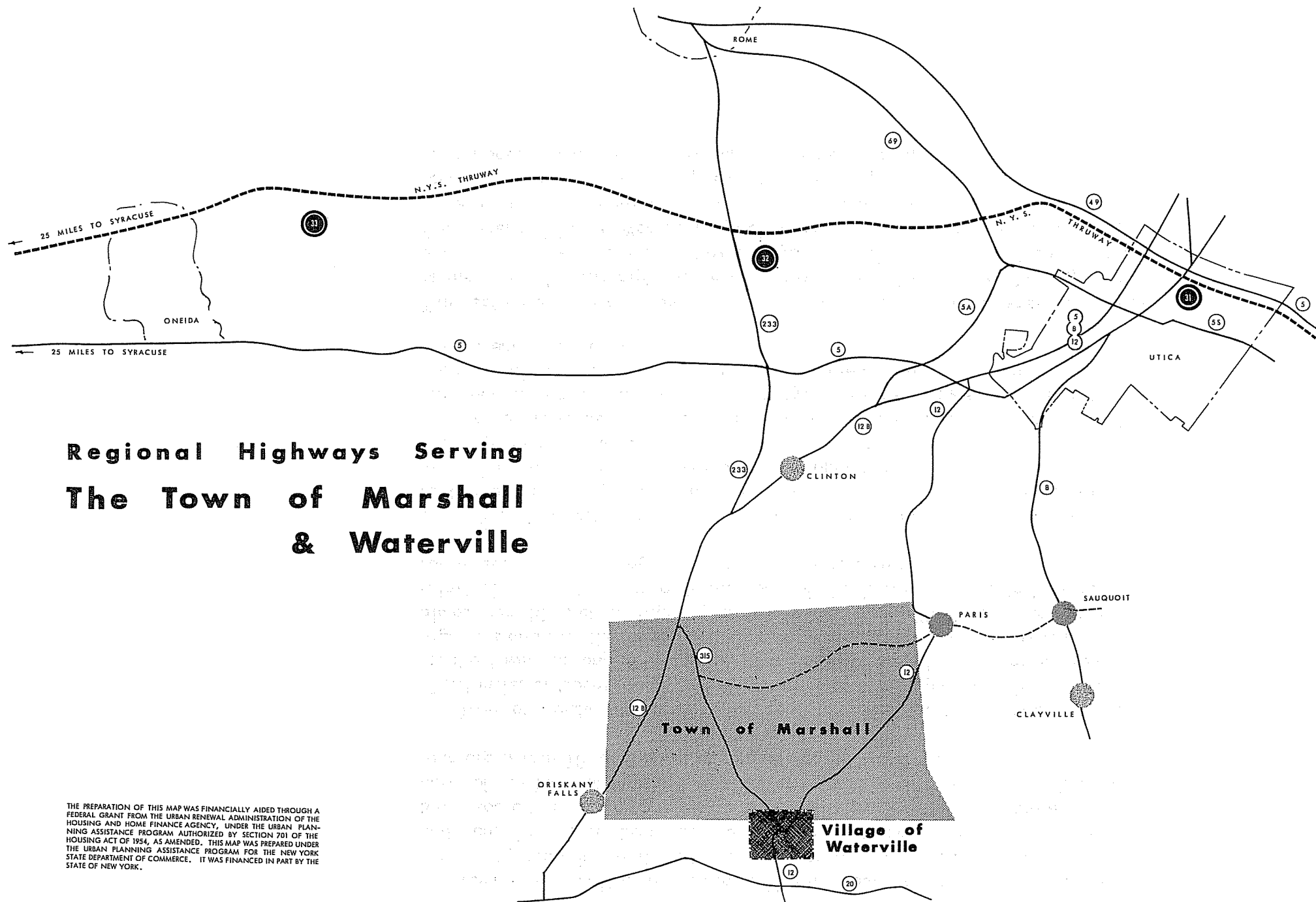
ONEIDA COUNTY

NEW YORK

<u>CONTENTS</u>	<u>PAGES</u>
INTRODUCTION	1
EXISTING HIGHWAY SYSTEM State, County and Town Highways	2-4
TRAFFIC VOLUMES	5-11
STREET AND HIGHWAY DESIGN STANDARDS	12-14
THE TOWN HIGHWAY PLAN Arterial Highways Major Streets and Highways Town Roads	15-17

ILLUSTRATIONS

Regional Highways serving the Town of Marshall
Existing Highways System
Town Roads in the Erwin Plan
Traffic Count Stations
Major Trafficways Plan



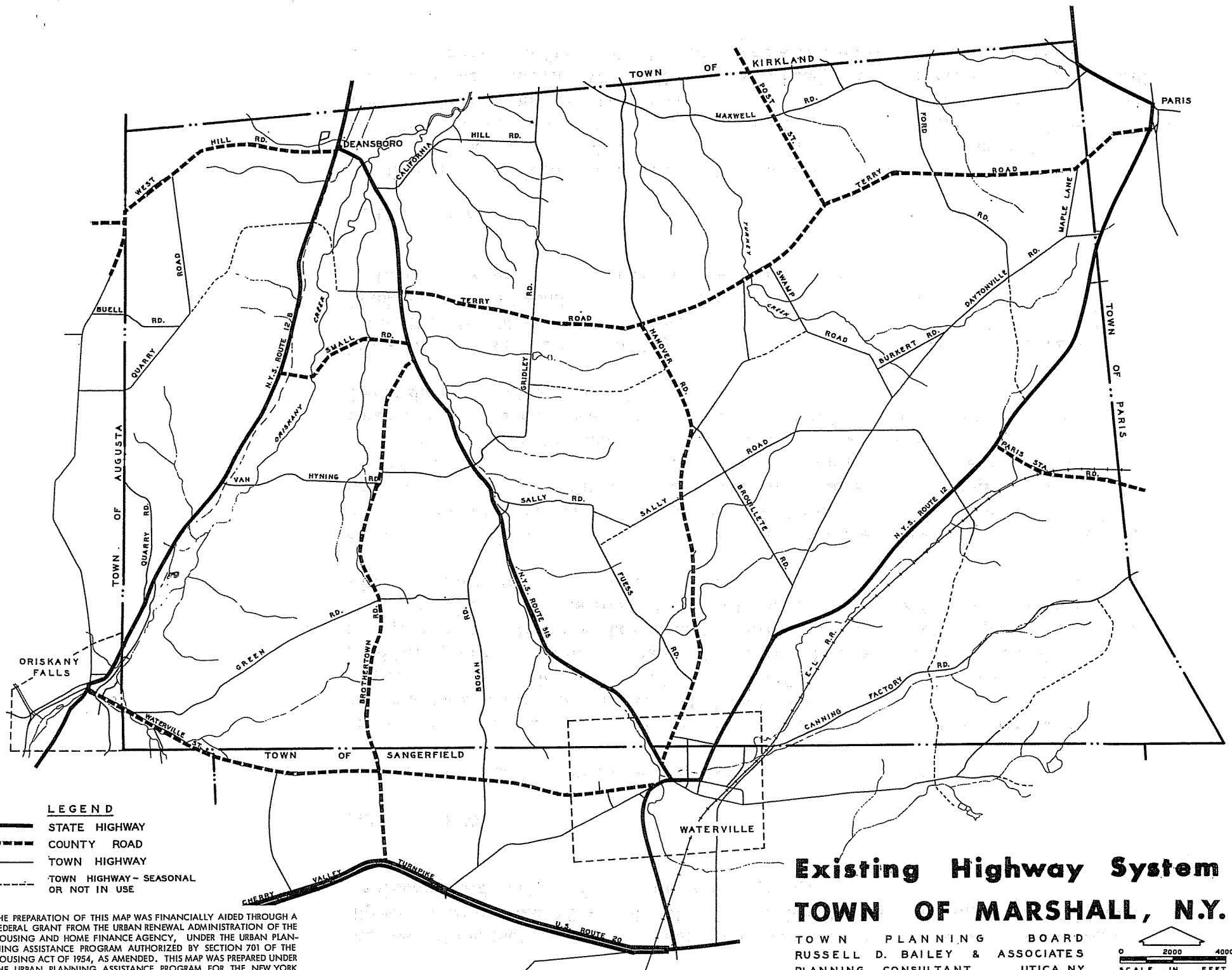
INTRODUCTION

The Town of Marshall is located some 12 miles southwest of Utica and is served directly by State Route 12 on the east and State Route 12B on the west. In addition, State Route 20 is located only a short distance south of the Town and State Route 5 is located 5 miles north of the Town. The New York State Thruway north of the Town of Marshall and Interchange 31 at Utica and 32 at Westmoreland are within 10 to 15 miles of Deansboro and Waterville.

The Town of Marshall highway system consists of 13.24 miles of State highways, 17.21 miles of County roads and 49.99 miles of Town highways. It is significant for the Town that approximately 50 of the total of 80 miles of roads are Town highways and that the Town is, therefore, responsible for the maintenance of almost two thirds of the highway mileage in the Town. The County maintains a relatively few miles of roads in the Town of Marshall and the State is responsible for an even smaller mileage of the total highway system.

There is a direct relationship between land use and trafficways. Probably no one factor has caused a greater shift in the land use patterns in urban areas in recent years than have changes in the mode of transportation, and particularly the increasing use of automobiles. It is also true that major land uses may affect the location of trafficways; hence the importance of coordinated planning for both. The characteristics and types of trafficways should be designed with regard to the types of land uses they are intended to serve as well as for their function for the movement of traffic.

This section of the master plan for the Town of Marshall will cover several phases of the Marshall Town highway system. First, it will describe existing highways and explain the functions of different types of highways; an analysis of State Department of Public Works surveys of traffic volumes and peak hour volumes; street and pavement widths and minimum design standards; and finally, recommendations will also be presented for the improvement of the trafficways system based upon the data developed in the preceding analysis.



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

THE EXISTING HIGHWAY SYSTEM

The Town of Marshall is served by a network of State Highways, County Roads and Town Highways. Of the total 80.44 miles of roads, 13.24 miles are State Highways, 17.21 miles are County Roads and 49.99 miles are Town Highways.

STATE HIGHWAYS

The 13.24 miles of State Highways include Routes 12, 12B and 315.

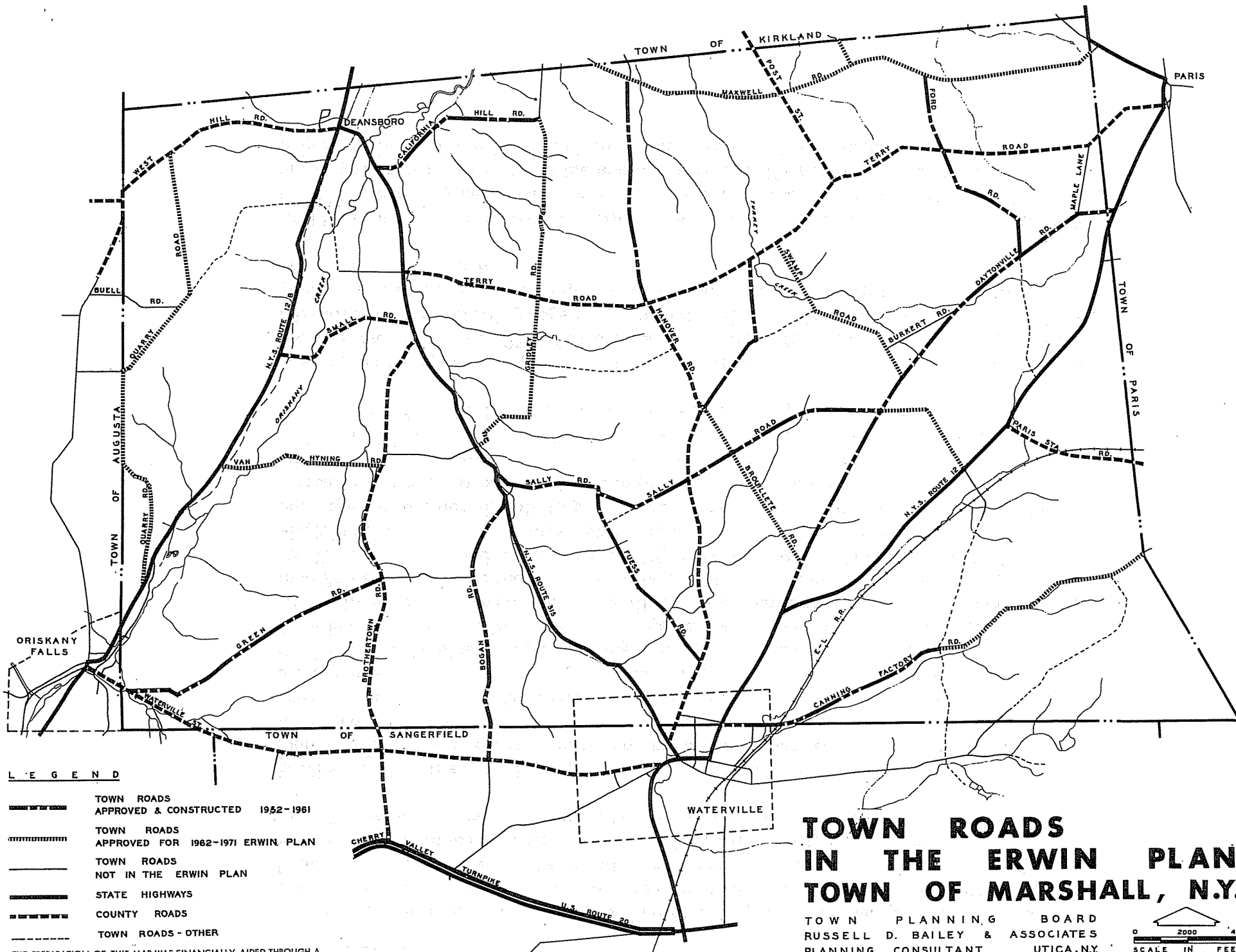
Route 12 passes through the southeast corner of the Town of Marshall, connecting Waterville, Paris and New Hartford with the City of Utica to the north. It follows the valley of a tributary of Big Creek, which itself is tributary to the Oriskany Creek. Continuing northerly, beyond Utica, this route skirts the western boundaries of the Adirondack State Park and passes through Watertown to the St. Lawrence River area. Southerly, Route 12 passes through Norwich to Binghamton. In the Town of Marshall, Route 12 has a 22-foot concrete pavement with a blacktop surface and 4-foot shoulders.

Route 12B is an alternate highway connecting Utica and the Binghamton area. This route begins at Route 5 in New Hartford, passes through Clinton, Deansboro, Oriskany Falls, and Hamilton, and connects with Route 12 at Sherburne. Route 12B follows generally along the Oriskany and Chenango Creeks and is essentially a valley or water level route. For this reason, it is often used in inclement weather in preference to Route 12 which is generally located on high ground between Paris and Utica. Route 12B has a narrow 18-foot pavement, and 4-foot shoulders in the Town of Marshall.






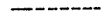
Route 315 is a 5-mile connecting highway between Routes 12 and 12B from Deansboro to Waterville. This State route gets considerable use by truckers because it follows the Big Creek valley from Deansboro to Waterville and thus avoids the Paris Hill. Route 315 has a 20-foot bituminous macadam pavement, and 5-foot shoulders.

COUNTY ROADS

The 17.21 miles of County Roads connect State and Town highways. West Hill Road connects Route 12 at Deansboro with Route 26 to the west; Small Road connects Routes 12B and 315; Terry Road connects Route 315 approximately one mile south of Deansboro with Route 12 at the hamlet of Paris; Brothertown Road connects Route 315 at the Dicksville area with U. S. Route 20; Hanover Road connects Waterville with Terry Road; Post Street connects Terry Road with Clinton; and the Paris Station Road connects Route 12 with Paris Station and Cassville



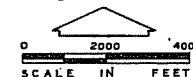
L E G E N D

-  TOWN ROADS
APPROVED & CONSTRUCTED 1952-1961
-  TOWN ROADS
APPROVED FOR 1962-1971 ERWIN PLAN
-  TOWN ROADS
NOT IN THE ERWIN PLAN
-  STATE HIGHWAYS
-  COUNTY ROADS
-  TOWN ROADS - OTHER

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK

TOWN ROADS IN THE ERWIN PLAN TOWN OF MARSHALL, N.Y.

TOWN PLANNING BOARD
RUSSELL D. BAILEY & ASSOCIATES
PLANNING CONSULTANT UTICA, N.Y.



TOWN ROADS

Of the 49.99 miles of Town Roads, 28.5 miles or 57 percent are improved and 21.5 miles are unimproved. The Town Roads are generally local roads which provide access to adjoining farms. As has been noted in the Introduction, Town roads constitute a high percentage of the highway system although improved Town roads constitute only a normal percentage of the system. The other roads may be improved as new growth occurs in the Town.

ERWIN PLAN - The State has a program of aid for Town roads commonly known as the "Erwin Plan". Briefly, the specifications for an "Erwin Plan" road require stone 16 feet wide and 12 inches deep with 5-foot shoulders, stabilized surface and adequate drainage. Highways which are mail or school bus routes and on which there are at least three permanent residents are given priority. The percentage of State aid given to towns is determined by a formula in the law which involves assessments, the State equalization rate and the mileage of Town roads. As valuation, equalization rates and mileage vary each year, the Department of Public Works makes the necessary computations annually. The amount paid by the State cannot be more than 75 percent nor less than 25 percent of actual costs. State assistance is limited to \$9,000 per mile of road in the project. Highways reconstructed before April 1, 1957 are eligible for State aid for surface stabilization only. New highways or streets in subdivision developments are not eligible to participate in the program as the Town had the right and responsibility to insist on a hard surface pavement and proper drainage facilities before dedication as a Town highway or street. "Erwin Plan" roads, after completion, are eligible under the County Aid Program for \$2,000 per mile for one layer of bituminous surface treatment. The aid is on a 50-50 basis not to exceed \$4,000 per mile of road.

The map on the opposite page which shows Town roads in the Erwin Plan includes those roads reconstructed under the 1952-1961 program and roads under the present 10-year program. The tabulation on the following page shows the 1952-61 Erwin Program and also the 1962-71 program. In addition, the State highways and County roads are indicated to show the extent of the road system in the Town.

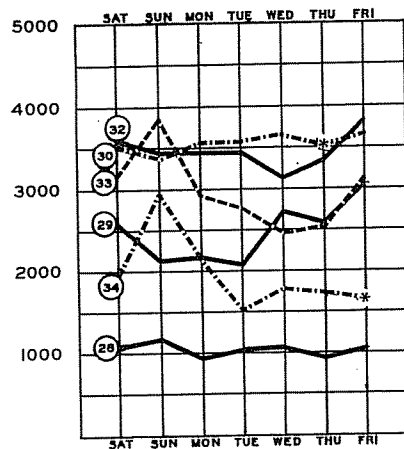
CONCLUSION - The Town of Marshall has been very active in improving its roads under the "Town Highway Improvement Program". The Town roads which are active traffic carriers are in good repair or will be at the end of the present 10-Year Erwin Plan Program, leaving only sparsely inhabited Town roads to be improved under this program in the future.

ERWIN PLAN ROADS PROGRAM

TOWN OF MARSHALL

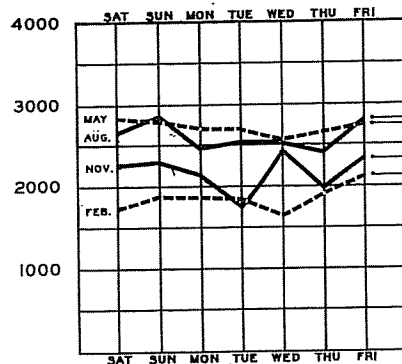
LOCATION		MILES
<hr/>		
<u>1952-1961</u>		
Bogan Road		1.74
California Hill Road		1.31
Canning Factory Road		1.27
Daytonville Road		1.53
Ford Road		1.53
Fuess Road		1.43
Grant Hill Road		1.60
Green Road		2.00
Peck Road		1.16
Sally Road		3.05
		<hr/>
		16.62
 <u>1962-1971</u>		
Brouillette Road		1.32
Canning Factory Road		1.65
Gridley Road		2.00
Hyning Road		1.15
Maxwell Road		3.53
Quarry Road		3.35
Sally Road		0.82
South Street		0.11
Swamp Road		1.35
		<hr/>
		15.28

TRAFFIC VOLUME-DAILY



* TRAFFIC COUNT ADJUSTED DUE TO MALFUNCTION OF COUNTING MACHINE.

Petroff Station 27



SOURCE: N.Y.S. DEPT. OF PUBLIC WORKS.

HOURLY VOLUME HIGH & LOW PEAK

STATION 32 ON ROUTE 12	310 — 225
STATION 30 ON ROUTE 12B	313 — 263
STATION 33 ON ROUTE 20	384 — 192
STATION 29 ON ROUTE 12B	239 — 178
STATION 34 ON ROUTE 20	347 — 149
STATION 28 ON ROUTE 315	110 — 73

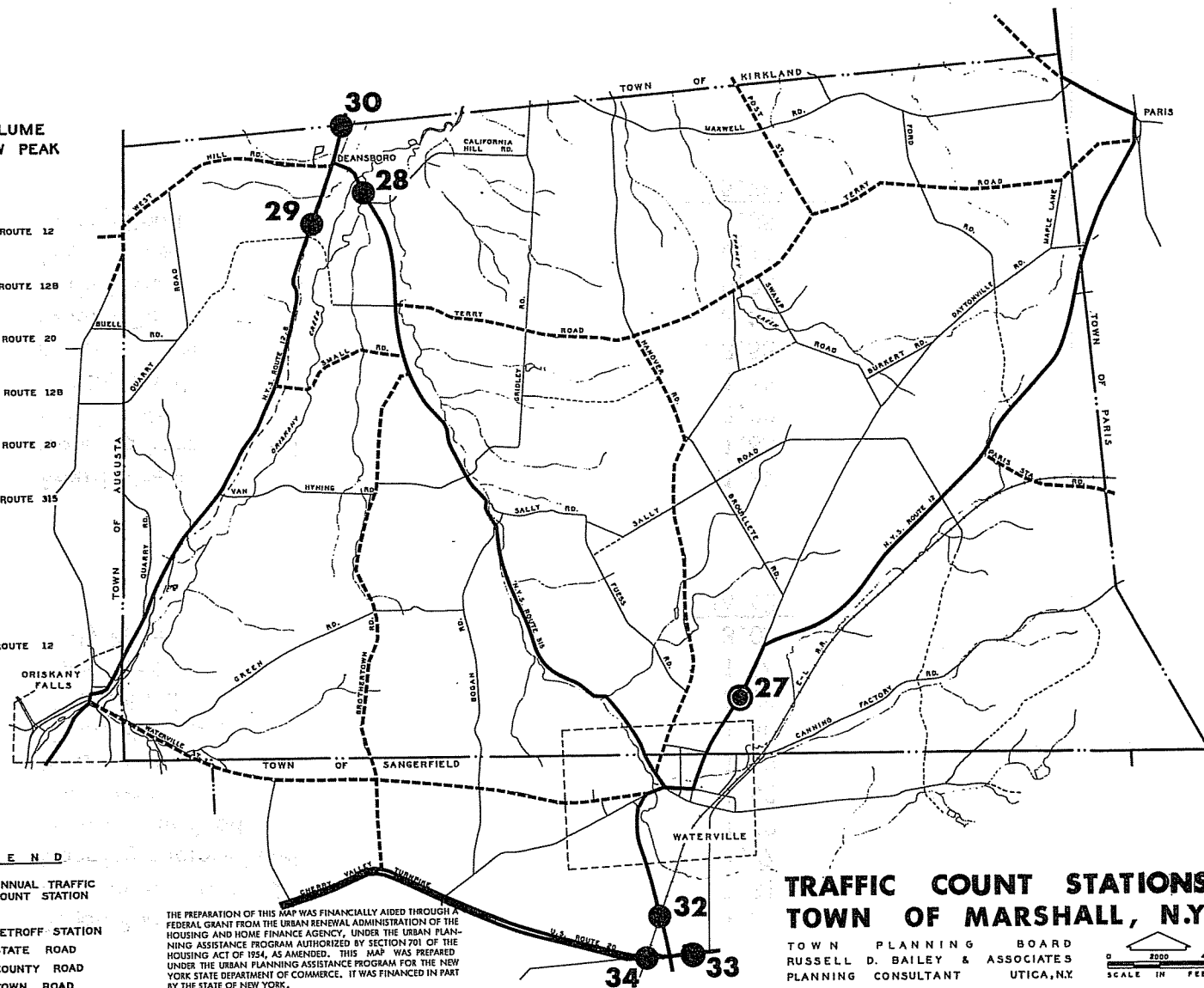
STATION 27 ON ROUTE 12

264	207
274	219
234	180
231	148

LEGEND

- ANNUAL TRAFFIC COUNT STATION
- PETROFF STATION
- STATE ROAD
- - - COUNTY ROAD
- TOWN ROAD

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.



TRAFFIC COUNT STATIONS TOWN OF MARSHALL, N.Y.

TOWN PLANNING BOARD
RUSSELL D. BAILEY & ASSOCIATES
PLANNING CONSULTANT UTICA, N.Y.



TRAFFIC VOLUMES

Traffic volume counts have been made in the Town of Marshall and vicinity by the New York State Department of Public Works. The location of stations, the daily traffic volumes and the lowest and highest daily peak hour volumes are shown on the opposite page and the tabulations of the daily and peak hour volumes are shown on the following pages.

Counts were made at the selected stations during the months of July, August and September of 1961. The survey for each of the traffic count stations was continued for a seven day period with the exception of station number 27 located on Route 12 just north of Waterville. This Petroff station gives a seven day traffic count at quarterly intervals during the year and provides a good picture of the volume of traffic at a given point since counts are taken several times each year.

The highest volume of traffic at the selected stations in the Town of Marshall occurred at station number 30 located in Deansboro on Route 12B north of the Route 315 intersection. The total 7-day count for this station reached 24,050 cars, with a daily average of 3,436 cars and a peak hour volume of 313 cars.

Station number 29, located on Route 12B south of Deansboro, had a 7-day volume of 17,313 cars with a daily average of 2,473 cars.

Station number 28, located on Route 315 east of Deansboro, had a 7-day total volume of 7,217 cars and a daily average of 1,031 cars.

It should be noted that the combined 7-day total volumes of 24,530 recorded at stations 28 and 29 almost equal the 7-day total volume of 24,050 cars recorded at station 30. Traffic on Route 12B north of Deansboro, therefore, is an accumulation of traffic from the lower part of Route 12B which emerges from Oriskany Falls, and Route 315 which is a direct route to and from Waterville.

Station number 27, located on Route 12 just north of the Village of Waterville, had traffic counts during the months of February, May, August and November 1961. The highest volume of traffic for this station was recorded during the month of May with a 7-day total of 19,101 cars and a daily average of 2,728 cars. The second highest volume occurred during the month of August, with a 7-day total of 18,324 cars and a daily average of 2,618 cars.

The month of November recorded the next highest volume of traffic with a 7-day total of 15,304 cars and a daily average of 2,186 cars. In addition to the volume of traffic recorded during this month, it is noted that the hunting season and Thanksgiving Day occurred during the survey and are reflected in the traffic counts. The month of February recorded the lowest volume of traffic with a 7-day total of 13,083 cars and a daily average of 1,869 cars.

The seasonal conditions and activities have a definite effect on the pattern of traffic volumes on the highways as is evidenced by the four separate traffic counts taken at Route 12. If similar increases or decreases are applied to station number 30 which was recorded only in August there would be an increase during May and a decrease during February.

In order to relate the traffic in the Town of Marshall to traffic on Route 12 south of Waterville and Route 20, stations 32, 33 and 34 have been used to record traffic volumes at these intersecting state highways in the Town of Sangerfield.

Station 32 was located on Route 12 between Waterville and Route 20, Station 33 on Route 20 east of the intersection and Station 34 on Route 20 west of the intersection. From the total 7-day volumes recorded it can be clearly seen that Route 12 carries the bulk of the traffic with accumulations from Route 20. Traffic movements on Route 20 east of the intersection with Route 12 are greater than those on Route 20 west of this intersection.

IN SUMMARY, it should be noted that there were not enough traffic count stations established to make a real comparison of traffic volumes with other road systems in the Town. However, it is obvious that the other roads do not carry the amount of traffic recorded at the selected stations. Routes 12, 12B and 315 are the major arterials serving both the Town of Marshall and the Village of Waterville, providing direct and connecting routes to the Utica-Rome Metropolitan area, the Adirondacks and the St. Lawrence River area.

TRAFFIC VOLUMES

TOWN OF MARSHALL

Station 28 On Route 315, 0.2'± mile east of Intersection Routes 12 B and 315.

	Date	Hour	Peak Hour Volume	24-Hour Total
<u>August</u>				
Saturday	19	9PM	91	1098
Sunday	20	6PM	+110	1174
Monday	21	6PM	-73	955
Tuesday	22	6PM	99	1011
Wednesday	23	5 & 6PM	93	1021
Thursday	24	6PM	79	- 937
Friday	25	6PM	93	1021
	7-day	TOTAL		7217
	7-day	AVERAGE		1031

Station 29 On Route 12 B, 0.2'± mile south of Deansboro Village Line.

<u>June</u>				
Friday	30	5PM	+239	+3045
<u>July</u>				
Saturday	1	12 Noon	185	2576
Sunday	2	5PM	184	2152
Monday	3	6PM	179	2180
Tuesday	4	5PM	-178	-2084
Wednesday	5	6PM	214	2711
Thursday	6	6PM	196	2565
	7-day	TOTAL		17,313
	7-day	AVERAGE		2473

TRAFFIC VOLUMES - TOWN OF MARSHALL (continued)

Station 30 On Route 12 B, 0.2'± mile north of Deansboro.

	Date	Hour	Peak Hour Volume	24-Hour Total
<u>August</u>				
Friday	18	5PM	+313	+3657
Saturday	19	7PM	291	3505
Sunday	20	5PM	299	3382
Monday	21	5PM	-263	3548
Tuesday	22	6PM	289	3551
Wednesday	23	5PM	301	3660
Thursday	24	8PM	81	-2747*
	7-day	TOTAL		24,050
	7-day	AVERAGE		3436

Station 32 On Route 12, 0.5 miles north of Intersection Routes 20 and 12.

<u>August</u>				
Thursday	31	6PM	257	3364
<u>September</u>				
Friday	1	6PM	304	+3816
Saturday	2	12 Noon	304	3596
Sunday	3	6PM	289	3489
Monday	4	8PM	299	3460
Tuesday	5	6PM	+310	3457
		5PM	248	
Wednesday	6	7PM	-225	-3118
	7-day	TOTAL		24,300
	7-day	AVERAGE		3471

* 11 a.m. through 2 p.m. missing, machine picked up too early.

TRAFFIC VOLUMES - TOWN OF MARSHALL (continued)

Station 33 On Route 20, 500'+ east of Intersection Routes 12 and 20.

	Date	Hour	Peak Hour Volume	24-Hour Total
September				
Saturday	9	12 Noon	284	3155
Sunday	10	7PM	+384	+3850
Monday	11	3PM	225	2918
Tuesday	12	5PM	254	2785
Wednesday	13	4PM	-192	-2483
Thursday	14	12 Noon	289	2568
Friday	15	6PM	281	3110
	7-day	TOTAL		20,869
	7-day	AVERAGE		2980

Station 34 On Route 20, 500' + west of Intersection Routes 12 and 20.

September				
Wednesday	13	1PM	161	1785
Thursday	14	7PM	180	1741
Friday	15	5PM	-149	- 560 *
Saturday	16	12 Noon	180	1985
Sunday	17	5PM	+347	+2947
Monday	18	5PM	198	2164
Tuesday	19	2PM	138	1524
	7-day	TOTAL		12,706
	7-day	AVERAGE		1815
	6-day	AVERAGE		2024

* 12 Noon through 4P.M. missing - counter not working.

TOWN OF MARSHALL TRAFFIC COUNT STATION
(PETROFF STATION count taken 4 times a year)

Station 27 Located north of Waterville on Route 12.

	Date	Hour	Peak Hour Volume	24-Hour Total
<u>February</u>				
Monday	27	7PM	-148	1892
Tuesday	28	7PM	200	1851
<u>March</u>				
Wednesday	1	7PM	171	-1662
Thursday	2	7PM	187	1913
Friday	3	8PM	+231	+2148
Saturday	4	5PM	160	1725
Sunday	5	7PM	203	1892
	7-day	TOTAL		13,083
	7-day	AVERAGE		1869
<u>May</u>				
Wednesday	24	6PM	242	-2592
Thursday	25	6PM	-219	2656
Friday	26	6PM	+274	2780
Saturday	27	3PM	227	+2853
Sunday	28	5PM	262	2810
Monday	29	6PM	220	2711
Tuesday	30	6PM	258	2699
	7-day	TOTAL		19,101
	7-day	AVERAGE		2728
<u>August</u>				
Saturday	12	12 Noon	-207	2697
Sunday	13	4PM	247	+2862
Monday	14	5PM	225	2459
Tuesday	15	5PM	238	2521
Wednesday	16	5PM	224	2586
Thursday	17	5PM	223	-2415
Friday	18	5PM	+264	2784
	7-day	TOTAL		18,324
	7-day	AVERAGE		2618

TOWN OF MARSHALL TRAFFIC COUNT STATION
(PETROFF STATION count taken 4 times a year) (continued)

	Date	Hour	Peak Hour Volume	24-Hour Total
November				
Thursday	23	1PM	190	1980 (Thanksgiving Day)
Friday	24	6PM	206	2339
Saturday	25	6PM	208	2285
Sunday	26	6PM	+234	2301
Monday	27	7PM	192	2176
Tuesday	28	7PM	-160	-1765
Wednesday	29	5 & 6 PM	231	+2458
	7-day	TOTAL		15,304
	7-day	AVERAGE		2186

NOTE: + indicates high total.
- indicates low total.

STREET AND HIGHWAY DESIGN STANDARDS

It is axiomatic that the trafficways system should be designed according to the purpose for which the elements of the street system are intended. The most effective trafficways system will be closely related to the existing and future land uses, to the volume of the traffic to be carried, to the capacity of the streets to carry the traffic, and to topographic conditions.

The map of existing land uses in an earlier report identifies the various classes and areas of land use. The plan of zoning will help to stabilize the areas of land use, so that a residential, or commercial, or industrial area may be reasonably expected to continue in such use. The Land Development Plan is intended to provide for progressive consolidation of similar land uses and for orderly transition, where necessary.

A classification of streets and highways according to the type of transportation service anticipated may be as follows:

EXPRESSWAY - provides for the expeditious movement of large volumes of through traffic between regions. Expressways are not intended to provide access to local streets or properties. The New York State Thruway is such an expressway.

ARTERIAL HIGHWAY - provides for through traffic to and between communities. Access from abutting properties is usually restricted and is provided chiefly at intersections with well-spaced collector and major streets. The future Route 12 arterial through the Oriskany Creek valley will be a limited access arterial highway.

MAJOR STREET - provides for traffic movement from minor streets to business and industrial areas or to arterial highways. The present State highways, Routes 12 and 12B and 315 illustrate such major highways and streets.

MINOR STREET - provides direct access for abutting residential properties, and for local traffic. The County and Town roads are typical minor streets and highways and most future subdivision streets will have this character. In Waterville, streets like Babbott and White are minor streets.

In order to guide the Town in the long-range design and development of a street and highway system adequate to carry arterial traffic and major and minor street traffic the following standards are suggested:

SUMMARY OF MINIMUM STREET DESIGN STANDARDS

TYPE	ARTERIAL	MAJOR	MINOR
Number of traffic lanes	2-4	2	2
Width of traffic lanes	12'	11'	10'
Width of curb parking lane or shoulder	8'-10'	8'	5'
Width of border area	12'	11'-14'	10'-15'
Width of right-of-way	80'-120'	60'-66'	50'-60'
Grade in percent (maximum)	4-5	7	10

RURAL HIGHWAY CAPACITIES

BASIC CAPACITIES

Two-lane roads	2,000 cars per hour
Three-lane roads	4,000 cars per hour, 1,333 per lane
Multi-lane roads	2,000 cars per lane per hour

PRACTICAL CAPACITIES - represent generally accepted capacities excluding all the capacity reducing factors common to a specific road.

Two-lane roads	900 cars per hour
Three-lane roads	1,500 cars per hour
Multi-lane roads (4)	4,000 cars per hour (1,000 cars per lane)

EFFICIENCY BASED ON LANE WIDTH

<u>Category</u>	<u>Two-Lane Highway</u>	<u>Four-Lane Highway</u>
12' width lanes	100 % capacity	100 % capacity
11' width lanes	86 % capacity	97 % capacity
10' width lanes	77 % capacity	91 % capacity
9' width lanes	70 % capacity	81 % capacity
8' width lanes	65 % capacity	-----
7' width lanes	50 % capacity	-----

OTHER FACTORS AFFECTING (REDUCING) CAPACITIES INCLUDE:

Lane width - width of paved surface.

Lateral clearance - distance from pavement edge to obstruction.

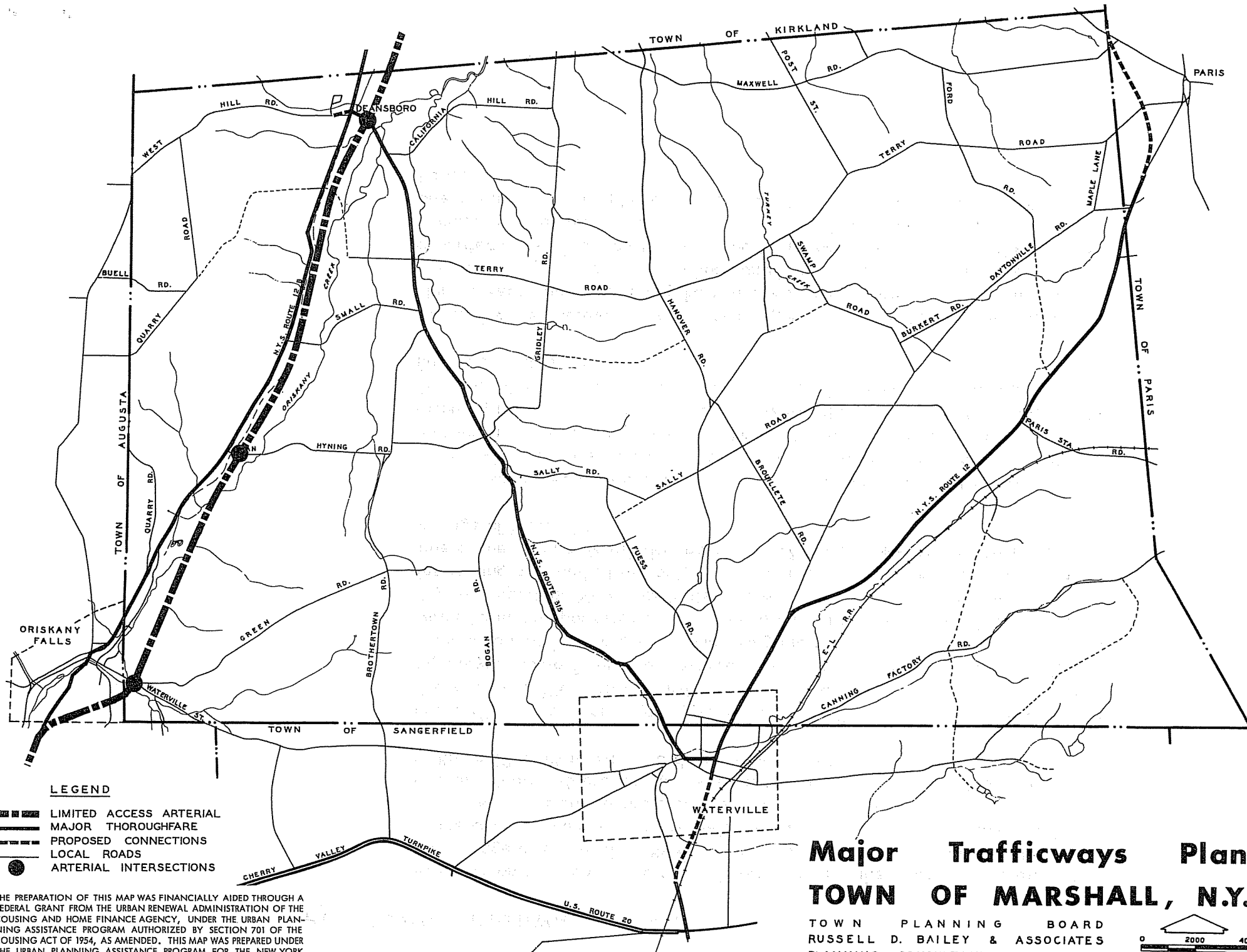
Shoulders - width paved or unpaved.

Commercial vehicles - trucks, busses, etc.

Imperfect alignment - sight distances, stopping, passing.

Grades - vehicle braking, sight distance, commercial vehicles.

SOURCE: Highway Capacity Manual, U. S. Department of Commerce.



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

THE TOWN HIGHWAY PLAN

As shown on the map of Regional Highways serving the Town of Marshall and the Village of Waterville, these two communities are advantageously located in the Utica-Rome area and are well served by east-west and north-south highways. Route 12 crosses the east side of the Town, Route 12B crosses the west side and Route 315 crosses the center of the Town from Route 12B at Deansboro to Route 12 at Waterville - a distance of about five miles.

Route 20, an east-west highway immediately south of the Town of Marshall and the Village of Waterville, until recent years was one of the great cross-country highways. Route 5, another east-west highway a few miles north of the Town is an important State highway connecting the many cities and villages in the water level transportation corridor across the state. Interstate Highway Route 90, the important New York State Thruway, serves the Town of Marshall. Interchanges 32 and 31 are only 9 and 11 miles, respectively, from the north side of the Town of Marshall; and 14 and 17 miles, respectively, from the Village of Waterville.

As has been noted on preceding pages, Route 12 over Paris Hill is hazardous during winter months because of ice and drifting snow, and at some times the highway is closed. The State Department of Public Works has under consideration a plan to construct Route 12 on new location through the Oriskany Valley. This new highway would be built generally on the former Ontario and Western Railroad right-of-way.

In the Town of Marshall, the proposed highway location follows the railroad right-of-way, but at Oriskany Falls the proposed location is east of the Village near the junction of Green Road and Waterville Street. The road will be a limited access highway to which abutting properties do not have the right of access. Grade crossings are proposed - one at Deansboro, one at Small Road, one at the Van Hyning Road, and one at Waterville Street east of Oriskany Falls.

The intersections will create new traffic concentrations and patterns at these locations. The planning for the intersection areas should emphasize the new potential for development at these locations. The Deansboro area will probably be the first to feel the impact due to its location only 9 miles from the nearest Thruway Interchange and 14 miles from downtown Utica. A diagrammatic study of the Deansboro area is included in the Town Master Plan to serve as a guide for future development of a residential neighborhood and commercial center. The Deansboro diagram includes a suggestion for a direct connection to be constructed across Route 12B from Route 315 to West Hill Road. This can be done by using a triangular section of the lawn at the northwest corner of the intersection.

The future intersection at Oriskany Falls will create new conditions in relation to the established business center in that Village. The intersection will be in the corner of the Town of Marshall, and new commercial and residential activity should be anticipated on the east side of Oriskany Falls.

When a new Route 12 is constructed through the Oriskany valley, the present Route 12B will become a major highway serving local residents. This will provide new opportunities for growth and development, particularly for residential purposes. Care should be taken by the Planning Board to assure orderly development of subdivision areas, rather than strip development only along the highway. Commercial development should be concentrated at the Deansboro and Oriskany Falls Intersections.

When a new Route 12 is constructed through the Oriskany Valley, the present Route 12 over Paris Hill may be designated as State Route 12B and its importance as a State highway will be somewhat less than at present. In order to improve alignment and grade in the vicinity of the hamlet of Paris, it has been recommended in the Paris Town Plan that this highway bypass Paris on the west side of that community in the vicinity of the Town line.

Route 12 makes a right-angle turn in Waterville to pass through the business district. This convenience of access to the shopping area is important to residents of the Waterville trade area. It is not important, however, for the motorist who has no reason to stop in the Village, and it adds unnecessarily to the hazards and congestion of the business district.

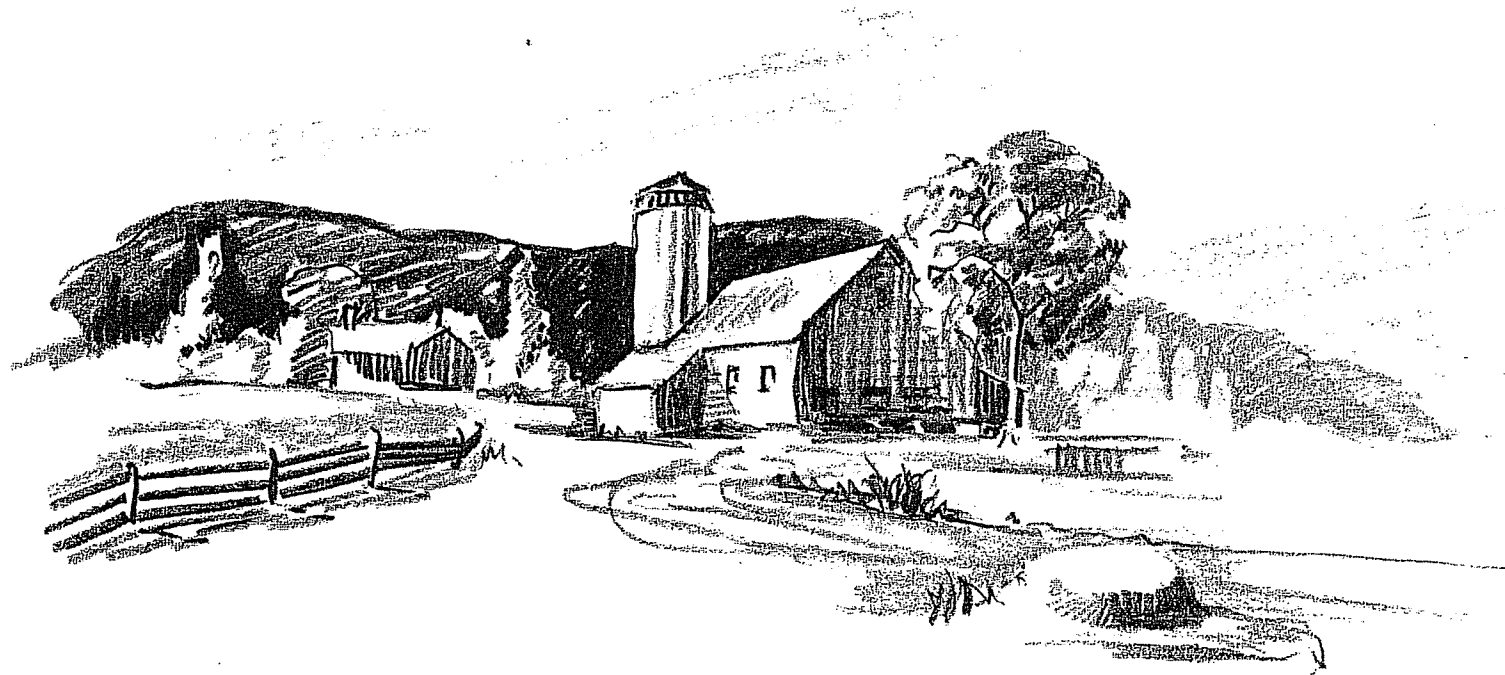
It is recommended, therefore, that Stafford Avenue be extended southward across White Street, through the vacant lands west of the railroad to connect with Sanger Avenue south of the Village. The low railroad underpass will need to be rebuilt to provide modern clearance requirements. This location for the State route will continue to provide good access to the business district, without causing unnecessary congestion on Main Street. If a new central school is built, the present hazards of school and pedestrian traffic will be reduced along Stafford Avenue in the vicinity of the present high school.

Route 315 should be improved by eliminating sharp curves and improving grades particularly in the Village in the vicinity of Berrill Avenue and Main Street. The connection with Main Street should be redesigned to provide a right angle intersection by constructing a long "S" curve beginning at the Town line, so that widening would occur on Buell Avenue north and west of the intersection with Berrill Street, and east of Buell Avenue between the cemetery and Main Street. In addition, the grade over the Creek immediately north of Main Street should be improved by filling over the Creek.

One of the bridges on roads connecting with Route 315 seems to be relatively unnecessary. It is recommended that Bogan Road be closed between Sally Road and Route 315 and that the bridge be eliminated. This short section of road provides frontage for only one house, and this house could be served by a short cul-de-sac off of Sally Road.

Many pavements in the Town are only 16 feet wide. This meets Erwin Plan standards and is probably satisfactory for the rural areas. As the Town develops, however, pavement widths of 18 to 22 feet will become increasingly necessary and the Town should move progressively toward wider pavements to carry increasingly heavy traffic volumes.

COMMUNITY FACILITIES • UTILITIES



TOWN OF MARSHALL N. Y.

C O M M U N I T Y

F A C I L I T I E S

TOWN OF MARSHALL

ONEIDA COUNTY

NEW YORK

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

This report was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

The report was also prepared under the Urban Planning Assistance program with participation, including financial assistance, by the Town of Marshall, New York.

THE TOWN PLANNING BOARD

James Hart, Chairman

Charles Gray
Hugh GreenEric Sanders
Earl Simpson

THE TOWN BOARD

Norman L. Ingersoll, Supervisor

Edward Harris
John HughesDonald Miller
Clifford Small

PLANNING CONSULTANT

Russell D. Bailey
Utica,and Associates
New York

NOVEMBER - 1964

Stanley J. Walerski

Project Planner

C O M M U N I T Y

F A C I L I T I E S

TOWN OF MARSHALL

ONEIDA COUNTY

NEW YORK

TABLE OF CONTENTS

INTRODUCTION 1

EXISTING COMMUNITY FACILITIES 2

THE PUBLIC SCHOOL SYSTEM 3-12

Introduction
Characteristics of the School System
Enrollment Trends
School Standards
Waterville Central School
System Considerations

PARKS AND PLAYGROUNDS 13-17

Existing Parks and Playgrounds
Park and Playground Standards
Proposed Parks and Playgrounds

MUNICIPAL BUILDINGS 18-23

Town Hall
Town Highway Garage
Fire Stations and Districts
Town Dump

WATER SUPPLY AND SEWAGE DISPOSAL . 24-27

Deansboro Water Company

ILLUSTRATIONS

School District Map
Deansboro Development Plan
Fire Districts Map
Deansboro Water System
Community Facilities Plan

I N T R O D U C T I O N

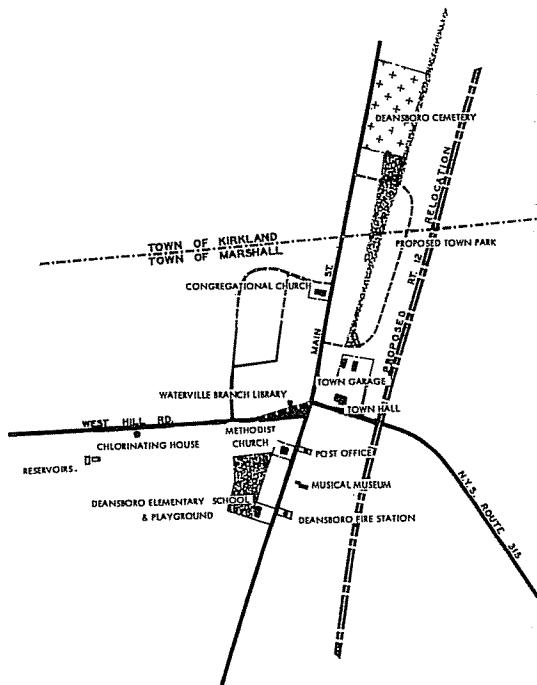
The Community Facilities of a municipality consist of parks, playgrounds and other recreational areas; schools and school grounds; and public and semi-public buildings such as the Municipal Hall, Municipal Garage, Fire Station, Library and churches.

The type and quality of facilities which a community provides weaves a variety and richness into the physical and social fabric of the community. The community facilities are significant in themselves for recreational, educational and administrative purposes. In addition, if they are well designed, well located and well maintained they give added value in enhancing civic pride and as an invitation for new residents and new businesses. Appropriate community facilities help to produce stable real estate values, and help to reduce the causes of blight and deterioration.

The Town of Marshall is still a rural area and Town services are still minimal. It is important, therefore, for the Town to review its present situation, and in the light of new needs which will be created by steady growth, to prepare a plan for the acquisition and orderly arrangement of necessary and desirable community facilities which are in scale with the prospective growth of the Town.

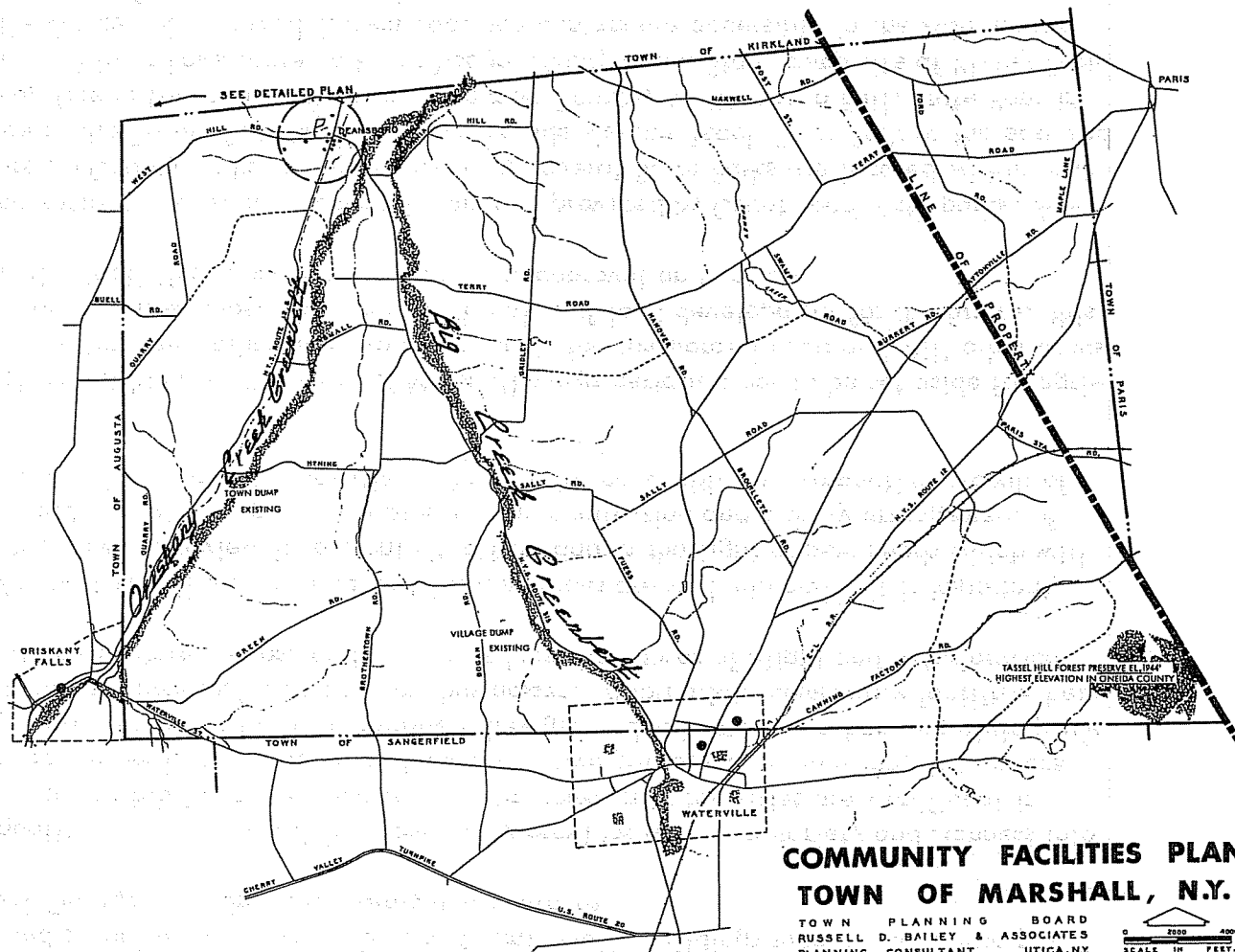
The Land Development Plan for the Town of Marshall shows certain areas to be set aside for agricultural and residential uses; other areas to be set aside for commercial uses; and still other areas to be set aside for industrial uses. As a part of the plan of land development for the future, this study of community facilities is presented for review, approval and action.

Some of the recreational needs of a community may be provided by County and State parks. Although there are no County Parks in Oneida County, several State Parks are located within easy driving distance of the Town of Marshall. These include Verona Beach State Park at the east end of Oneida Lake, Green Lakes State Park in Onondaga County, Chittenango Falls State Park in Madison County, Gilbert Lake State Park in Otsego County and a State camp site at Pixley Falls in the Boonville Gorge. Other well-known vacation centers are accessible in the Adirondacks and Catskills, on Lake Ontario and in the St. Lawrence area.



Deansboro

(DETAILED PLAN)



EXISTING COMMUNITY FACILITIES

Existing community facilities in the Town of Marshall are largely concentrated in the Deansboro community. The existing community facilities include the Town Hall and Town Garage located on opposite sides of Route 315; the Post Office, located on Route 12 B; the new Deansboro Fire Station, located on Route 12 B; the branch library located at the intersection of Route 12 B and West Hill Road; and the Deansboro Elementary School, located on Route 12 B. Other schools serving the Town are located in Waterville, namely the Waterville Central School and the Memorial Park Elementary School.

In addition to these public facilities there are two churches located along the highway, namely, the Methodist Church and the Congregational Church. The Deansboro Cemetery is also located along Route 12 B in the Town of Kirkland. The Deansboro Reservoir and water system are located off West Hill Road west of Route 12 B. In addition to these public and private facilities, the musical museum, a private enterprise, attracts visitors to Deansboro and is an important resource in the community.

There are few community facilities in the remainder of the Town. A marker and small park area are located along Route 315 to commemorate the site of the Brothertown Indian Reservation. Route 315 is located in Forge Hollow but there is no landmark designating the Forge after which Forge Hollow was named.

The Chenango Canal was located through the Oriskany Valley. Built in 1837, it served to connect the coal fields of Pennsylvania with central New York and the Erie Canal in Utica. The site of the abandoned Chenango Canal is marked at some locations in the Town by cut-stone locks, the "ditch" and the tow path. The remains of the Canal are fairly distinct at Deansboro.

The "Line of Property" crosses the eastern end of the Town of Marshall. This line has considerable historical significance because it marked the separation of Indian lands on the west side of the Line of Property from lands on the east side available for settlement. The Line of Property was established in 1768 by representatives of several American colonies and the chiefs and representatives of Indian tribes who met at Fort Stanwix and drew up a treaty.

THE PUBLIC SCHOOL SYSTEM

INTRODUCTION

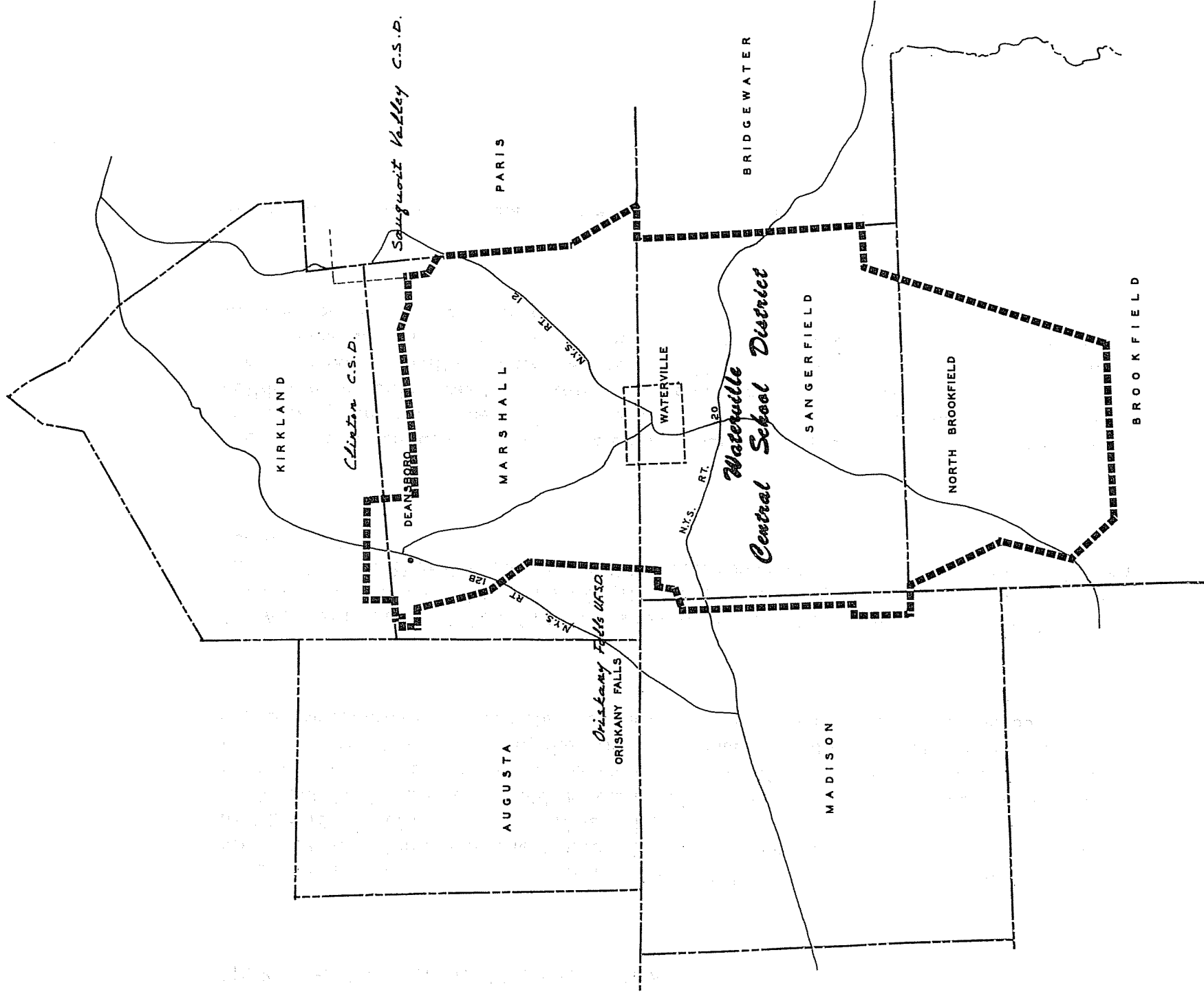
Public school administration, including the provision of adequate school facilities, is vested in the elected Board of Education. Certain elements of the school system, however, are directly concerned with the formulation of a community Master Plan. Among these elements are the location and type of school buildings, the size of school sites and the recreational facilities provided thereon, pupil distribution, the compatibility of land uses adjacent to the school sites and the plan of financing school improvements. The school system, therefore, should be coordinated with other community improvements as shown on and related to the Land Development Plan.

Modern schools and a progressive public school program play an important role in attracting new residents and new industries to the community and in influencing present residents to remain. The schools in Waterville are comparatively new - the High School having been built in 1930 and the Elementary School having been built in 1959. There are two other schools in the Waterville Central system. The three-room Deansboro Elementary School was built in 1933, and the two-room North Brookfield School was built in 1882.

Following the 1874 court decision known as the Kalamazoo Case which established the legal right of communities to use tax funds for public schools beyond the elementary grades, high school enrollments mounted rapidly throughout the country. In 1900, there were half a million pupils in grades 9 through 12. By 1960, there were approximately 6 million pupils in those same grades. A later development has been the beginning of secondary education in the seventh grade. In 1910, the first junior high schools for grades 7, 8 and 9 came into being, thus bridging the age and educational level between the elementary and senior high schools. Many communities now have the junior high school pattern either in the form of separate high schools or 6-year high schools.

The Waterville Central School System now follows the usual pattern of grade groups. There are four schools in the Waterville system. Memorial Park Elementary School is used by grades K-4; the Waterville Central School is used by grades 5-12; the Deansboro School is used by grades 1-6; and the North Brookfield School is used by grades 1-6. A discussion of the characteristics of the school system follows.

Waterville Central School District



CHARACTERISTICS OF THE SCHOOL SYSTEM

Waterville is the center of the "Waterville Central School District Number 1 of the Towns of Sangerfield and Marshall of Oneida County; and Madison of Madison County". The school district includes all of the Village of Waterville, most of the Towns of Marshall and Sangerfield and portions of the Towns of Brookfield, Madison and Kirkland. The western end of the Town of Marshall is served by the Oriskany Falls Union Free School District and the northeastern portion of the Town of Marshall is served by the Clinton and Sauquoit Valley Central School Districts. A map on the opposite page illustrates the areas which are served by the different school districts.

The Waterville Central School District was formed in 1928 when eleven local school districts voted to centralize with the Village School District. Since that time, the District has continued to expand so that now 21 of the local school districts surrounding Waterville are included in the Central School District.

The program of centralization generated a school building program in the Village and a school abandonment program in the rural neighborhoods. Thus, the former elementary and high school building of the Union Free School District of Waterville Village has been abandoned, and a new central school was built on Stafford Avenue in 1930. In addition, about the same time a new 3-room elementary school was built in Deansboro. During the same time, the 11 rural schools in the Town of Marshall were closed.

The characteristics of the Waterville Central School District buildings and grounds are as follows:

The school has an auditorium, lunch room, library, two gymnasiums and a main study hall, all of which are used at times for classroom purposes, in addition to the 36 regular classrooms. The 5 acre playfield and playground provides space for field games and playground apparatus. A paved parking lot is located between the main building and the shop annex.

Memorial Park Elementary School

This single story brick and steel building, constructed in 1959-1960, is located on Bacon Street, East, on a 16.77 acre site. There are two parcels in the school site. One was donated by the Memorial Park Association and has an area of approximately 8.8 acres with a frontage of 920 feet on Bacon Street, East, and a depth of 418 feet. The second parcel of 7.97 acres was also largely donated by Charles Yale. It has 185 feet of frontage on Stafford Avenue, North, and a depth of approximately 1,300 feet, 749 feet of which is coterminus with the rear property line of the first parcel. In addition to the 18 classrooms, the school has a combination auditorium-cafeteria and a separate gymnasium or playroom. The rated capacity for this school is 475 pupils, and the enrollment in the Fall of 1963 was 1270 and there is a faculty of 32 teachers. The site has a playfield and playground with play equipment. The site is large enough for future additions to the buildings.

A new school bus garage was completed in the Fall of 1961 on the Memorial Park site east of the school. The garage was designed to house 8 buses and one station wagon. The school now operates 10 buses and four station wagons. The buses and two station wagons can be stored in the garage and the other two station wagons are parked outside.

The need for expansion of the vehicle storage facilities is apparent and any future addition should be large enough to handle increases in the foreseeable future.

Deansboro Elementary School

This one-story brick structure, built in 1932-1933, is semi-fireproof and is located on a three-acre site on Route 12B at Deansboro. The building is a three-room, three-teacher school with a combination gymnasium-auditorium and an improved cafeteria. The rated capacity is 75 pupils. A partial basement houses the heating and storage facilities. Play apparatus is provided at the playground at the back of the building.

Although the structure is sound, some consideration is being given by school administrators to the possibility that operations would be more economical if the six grades presently conducted at this school were transferred to the main elementary school in Waterville and that the school at Deansboro become a centralized kindergarden. In addition, the 6 grades now at the Deansboro school would have the added advantage of a more diversified curriculum.

North Brookfield Elementary School

A two-story frame building constructed in 1882 is still in use as part of the Waterville Central School system on a three to four acre site in North Brookfield. The two classrooms are on the first floor, and a combination gymnasium-auditorium is used on the second floor. The school has a rated capacity of 50 pupils and there are two teachers. The playground on the three to four acre site has such facilities as a softball diamond, swings, slides and seesaws.

RESIDENT and MIGRANT REGISTRATIONS
1954 - 1963

Year	Resident Census Birth to 18 Years of age	School Registration 1/		Migrant Labor Children		Total Pupils Minus Migrant Labor 3/	
		Total	Increase or Decrease	Enrolled 2/	Increase or Decrease	Enrolled	Yearly Increase
1954	1571	1048	51	35	---	1013	---
1955	1575	1070	22	41	6	1029	16
1956	1682	1091	21	64	23	1027	- 2
1957	1763	1186	95	107	43	1079	52
1958	1781	1207	21	108	1	1099	20
1959	1816	1225	18	53	- 55	1172	73
1960	1802	1216	- 9	34	- 19	1182	10
1961	1702	1199	- 17	32	- 2	1167	- 15
1962	1674	1225	25	21	- 11	1204	37
1963	1756	1270	45	4	- 17	1266	62

SOURCE: Supervising Principal - Waterville Central School

1/ Included are the children of the southern migrant labor force living in the district during July, August and early September when school census data is compiled.

2/ These children leave the school when the harvest season is over and the migrant labor force goes back home usually by the middle or end of October.

3/ Enrollment of resident pupils does not include migrant labor children.

ENROLLMENT TRENDS

Waterville Central School District 1954-1963 Enrollment by Grades

YEAR	K	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
1963-64	105	112	130	134	109	106	107	103	84	84	68	79	49	1270
1962-63	114	117	140	109	107	107	99	95	92	77	77	60	31	1225
1961-62	122	140	92	114	114	99	92	111	75	86	53	49	52	1199
1960-61	133	128	116	112	104	98	107	99	99	61	54	60	45	1216
1959-60	123	122	127	116	106	111	106	110	77	64	60	56	47	1225
1958-59	111	124	125	97	112	127	105	108	65	81	62	47	42	1207
1957-58	102	137	100	120	107	121	97	82	93	69	54	58	46	1186
1956-57	105	97	124	94	106	106	77	103	86	60	55	45	33	1091
1955-56	85	123	93	102	96	93	81	105	65	68	55	44	60	1070
1954-55	110	97	107	90	88	84	93	90	80	60	56	57	36	1048

NOTE: Table includes migrant labor children enrolled.

ENROLLMENT TRENDS

In addition to the school trends, the table on the preceding page indicates the impact of the migrant labor force and their children on the school system and the community. The largest impact occurred in 1957 and 1958 when 108 children, or 10 percent of the pupils enrolled, were from migrant labor families. These children attended Waterville Central School only a month or two, but placed a heavy load on the school facilities and staff during their brief stay. The enrollment of migrant children decreased to only four in 1963. Migrant labor is passing from the scene in the Waterville community and the schooling of these children for two months of the school year will no longer be a problem.

The total enrollment of resident school children has increased by 25 percent from 1954 to 1963. The greatest increases occurred in 1959 with 73 additional resident registrations, and in 1963 with 62 additional registrations. The yearly increase of resident pupils has been higher than the yearly increase of total enrollment.

IN SUMMARY, from 1954 to 1963 there was an increase of 221 children enrolled. During this same time, there was a net decrease of 31 migrant children enrolled. There was, therefore, a net increase of 252 resident children enrolled in the Waterville Central School system from 1954 to 1963.

The tabulation of Enrollment Trends shows that fluctuations occurred in all grades throughout the 10-year period. An increase in one year is often followed by a sharp decrease in the next year. Because the school count is taken at a time when the migrant labor children are enrolled at the schools, the table includes those pupils.

The tabulation of Census, Registration, Preschool and Average Daily Attendance from 1938 to 1963 shows the increase which has occurred in all these categories during the last 25 years. The increase has been generally 70 to 80 percent in all categories.

It should be noted that the increasing school population was accommodated in the North Brookfield, Deansboro and Waterville Central Schools until 1959 when the new Memorial Park Elementary School was opened.

SCHOOL STANDARDS

The Division of School Buildings and Grounds, New York State Education Department, has established what it considers to be minimum school site standards. They caution, however, that whenever possible, it is advisable to exceed these minimum acreage standards.

The standard for an elementary school site is based upon three acres, plus one acre for each 100 pupils enrolled, with a minimum of five acres of usable land. The State Education Department considers an elementary school of about 600 enrollment to be the optimum size. The secondary school site is based upon 10 acres of usable land plus one acre for each 100 pupils.

Other than site size, consideration is given to location and shape, adjoining land uses, elevation, topography, accessibility, soil conditions, and initial and ultimate costs.

The trend in recent years has been toward complete separation of the K-6 grade groups from the 7-12 grade groups in order to separate students coming into the adolescent stage in the seventh and eighth grades from younger children. The Department also suggests the following:

"An elementary school site should be near the center of pupil population which the school serves. The trend in population growth should be taken into account. Care should be taken that the site chosen is not located on a busy highway which would expose children to unusual traffic hazards in going to and from school."

"For a high school, a central location is not nearly so important. It is becoming customary for a district to select a high school site rather remote from the center of population. Acreage is considered much more important than a central location."

USE	BASIC ACREAGE REQUIREMENTS FOR TYPICAL SCHOOLS 1/			
	ELEMENTARY - 600 Pupils	Acres	SECONDARY - 1000 Pupils	Acres
Building	54,000 sq. ft. (assumed)	1 1/4	120,000 sq. ft. (assumed)	3
Drives, walks and service areas		1 1/4		3
Grounds around building		1 1/2		2
Parking	30 faculty, 15 visitors	1/4	70 faculty, 57 students 270 visitors	2
Outdoor physical education	Playgrounds & apparatus	5 1/4	Playfields and courts	10 1/2
MINIMUM RECOMMENDED		9 1/2		20

1/ New York State Education Department, Division of School Buildings and Grounds, School Site Standards.

WATERVILLE CENTRAL SCHOOL SYSTEM CONSIDERATIONS

The central school system was authorized in 1928 and soon thereafter the new Waterville Central School and the new Deansboro School were built. Thirty years later the new Memorial Park Elementary School was built. The data presented on the preceding pages shows a steadily increasing school enrollment in the District. There is reason to expect the upward trend of enrollment in the Waterville Central District to continue. An average annual enrollment increase of 30 pupils will require one additional classroom each year; and an increase of 60 pupils each year would require two additional classrooms each year.

If the North Brookfield School is closed because of its structural and functional obsolescence, two additional classrooms will be needed elsewhere. This need for two new classrooms, plus a normal annual need for one or two new classrooms indicates a need for eight to fourteen new classrooms by 1970.

The high school is crowded and needs renovation, including modern plumbing and electrical facilities. The Board of Education has conferred with the Department of Buildings and Grounds of the State Education Department whose conclusions and recommendations on the Waterville Central School District building program include the following:

Increased classroom space at the present High School will not be approved by the State. The Department of Buildings and Grounds recommends that a new high school be built on a new and more adequate site.

The present High School should be used by grades 4-8 and for all school offices.

State aid will be available for renovation of the present High School if attendance capacity is not increased.

Expansion of the Memorial Park Elementary School is not the best answer for additional classrooms for this would require a second recreation room.

Discussions of consolidation with adjacent school districts are in an early stage. School districts involved in this consideration include Waterville, Brookfield, Bridgewater, Oriskany Falls and Madison. The outcome of consolidation considerations will be a factor in the central location for a new high school to serve the area.

PARKS AND PLAYGROUNDS

EXISTING PARKS AND PLAYGROUNDS

TOWN PARKS

The recreational facilities in the Town of Marshall consist of the Deansboro Elementary School playground and a small triangular ornamental area at Forge Hollow where Route 315 and Gridley Road intersect. The rural character of the entire Town, however, provides abundant open space for play and recreation around virtually every dwelling.

In addition to the two small playground and park sites mentioned above, the residents of the Town of Marshall are served by the playgrounds and playfields provided by their central school district as follows:

MEMORIAL PARK ELEMENTARY SCHOOL PLAYGROUND - This elementary school is located on the north side of Bacon Street, east, in Waterville on a 16.77-acre site. The playfield includes the ball diamond and football field with bleachers and a natural ice skating rink. The playfield occupies an area of approximately four acres. A one-acre children's play area, equipped with playground apparatus, is located northwest of the school building.

WATERVILLE CENTRAL HIGH SCHOOL PLAYFIELD - The Waterville Central High School playfield is located on the west side of Stafford Avenue, north, between Bacon Street and Main Street. The main access to the site is from Stafford Avenue. A 6-foot wide pedestrian walk between residential parcels also provides access from Babbott Avenue. Recreational facilities occupy about 4 1/2 acres of the site and include tennis courts, a ball diamond, practice football field and track, basketball and children's play area. The apparatus includes two slides, swings, and a small merry-go-round.

ORISKANY FALLS SCHOOL PLAYGROUND - In addition to the Deansboro Elementary School and the Elementary and High Schools in Waterville some residents of the Town of Marshall are served by the playground facilities located at the public school in the Village of Oriskany Falls. These facilities include playground apparatus and playfields.

PARK AND PLAYGROUND STANDARDS

Because of the predominantly rural setting of the Town of Marshall with the abundance of forested areas, woodlands, farms, pastures, creeks and open meadows, the usual urban standards for the size and distribution of recreational areas and the population they serve should be modified to suit the needs of the community.

Experience indicates that the demands for outdoor recreation space will continue to increase but that potential recreational areas may be lost through community development. It is important that the community take steps, therefore, to ensure that the lands needed to serve the growing recreational needs will be preserved for use when they are needed.

Several of the factors which influence family recreational patterns include the age of the individual; the income; the education; the occupation; the residence location - whether urban, suburban or rural; the mobility to local facilities or for more remote outings; recreational opportunity - which tends to create a geometric increase in participation; and leisure patterns which may be used as a status symbol.

Recreational area standards based on the function and need of the facility suggest the following types of areas for the Town of Marshall:

NEIGHBORHOOD PLAYGROUNDS - These are designed to serve elementary school age children and they often supplement school playground facilities. Facilities such as swings, slides, see-saws, climbing apparatus, tennis, volleyball, basketball, horse shoes, shuffleboard, wading pool, field house and toilets should be available. In addition, the playground may have one section developed with a park-like setting for adult use, and space should be reserved for pre-school age children. Each residential neighborhood should have at least one playground.

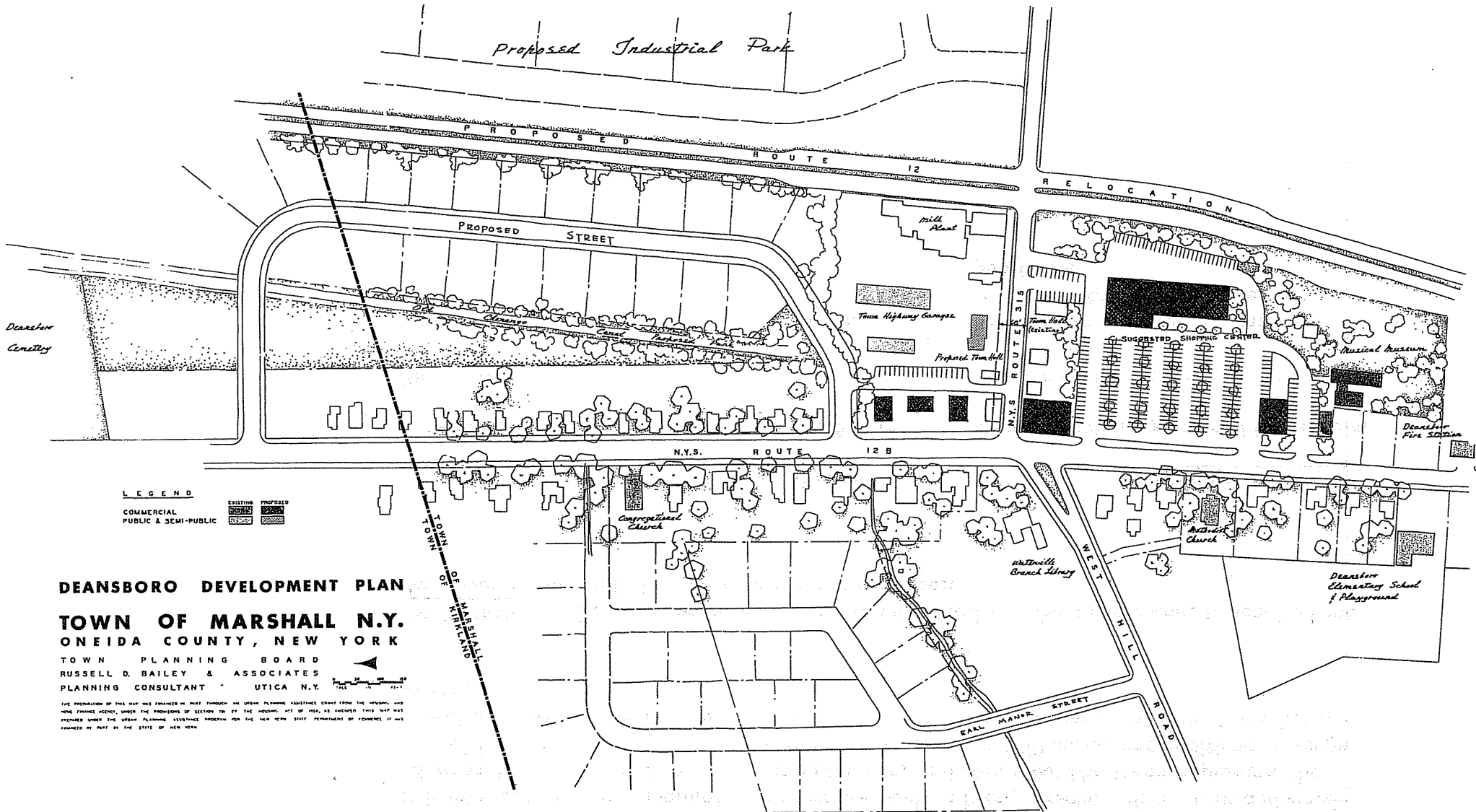
The playground should be attractively landscaped with trees, shrubs, lawn, benches, fences and paved areas. These facilities can enhance the value of properties in the neighborhood if the proper design and maintenance are provided. As the community develops, each neighborhood will need a playground for the children who reside therein.

PLAYFIELDS - are designed for use by junior and senior high school students and for young adults. Playfields provide for active organized play and may include court games, a field house, softball, baseball, football, archery, track, swimming pool, picnic facilities and ample parking and toilet accommodations. The size of the area will vary from 10 to 20 acres.

TOWN OR COMMUNITY PARKS - should accommodate group activities such as family and club outings, scout activities, picnic areas, winter sports, day camps, bridle and foot paths, areas for active play, outdoor theatre and concert area, a pool, golf course, parking, and toilet facilities. The park should be readily accessible by car from anywhere in the community it is intended to serve. Natural scenic features such as lakes, streams, vistas, hills and wooded areas should be considered in selecting the site, and care should be taken to preserve the natural features. Such a park should have an area of at least 50 acres, and additional acreage should be provided as necessary to fulfill a need or to preserve a scenic, historical or other resource.

IN SUMMARY, the Town recreational resources and facilities should be planned, acquired and developed in line with the following types of area uses:

Type	Minimum Area	Description
Playground	3 to 5 acres	One for each neighborhood in the Town.
Playfield	10 acres	One for each community in the Town.
Town Park	50 acres	As necessary, to preserve and keep scenic, historic or other area for public use.



DEANSBORO DEVELOPMENT PLAN

TOWN OF MARSHALL N.Y. ONEIDA COUNTY, NEW YORK

TOWN PLANNING BOARD
RUSSELL D. BAILEY & ASSOCIATES
PLANNING CONSULTANT UTICA N.Y.

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING ASSISTANCE GRANT FROM THE HUDSON AND MOHAWK FUND, UNDER THE PROVISIONS OF SECTION 20 OF THE HOUSING ACT OF 1937, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE, WHICH IS FINANCED IN PART BY THE STATE OF NEW YORK.

PROPOSED PARKS AND PLAYGROUNDS

The Town of Marshall is distinctly rural in character at the present time. With an area of 20,928 acres, and a population of 1,614 persons exclusive of Waterville, there are 13 acres per man, woman and child who resides in the community. There are some 450 families in the Town, so the area per family is 46 1/2 acres. In view of this extremely low density and the modest increase in population which has been estimated for 1980, the present rural character of the Town will be retained for some time. There are some community centers, however, which will serve as nuclei for population growth. These include Deansboro in the Town of Marshall; Waterville in the Towns of Marshall and Sangerfield; Oriskany Falls in the Town of Augusta; and Paris in the Town of Paris. Most residences are and will be farm or rural non-farm, neither of which will call for neighborhood-type recreational facilities.

Deansboro is a hamlet of some 100 families. There has been little development in recent decades and most of the houses and businesses are located along the highway, although there is one small, new subdivision with a few houses. The State Department of Public Works proposes to construct a new limited access arterial highway through the Valley at an early date. One of the few access points in the Town will be in Deansboro at Route 315. A good new highway such as is proposed will make Deansboro quite accessible to Utica and only some 20 to 30 minutes from downtown.

Because of improved accessibility, Deansboro may expect, and should prepare for some urban-type growth. In order to provide some guidance, a Development Plan for orderly growth of Deansboro has been prepared and is shown on the opposite page.

The Deansboro Development Plan shows the proposed Route 12 B relocation on the old railroad right-of-way some 500 feet east of the present highway. The plan shows a Town center, commercial center and industrial center. It also shows a new residential area between the present and proposed highways. As one of the assets of the community, a Town park is proposed along the former Chenango Canal. The park would be approximately 1,600 feet long, extending from the Town garage area to the Deansboro Cemetery, of which about 1,000 feet would lie within the Town of Marshall. The park would vary in width from 50 to 200 feet and would have an area of about five acres.

The park is intended to be recreational, scenic and historic in character. As a recreational Town park, it should provide picnic facilities, a children's playground, foot trails and paths. As a scenic and historic

area, it should be designed and developed in such a way as to tell the story of early modes of transportation in general and the Chenango Canal in particular. The stone locks, the canal and tow path should be restored and featured to the greatest extent possible.

In addition to the proposed Chenango Canal Park, the Deansboro Elementary School serves as a community center and the playground is equipped with swings, slides and other playground apparatus.

Waterville is another of the communities providing important recreational resources for residents of the Town of Marshall. The High School and the Elementary School each has playground and playfield areas and facilities which are accessory uses primarily to the public school program but also serve Village and Town residents for summer recreational activities.

The Oriskany Falls school provides a limited amount of recreational use for residents of the Town of Marshall who live in the vicinity of that Village.

The Paris community is small and playground facilities are not provided at the present time.

The topography of the Town of Marshall is one of its scenic resources. The Town tilts from Tassel Hill in the southeast to the Oriskany Creek Valley along the west side. Tassel Hill is the highest point in Oneida County and reaches an elevation of 1,944 feet above sea level. The Oriskany Creek Valley enters the southwest corner of the Town at an elevation of 979 feet above sea level, and leaves the northwest corner of the Town at Deansboro at an elevation of 740 feet. The difference in elevation diagonally across the Town, therefore, from Tassel Hill to Oriskany Creek at the Town line east of Deansboro is over 1,200 feet. The fall in Oriskany Creek in the Town is 239 feet. Waterville has an elevation of 1,213 feet at the park, and Deansboro has an elevation of 785 feet. The difference in elevation, therefore, from Waterville to Deansboro is 428 feet. The rolling upland in the eastern half of the Town is made up of picturesque pastoral scenery and the rural roads are attractive for motorists who enjoy beautiful scenery.

The Oriskany Creek is a favorite fishing stream. Because of its scenic values, a greenbelt should be preserved along the stream by use of the open space provisions of the Federal government whereby land adjacent to the stream could be purchased, or acquisition of development rights could be secured.

Big Creek is another scenic area in the Town. The Waterville Master Plan includes recommendations for acquisition of park lands throughout the Village adjacent to Big Creek. It is recommended that the scenic valley and wooded hillsides of Big Creek Valley below the Village also be acquired for public park purposes north to and including the Forge Hollow area.

MUNICIPAL BUILDINGS

The public buildings serving the Town are important for the services and facilities which they provide. They are also very important as a symbol of community quality. There are only a few public buildings in the Town of Marshall - the Town Hall, the Town Garage and the Fire Station. The Town Dump is also a trademark of good or poor Town housekeeping.

TOWN HALL

The Marshall Town Hall is located on the south side of Route 315 in Deansboro near Route 12 B. The wood frame building provides a large basement room and an auditorium with a stage and balcony on the main floor. The building was constructed by the Maccabees some years ago. After the organization was disbanded, the building and land became the property of E. J. Davis who sold it to the Deansboro Fire Department at a nominal price. The Fire Department in turn sold it to the Town of Marshall for \$7,000.

The lot is approximately 40 feet in width and 140 feet in depth. An additional lot east of the Town Hall was purchased by the Town to provide off-street parking facilities. The rear portion of the parking lot is usually prepared as an ice skating rink during the winter months by the Deansboro Fire Department.

The Town has expended about \$3,000 in renovations which include two heating units. Kitchen facilities are available on the main floor. Toilet facilities are also available in the basement.

Operational costs for the Town Hall in 1963 amounting to about \$2,000 included purchase of new chairs and equipment, light, heat, telephone, water, insurance and janitor-caretaker service.

The Town Hall is available to all organizations in the Town of Marshall at no fee. Organizations not located in the Town are charged a fee. The Town Hall is used by the various organizations, including Town Board meetings, about five days a week. Before the Town Hall was available the various organizations used the Fire Station and the Deansboro Elementary School as places for assembly.

TOWN HIGHWAY GARAGE

The Town Highway Garage was constructed about 1944-1945 on a one-acre parcel of land just west of the Milk Company plant on Route 315 and opposite the Town Hall at Deansboro. It is located behind properties which have frontage on the highway, so a right-of-way is used jointly by the highway department and the milk company. The 40 x 120 concrete block structure was constructed at a cost of \$10,000. A savings was realized by the use of Town highway employees in the construction of the garage. In 1960 an auxiliary building was erected for storage purposes. This is a wood frame, pole-type structure with metal siding and roof.

The following equipment is owned and utilized by the Town Highway Department:

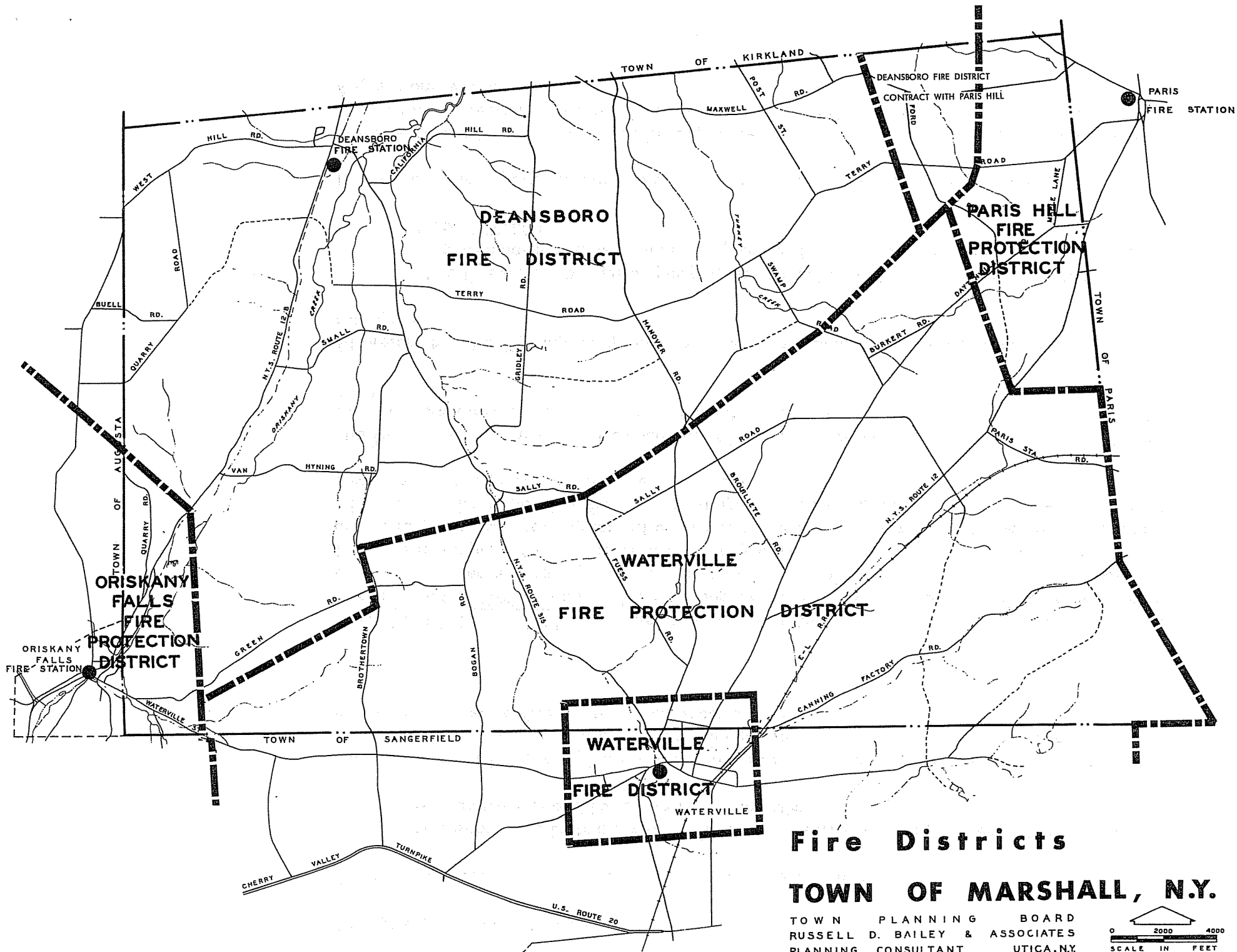
Two dump trucks, two sanders, three snow plows, one bulldozer, one grader, one shovel, one tractor mower and one front end loader.

No additional equipment is contemplated for purchase, although replacement of one dump truck, one sander and the shovel may be necessary within the next few years.

Although the Town Hall serves its present purpose adequately, the Town should look forward to the time when a new Town Hall will be built. It should be noted that the public buildings in Deansboro are scattered through the hamlet: the Town Hall in one place; the Town garage on the opposite side of the street; the Deansboro Fire House, Deansboro School and Post Office on Route 12.

It is desirable to consolidate the public buildings serving the people of the community, as a convenience to the patrons of the different buildings. In addition, if public buildings are grouped, the opportunity is provided to create an attractive design which relates one building to another with interesting space relationships between the buildings.

It is recommended, therefore, that when a new Town Hall is built consideration should be given to locating it on the north side of Route 315 where it may have an attractive relationship to the Town highway garages and where these Town buildings will have a functional relationship with each other. The new fire station and the post office may remain in their present locations where they will have a design relationship to the proposed shopping area.



FIRE STATIONS AND DISTRICTS

The Town of Marshall is served by the following Fire Districts:

Deansboro Fire District, Waterville Fire Protection District, Oriskany Falls Fire Protection District and Paris Fire Protection District.

The total cost for fire protection service to the Town of Marshall amounted to approximately \$7,440 in 1963. However, this covered a longer period than the normal one-year contract. Normal annual expenditures have been about \$6,500.

DEANSBORO FIRE DISTRICT - The Deansboro Fire District was established about 1927-1928 and was enlarged in 1940. The fire district is supervised by a five-man Board of Fire Commissioners, each of whom serves a five-year term. Since the Board of Fire Commissioners has the power to tax benefitting property owners, an annual levy is made on real property to pay the cost of fire protection, purchase new equipment and make necessary expenditures. The Board of Fire Commissioners is also responsible for the fire equipment, including the fire trucks. The Fire District owns the fire equipment and the fire station building.

The Deansboro Volunteer Fire Company has 60 members. A new four-bay concrete block building, approximately 60 feet by 60 feet, a meeting room and a kitchen were constructed in 1959-1960.

At present the fire fighting equipment operated by the Deansboro Fire Department includes the following:

1940 Chevrolet 250-gallon pumper, 1947 Brockway 500 gallon pumper, 2,000 gallon International tanker with auxiliary pump and a new Ward La France 750-gallon pumper (cost \$17,000).

In addition, the department has two portable pumps, a resucitator and drying racks.

The area served by the Deansboro Fire Department in the Town of Marshall is indicated on the map of Fire Protection Districts. The fire protection district extends into the Towns of Kirkland, Augusta and Vernon.

ORISKANY FALLS FIRE PROTECTION DISTRICT - The Oriskany Falls Fire Protection District covers a small portion of the south-west corner of the Town adjacent to the Village of Oriskany Falls. The fire house is a two-story brick structure. The fire fighting apparatus available at this station includes the following:

1,750-gallon pumper, 1,500-gallon pumper, a Tanker and an Ambulance

In addition to the fire protection service provided by the Oriskany Falls Fire Department, the Town of Marshall contracts with the Fire Department for ambulance service for the Town of Marshall. Annual cost for this service amounts to approximately \$250.

PARIS FIRE PROTECTION DISTRICT - The Paris Fire Department contracts with the Town of Marshall to provide fire protection service to the north east corner of the Town adjacent to Paris Hill. The Paris Volunteer Company, formed in 1948, now has about 55 members and the membership is restricted to 60. The five-man Board of Fire Commissioners is responsible for the fire equipment; including the fire trucks.

Equipment consists of the following:

1959 GMC pumper with 500 gpm pump and 800-gallon tank; and
1948 Dodge Tanker with 500 gpm pump and 750-gallon tank

Both trucks are radio equipped and the department is equipped with normal accessory apparatus.

The Paris fire station is located on Route 12 in a concrete block building which was erected about 1950. It has two bays and a storage-lounge area.

WATERVILLE FIRE PROTECTION DISTRICT - The Waterville Fire Department provides fire protection service to the lower half of the Town of Marshall. The fire station is located in the Village of Waterville on Main Street in the heart of the business district. Fire apparatus is stored in a one-story, three-bay, concrete block building with 4,000 square feet of floor space. In addition, the structure has a kitchen and a firemen's activities room.

The fire apparatus consists of the following:

1929 American La France pumper, 1936 GMC pumper, 1946 International Hook and Ladder, 1955 American La France pump and hose truck and a new GMC American La France 750-gallon pumper (\$19,000).

TOWN DUMP

The Town Dump is presently located south of Van Hyning Road near the intersection of Route 12 B. The Town has contracted with a private land owner for a three year period at an annual cost of \$1.00 to use unlimited acreage in a swampy area for dumping purposes. The contract expires in May 1965 at which time the contract may be renewed.

Conditions and methods of disposal at the dump are not very satisfactory and consideration has been given to creating a consolidated dump employing the sanitary land fill method with a full time operator for combined use by the Towns of Marshall, Sangerfield and the Village of Waterville. A site considered for these dumping facilities is the present Waterville Dump located in the Town of Marshall off Route 315 north of the Village limits. A program of this nature would improve dumping conditions in addition to reducing the cost of such an operation on each of the communities involved.

Good municipal housekeeping should be an obligation on the Town and Village and each should take action to correct undesirable practices. The following provisions for operation of garbage and rubbish dumps are suggested:

Disposal of rubbish or garbage only through use of the Sanitary Land Fill Method, in accordance with standards prescribed by the Sanitary Engineering Division of the American Society of Civil Engineers, by either the " area fill " or the " trench fill " method.

Land fill should be planned by a qualified engineer and maintained by properly trained personnel. The site should be fenced.

No dump should be permitted within 100 feet from any highway and 100 feet from the boundary line of the property.

No dump should be permitted to be objectionable because of dust, fumes, odors, smoke, or vermin; or otherwise detrimental to the public health and safety.

No dump should be permitted which interferes with drainage so as to be injurious to adjacent land or buildings, or which causes pollution of streams, lakes or ponds.

The disposing of rubbish, waste materials or garbage on property upon which the rubbish, waste materials, or garbage is produced should be permitted providing the private dump is at least 100 feet from any highway and at least 100 feet from any residence or property line.

Storage Reservoirs
Capacity 280,000 Gallons

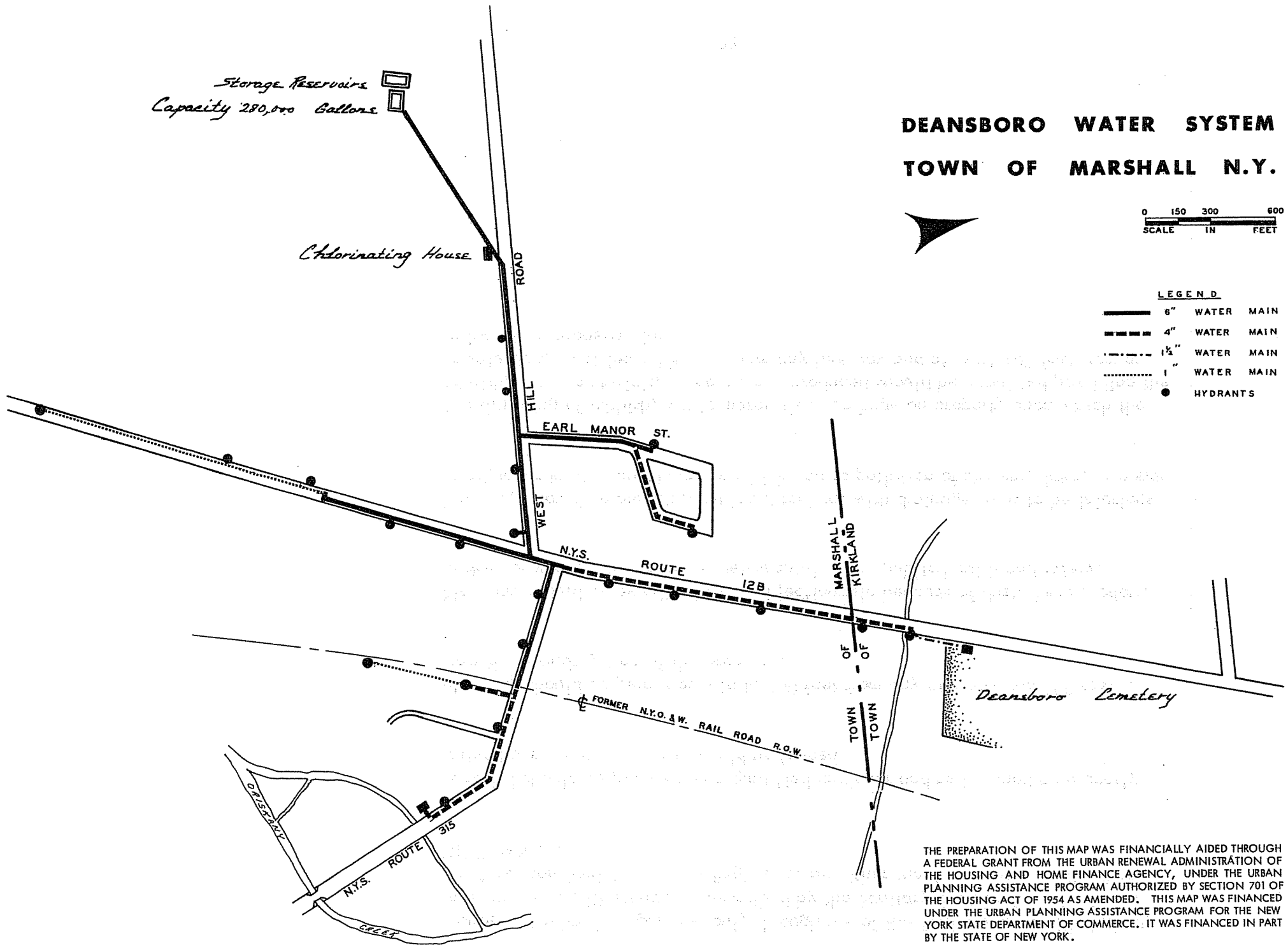
Chlorinating House

DEANSBORO WATER SYSTEM TOWN OF MARSHALL N.Y.

0 150 300 600
SCALE IN FEET

LEGEND

- 6" WATER MAIN
- - - 4" WATER MAIN
- · - · 1 1/2" WATER MAIN
- · · · · 1" WATER MAIN
- HYDRANTS



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED. THIS MAP WAS FINANCED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

WATER SUPPLY AND SEWAGE DISPOSAL

DEANSBORO WATER COMPANY

The Deansboro Water Company, incorporated in 1896 provides the water supply for Deansboro. No other part of the Town has a public water supply. The seven-member Board of Directors is elected annually by the 35 to 40 stockholders of the company. The cost of the system in 1896 was about \$4,000. It is now valued at about \$11,000.

SOURCE

The principal source of water is springs. The water has a hardness rating of 300 ppm and an alkalinity rating of 256 ppm. In addition, a well is used during dry seasons for about two months out of the year. Two settling basins are located near the source. Although the water company owns only the land on which the reservoirs are located, the watershed encompasses an area of about 50 acres of private land on which the company has easements for its water catchment.

The system includes two open reservoirs with a storage capacity of 280,000 gallons located south of West Hill Road between Route 12 B and the Quarry Road. The 930-foot elevation at the reservoir is approximately 130 feet higher than the bench mark at the milk plant on Route 315 near the former O. and W. Railroad.

The connecting system at the springs consists of three- and four-inch vitrified tile pipes which feed into the storage reservoirs. A six-inch cast iron main connects the reservoirs to the chlorinator located 747 feet east of the reservoirs.

DISTRIBUTION

From the chlorinator building, a six-inch main lies along the east side of West Hill Road for a distance of 1,310 feet to the intersection of Route 12 B. The southerly extension on Route 12 B is a six-inch main for a distance of 968 feet, then a four-inch main for a distance of 371 feet. From this point a one-inch pipe continues southerly for a distance of 897 feet to the end of the system.

The northerly extension along Route 12 B from the West Hill Road intersection is a six-inch main for a distance of 114 feet, a four-inch main for a distance of 1,516 feet, and the remaining 230 feet is one and one-half-inch pipe, terminating at the Deansboro Cemetery.

The distribution system on Route 315 east of the intersection of Route 12 B is a six-inch main for a distance of 402 feet to the former O. and W. Railroad right-of-way and a four-inch main for a distance of 714 feet. A four-inch main is located on Railroad Street from the intersection of Route 315 southerly for a distance of 195 feet and a one-inch pipe continues for a distance of 461 feet.

Earl Manor is served by a six-inch main for a distance of 480 feet from West Hill Road and a four-inch main for a distance of 540 feet on the south and east portion of the street.

The lengths and sizes of water mains in the system are as follows:

Size	Length in Feet	Percent
One-inch	1,358	15.2
One and one-half inch	230	2.6
Four-inch	3,336	37.3
Six-inch	3,274	36.6
Six-inch	747	8.3
Total	8,945	100.0

The predominance of small diameter water mains is a primary factor in inadequate water pressures for effective fire protection in Deansboro. Test for water pressure at four hydrants in the system showed the following range of pressures:

Location	Range of Water Pressures	Location	Range of Water Pressures
West Hill Road	24-42	North Main Street	48-58
South Main	42-44	Route 315	48-60

CONDITION AND MAINTENANCE

The distribution system is in relatively good repair. Maintenance has been conducted by the Water Superintendent whose position has been unsalaried since the organization of the company. With the additional maintenance required to read and service meters, plus the constant upkeep and watchfulness required to see that all is in operating order, the Directors are considering a full-time salaried maintenance man. Maintenance includes clearance of the debris at the settling basins, primarily after a storm, fence repairs; structural repairs, and planting of trees.

Capacities at the source could be increased, by providing facilities to stop and store the water. At present much of the water has to be diverted from the storage reservoirs to prevent overflow. The Water Superintendent recommends terracing and planting of trees for the control of water, and the purchase of lands in the watershed by the Deansboro Water Company.

REVENUES

SCHEDULE OF WATER RATES - All water used in the Deansboro Water System has been metered since 1955. The following schedule of water rates has been in effect since February 1, 1958.

Use	Quarterly Rate
Minimum 7,500 gallons	\$ 6.50
Next 20,000 gallons @ 50¢ m	10.00
Next 50,000 gallons @ 40¢ m	20.00
Next 100,000 gallons @ 30¢ m	30.00

All over 177,500 gallons @ 20¢ m

Water accounts are billed and payable on February 1, May 1, August 1 and November 1 of each year. In case water accounts remain unpaid thirty days after billing, service is discontinued.

The Deansboro Water Company provides service for about 120 customers. The daily average consumption is about 65,000 gallons, including the milk plant which is the largest single consumer in the system. The milk plant uses from 750,000 to 1,000,000 gallons of water quarterly or an average of 25,000 to 30,000 a day.

The annual income from water users was about \$4,800 in 1961; \$5,200 in 1962 and \$5,300 in 1963. The Deansboro Water Company pays about \$1,300 dollars annually for taxes and a large portion of the income goes back into the system for maintenance. As a result profits run about \$500 dollars annually when such profit was realized. Other years have seen no profit at all.

CONCLUSIONS

The growth of the Deansboro area will depend to a great extent upon an adequate water supply. Fortunately, there seems to be adequate water available. As a natural resource, it should be wisely used for the good of the community and the benefit of the stock holders.

In order to be an instrument of growth in the Deansboro community, the water system will need to be expanded. The expansion should include facilities to double or triple the customers, rather than 120 customers as at present. This will involve land acquisition to protect the watershed, increased storage capacity, increased and enlarged water mains, additional meters, etc.

The policy of the Fire Insurance Rating Organization has been to approve no mains smaller than six inches in diameter where there is general looping of the pipe mains and to use not less than an eight-inch minimum diameter on dead end mains. No four-inch pipe main should be laid in any water works system, even to extend an existing four-inch main. Considering that the friction loss in a four-inch main is some 29 times that in an eight-inch main for the same quantity of water, it is readily understandable why four-inch pipe is inadequate. Adequate fire protection, according to the Fire Insurance Rating Organization, requires a minimum fire flow of 500 gallons per minute at 20 pounds residual pressure from all hydrants.

The costs of such expansion may be more than a small private company can finance. If this would be the case, then it may be in the best interest of the company and the community for a water district to be formed by the Town to purchase the water system from the company, and to make the necessary improvements.

Elsewhere in the Town of Marshall, there is no public water system. Being primarily an agricultural and rural community a public system is not feasible. If urban growth should begin in the Town, public water and public sewer systems will be necessary.

There is no public sewer system serving the Town of Marshall.