

Town of Herkimer

The background discussion generally indicates the present pattern of land use in the Town as mainly agricultural but with several residential concentrations, notably East Herkimer and the newer developments just north of the Village. Residential uses are also found strung along most of the roads and highways in the Town though some are presently developed in higher densities than others. These aspects are shown on the Land Use Map of the Town.

In the eastern portion of the Town, the roads where the concentration of residential uses is particularly heavy are the Folts Road, Pine Grone Road, and Route 5. In the western portion, Route 5 is again heavily developed as are the Steuben Road, McKennan Road and Route 28. Major groupings of residential uses is seen along Steuben Road adjacent to the Village, the recently developed subdivision to the north of the Village along Route 28, and somewhat to the north at Kast Bridge. In the eastern portion, of course, the major grouping is East Herkimer. For the detailed land use of East Herkimer, see the Land Use Map, East Herkimer.

Nearly all of the remainder of the land in the Town is devoted to agricultural purposes or is being retired from active use. Several gravel pits are in operation, mostly in the eastern portion of the Town, and several small industries including the sawmill north of the Village are indicated. Commercial uses are generally scattered throughout the Town on the major roads and highways, with a comparatively large number along Main Street and Route 5 in East Herkimer.

The pattern which has evolved is generally sound. There are, however, some dangers involved if present trends continue, and efforts should be

made to encourage development in the Town along new lines. The most serious trend, if it continues, is the development of individual residential lots along the main roads in the Town. If this trend continues, the Town will become urbanized in a narrow belt along the roads with the result that the movement of traffic on these roads will be impaired and the access to interior areas will be difficult. Development in depth should be encouraged so that the existing roads can continue to function as transportation arteries and the best use can be made of interior land. The access roads which should be provided for such development may then truly function as residential streets with their desirable lower speed limits.

Commercial development should not be allowed to continue its present scattered development pattern. It too should follow the development in depth principle where certain locations would be set aside for groups of commercial or business uses. When grouped together in small commercial centers with limited access to the existing roads, commercial services can be supplied to the entire Town without the dangers of commercial traffic along each major road in the Town. Reduced speed zones in these areas will also be far more acceptable to the general public than would a general restriction on speed throughout the Town.

The location of industrial uses and special uses, such as clubs, depends to a great extent on the location of gravel deposits or other natural resources. These should be permitted as necessary, however industrial locations in particular should be established only on a special permit basis, each case being decided on its own merit as far as its effect upon neighbors and upon the total growth potential. For example, in the case of a gravel pit operation, if a proposed location is directly in the path of or immediately adjacent to urban development, it should be permitted only if it will assist

LAND USE MAP

EAST HERKIMER

TOWN OF HERKIMER

HERKIMER COUNTY, NEW YORK

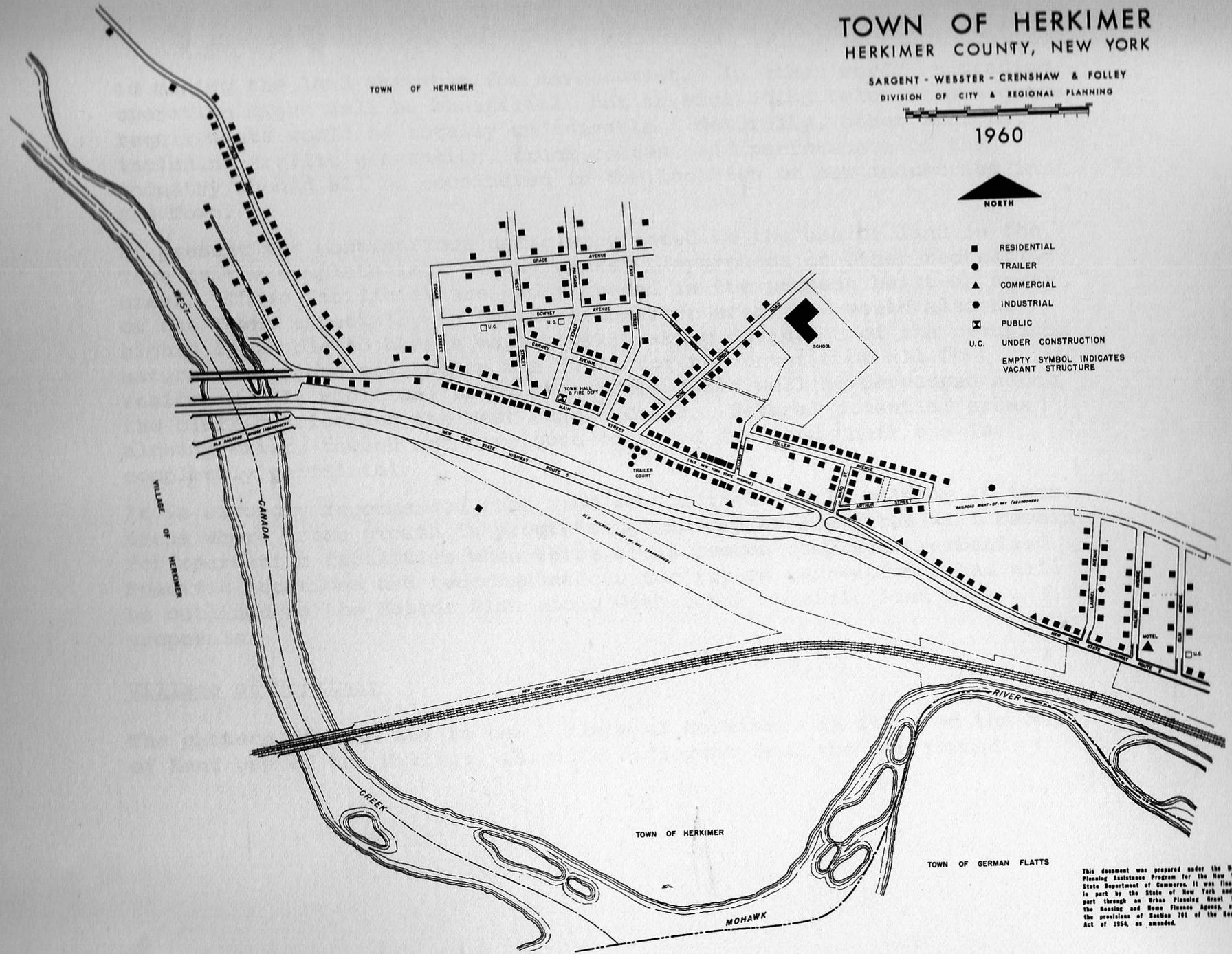
SARGENT - WEBSTER - CRENSHAW & FOLLEY
DIVISION OF CITY & REGIONAL PLANNING



1960



- RESIDENTIAL
- TRAILER
- ▲ COMMERCIAL
- INDUSTRIAL
- ⊠ PUBLIC
- U.C. UNDER CONSTRUCTION
- EMPTY SYMBOL INDICATES VACANT STRUCTURE



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in making the land suitable for development. In other words, a grading operation might well be beneficial, but an excavation below future grade requirements would be totally undesirable. Naturally, other factors, including traffic generation, truck routes, and performance of the industry should all be considered in the location of new industries in the Town.

At present the most serious deficiency noted in the use of land in the Town is the complete lack of any parks, playgrounds or other recreation areas. These facilities are badly needed in the present built-up areas of the Town, especially in the East Herkimer area. It would also be highly desirable to have a major park, taking advantage of the beautiful natural landscape present in the Town, for the benefit of all Town residents. In addition, small park areas could well be developed along the bluff overlooking the West Canada Creek. Several potential areas already exist, though not developed or cared for, and their use is completely unofficial.

It is strongly recommended that land be acquired fairly quickly in those areas where urban growth is progressing rapidly as few sites will remain for recreation facilities when these areas become completely urbanized. Specific locations and recommendations for future recreation areas will be outlined in the Master Plan along with other specific land use proposals.

Village of Herkimer

The pattern of land use in the Village of Herkimer, as shown on the Map of Land Use of the Village, is quite different from the corresponding