



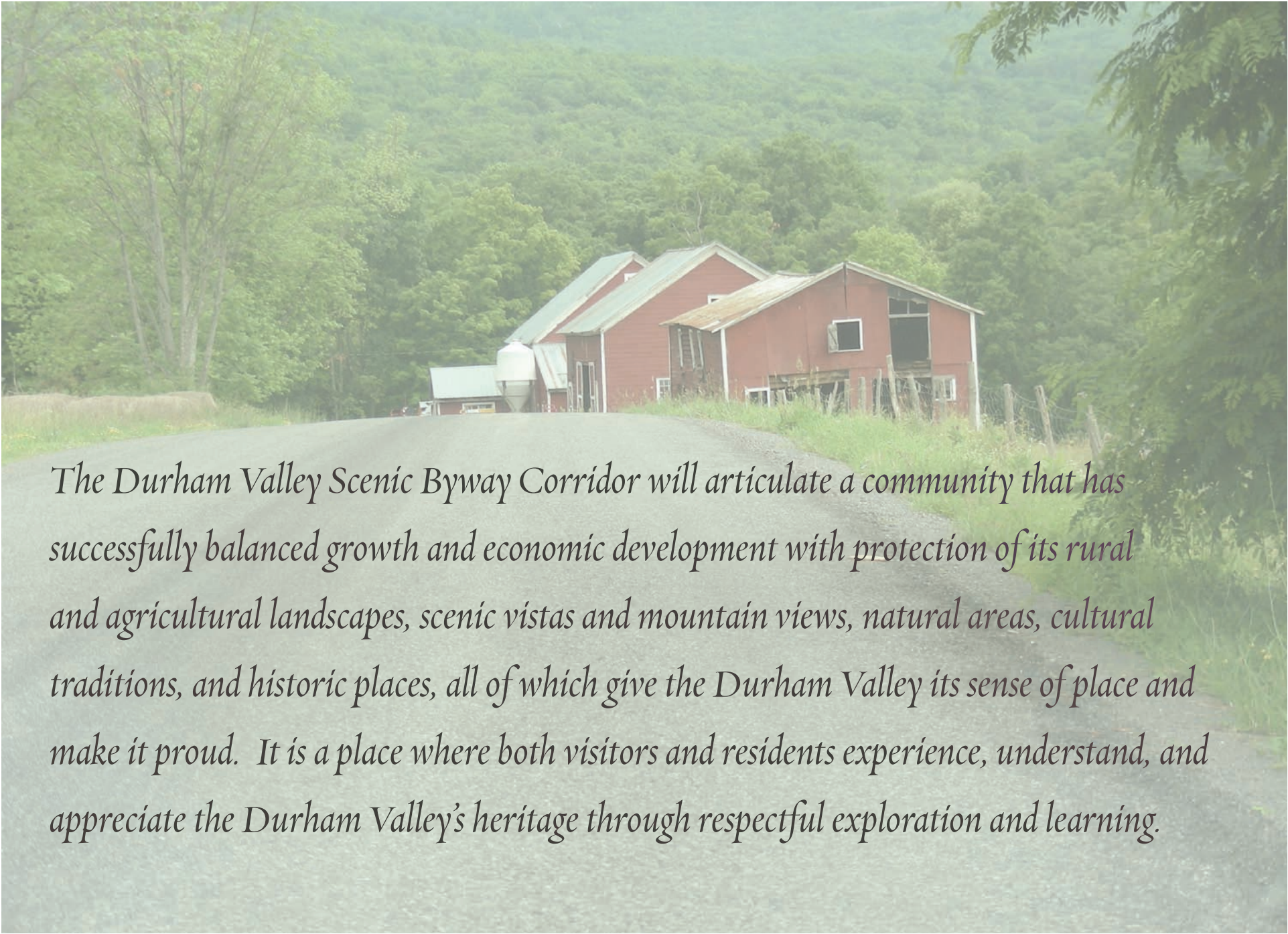
# Durham Valley Scenic Byway

Corridor Management Plan

DRAFT







*The Durham Valley Scenic Byway Corridor will articulate a community that has successfully balanced growth and economic development with protection of its rural and agricultural landscapes, scenic vistas and mountain views, natural areas, cultural traditions, and historic places, all of which give the Durham Valley its sense of place and make it proud. It is a place where both visitors and residents experience, understand, and appreciate the Durham Valley's heritage through respectful exploration and learning.*





# A c k n o w l e d g e m e n t s

The Durham Valley Scenic Byway Corridor Management Plan was prepared under the guidance of the Durham Valley Scenic Byway Coordinating Committee with the assistance and input of a diverse group of stakeholders. The project was made possible by a grant from the Federal Highway Administration through the National Scenic Byways Program and matching funds from the Durham Valley Land Trust. The Corridor Management Plan would not have been possible without the support, energy, and continued enthusiasm of the agencies, organizations, and individuals listed below.

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# Table of Contents

## Introduction

Corridor Identification.....	3
Definition of the Scenic Byway Corridor.....	3
Description of the Durham Valley Scenic Byway and Corridor.....	3
Benefits of a Scenic Byway .....	4
Purpose of the Corridor Management Plan.....	4
Plan Contents .....	5

## Public Participation

Background .....	6
Public Involvement Actions.....	6
Ongoing Public Participation .....	7
Vision.....	8
Goals.....	8

## Intrinsic Qualities and Stewardship

<b>Scenic Qualities.....</b>	<b>9</b>
Issues and Opportunities - Scenic .....	10
Management Actions - Scenic .....	13
<b>Natural Qualities .....</b>	<b>13</b>
Geology .....	13
Streams and Wetlands .....	13
Forest Lands.....	16
Wildlife.....	16
Issues and Opportunities - Natural.....	16
Management Actions - Natural .....	16
<b>Agricultural Qualities .....</b>	<b>18</b>
Issues and Opportunities - Agricultural.....	19
Management Actions - Agricultural .....	19
<b>Cultural and Historic Qualities.....</b>	<b>19</b>
History.....	19
Historic Preservation in the Durham Valley .....	20
Existing Cultural and Historic Resources .....	23
Issues and Opportunities - Cultural and Historic .....	23
Management Actions - Cultural and Historic .....	24
<b>Recreational Qualities .....</b>	<b>24</b>
Fishing.....	24

<b>Intrinsic Qualities and Stewardship</b>	The Long Path.....25
	Issues and Opportunities - Recreational .....25
	Management Actions - Recreational.....25
<b>Resource Composite</b>	<b>Mapping Analysis .....26</b>
<b>Transportation</b>	Existing Scenic Byway Conditions .....28
	Traffic Volume.....28
	Roadway Safety and Maintenance.....29
	Public Safety .....29
	Management Actions - Transportation .....29
<b>Signage</b>	General Sign Description .....30
	Safety Signage .....30
	Interpretive Signage .....30
	Funding and Maintenance .....30
	Outdoor Advertising Controls .....30
	Trailblazing – Scenic Byway Signage.....30
	Standard Sign Hierarchy .....30
	Management Actions - Signage .....30
<b>Tourism and Economic Development</b>	Development of Tourism in the Durham Valley .....32
	Other Tourist Attractions .....32
	Visitor Amenities .....32
	Preservation, Conservation, and Economic Sustainability .....33
	Management Actions - Tourism and Economic Development.....33
<b>Marketing, Promotion, and Education</b>	Existing Marketing and Promotion .....34
	Future Marketing and Promotion Efforts .....34
	Community and Visitor Education .....35
	Management Actions - Marketing, Promotion, and Education .....35
<b>Wayfinding and Resource Interpretation</b>	Wayfinding.....38
	Wayfinding Recommendations.....38
	Resource Interpretation .....38
	Interpretive Audience .....38
	Interpretive Themes and the Stories of the Durham Valley ..... 40

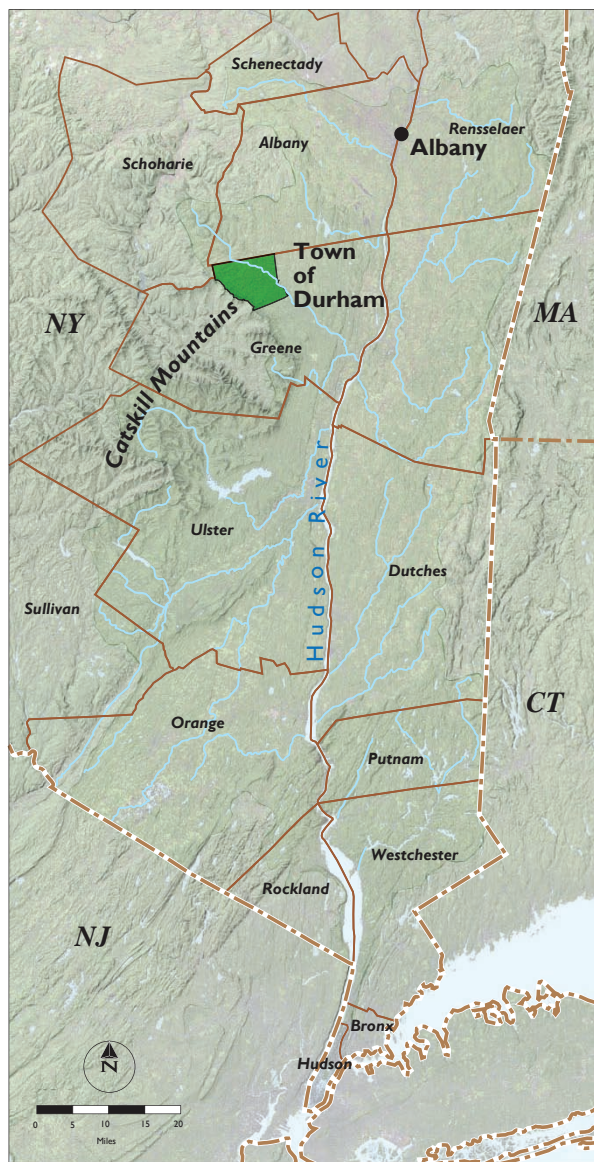


<b>Wayfinding and Resource Interpretation</b>	Catskill Creeks Theme .....40
	Geologic Theme .....40
	Habitat Diversity Theme.....40
	Cultural History Theme..... 41
	Conservation and Stewardship Theme ..... 41
	<b>Interpretive Framework .....41</b>
	<b>Interpretive Sites .....41</b>
	<b>Visitor Center/Orientation Wayside .....41</b>
	<b>Potential Scenic Wayside .....42</b>
	<b>Scenic Gems .....42</b>
	<b>Logo .....42</b>
	<b>Management Actions - Wayfinding and Interpretive Strategy .....42</b>
<b>Financial Resources</b>	<b>Federally Funded Programs .....43</b>
	<b>State Funded Programs.....43</b>
	<b>Other Funding Opportunities.....45</b>
<b>Support and Implementation</b>	<b>Corridor Management Plan Implementation Responsibilities.....46</b>
	Scenic Byway Coordinating Committee .....46
	Impact Assessment .....46
	Partnerships .....46
<b>Appendixes</b>	<b>Appendix A Community Resolutions and Support..... 49</b>
	<b>Appendix B Historic Property List ..... 51</b>
	<b>Appendix C Durham Valley Scenic Byway Website..... 73</b>
	<b>Appendix D Newspaper Articles ..... 75</b>
	<b>Appendix E Sign Inventory ..... 77</b>
	<b>Appendix E Five Year Strategic Plan..... 83</b>





# Introduction



The Durham Valley is part of the geographic area loosely defined as the Mid-Hudson Valley.

The Durham Valley Scenic Byway is located in the Town of Durham, Greene County, New York, about 24 miles northwest of the Village of Catskill and about 30 miles southwest of the state capital, Albany. The Scenic Byway Corridor slopes from the northernmost escarpment of the Catskill Mountains to a plain that gently rolls north to Albany and east to the Hudson River Valley. The Durham Valley is part of the geographic area loosely defined as the Mid-Hudson Valley.

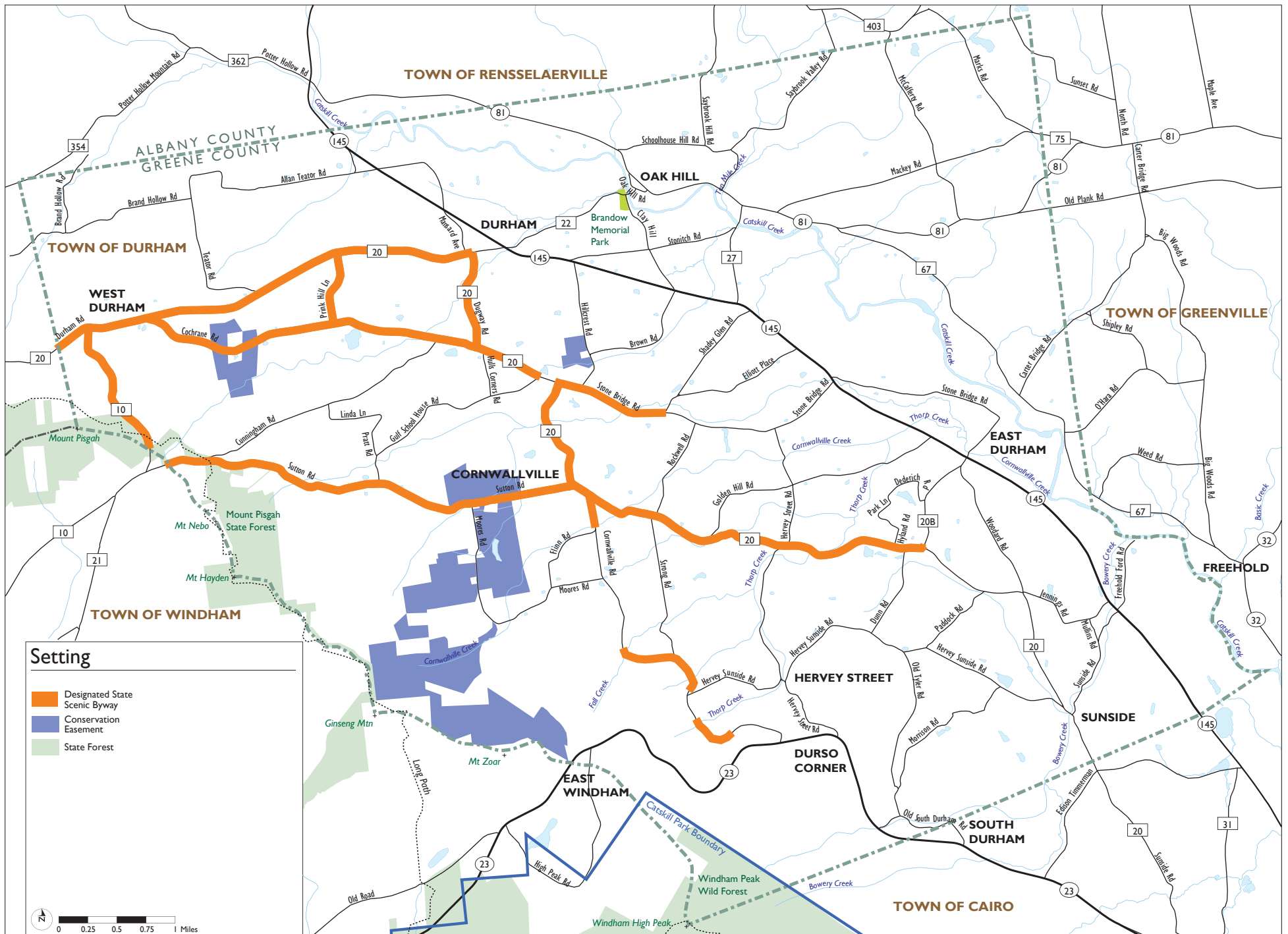
The Durham Valley Scenic Byway Corridor Management Plan provides the vision, goals, and management recommendations for protecting and enhancing 21 miles of mostly contiguous New York State-designated Scenic Roads in the Town of Durham. The Durham Valley Scenic Byway encompasses several roads in the Hamlets of Durham and Cornwallville. The Setting figure on the following page highlights these roads and a description for each road is provided below.

- **County Route 20** – 4.0 miles from the Schoharie County line east to the Hamlet of Durham (this portion being also known as the Susquehanna Turnpike) 0.8 mile then continuing south to Cochrane Road (this portion being also known as Dugway Road); 0.7 mile then continuing east to the junction with Gulf Schoolhouse Road; then excepting the 0.1-mile segment from Gulf Schoolhouse to the forked intersection at Stonebridge Road; 0.9 mile then continuing south to Sutton Road; 3.0 miles then continuing east through Cornwallville to the junction with County Route 20B.
- **County Route 10** – 1.4 miles from County Route 20 (Susquehanna Turnpike) south to the Town of Durham line.



- **Cochrane Road** – 3.0 miles from County Route 20 (Susquehanna Turnpike) east to rejoin County Route 20 (at the southern end of Dugway Road).
- **Prink Hill Lane** – 0.7 mile from County Route 20 (Susquehanna Turnpike) south to Cochrane Road.
- **Stonebridge Road** – 1.0 mile from Shady Glen Road west to County Route 20.
- **Cunningham Road** – 0.4 mile from the Town of Durham line east to Sutton Road.
- **Sutton Road** – 3.4 miles from Cunningham Road east to County Route 20.
- **Cornwallville Road** – 0.3 mile from County Route 20 in the Hamlet of Cornwallville south to the Flinn Road junction; then excepting the approximately 1.2 mile-segment between Flinn Road and Fall Creek; 0.8 mile then continuing to the Hervey Street junction; then excepting the 0.3-mile segment between Hervey Street and Throp Creek; 0.4 mile then continuing east to a point beyond the next creek (unnamed); then excepting the approximately 0.5 mile remaining to the State Route 23 junction.





## Corridor Identification

Unlike many other state designated scenic and historic byways that consist primarily of one long linear corridor, the Durham Valley Scenic Byway is a network of historic corridors that traverses the Durham Valley. All of the scenic roads contribute a distinct individual character, making the network of scenic roads an authentic and high quality experience that expresses the intrinsic values of the Durham Valley. The intrinsic values include broad scenic views across the Durham Valley, cultural resources including historic houses, farms, stone bridges and walls, and natural resources such as the backdrop of the Catskill Mountains and the Durham Valley's streams.

The Durham Valley has been an agricultural community for several hundred years and is defined by working farm landscapes interspersed by several hamlets. All are connected by a network of county and town roads, many of which are scenic roads. The scenic roads are the most significant of these historic road corridors. The east-west scenic roads traverse valley hillsides, while the north-south scenic roads loop up and around rolling hills and down into stream valleys. The forested hillsides of the Catskills Mountains to the west contrast the geometric patterns of the rural agricultural lands that surround the hamlets of gridded streets and historic buildings.

## Definition of the Scenic Byway Corridor

The term "Scenic Byway Corridor" refers to more than just the 21 miles of designated scenic roads and immediately adjacent areas because of the unique corridor identification. Although there are discontinuities, each of the designated scenic roads contributes to the overall network through its distinct natural and cultural attributes. Each road has an individual character that is built upon its topography, views, geographic presence, and cultural features.

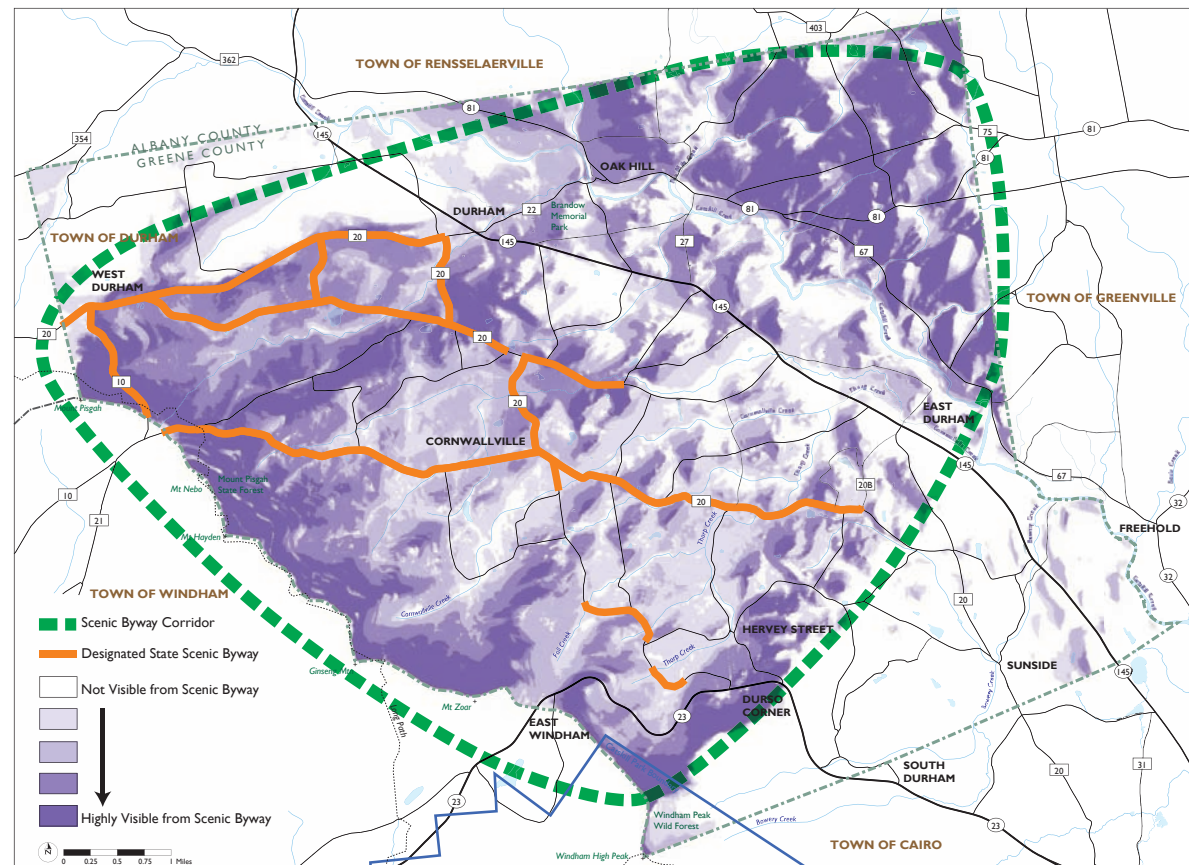
For example, a road such as Sutton Road follows the contours of the land and offers broad open views of Durham Valley showcasing the distinct rolling hills of farm fields, farmsteads, and stream corridors. In contrast, a road such as Cornwallville Road follows the rolling topography and offers close views of tree-lined drives, sugar maple rows, and historic dairy barns.

In order to define the Scenic Byway Corridor for the purposes of this document, the Scenic Byway Coordinating Committee conducted a visual analysis to identify those areas of the Durham Valley visible from the designated scenic roads. This viewshed mapping (see below) captures from

a graphic perspective the extent to which the landscape influences the Scenic Byway's intrinsic qualities. It is this viewshed mapping that captures the greatest concentration of resources and visitor opportunities. It is this viewshed mapping that defines the Scenic Byway Corridor for which this Corridor Management Plan is designed.

## Description of the Durham Valley Scenic Byway and Corridor

The Durham Valley Scenic Byway (Scenic Byway) spotlights a region where mountains begin quite dramatically with the Catskill Escarpment rising up suddenly from the Hudson Valley. In a press release



Viewshed mapping captures from a graphic perspective the extent of the Scenic Byway Corridor.



at the time of the scenic road designation, New York State Environmental Conservation Commissioner Thomas C. Jorling noted the *“extraordinary scenic quality along these roads,” and observed that “Marvelous vistas, mountains, woodlands and other natural features in the Town of Durham have made these roads worthy of the scenic roads designation... This designation will help focus attention on the importance of preserving, protecting and enhancing the natural, historical, and cultural qualities these roads possess.”*



Transportation into and through the Durham Valley was revolutionized by construction of the Susquehanna Turnpike in the period of 1800 to 1806. The Susquehanna Turnpike was particularly important because it provided a route from the Mid-Hudson Valley over the northern tip of the Catskills and down to the Susquehanna River Valley, a significant transportation route and settlement area. First listed on the National Register in 1974, the Susquehanna Turnpike is the backbone of the Scenic Byway Corridor and provides some of the most spectacular views from the Scenic Byway.

Most of the western boundary of the Town of Durham was set at the top of a ridge of mountains surveyed by David Baldwin in 1806. The ridge, which defines the western border of the Scenic

Byway Corridor, runs from the top of Mount Pisgah (2,912 feet), over Mount Nebo (2,590 feet) and Mount Hayden (2,830 feet), then across Barlow Notch (2,330 feet) to Ginseng Mountain (2,810 feet), and across Jennie Notch (2,430 feet) to Mount Zoar (2,730 feet), and from there across State Route 23 and up Windham High Peak (3,524 feet). Today, this ridge is also the route of the Long Path, a 326-mile public hiking trail that extends from the George Washington Bridge, traverses the Scenic Byway Corridor, and continues on toward Albany.

The Durham Valley retains its rural character. At upper elevations, second growth mixed-hardwood forest stands have reclaimed the mountaintops, due in part to replanting efforts by the Civilian Conservation Corps (CCC). At lower elevations, fallow agricultural fields are juxtaposed with highly productive plantings of corn, wheat, and hay; second growth forests; and thick brush. The Durham Valley is an intimate landscape that offers travelers a chance to sample the local flavor and interact with the regional character of the Town of Durham in Greene County. Part of that flavor and character are the Catskill Mountains, diverse natural and scenic beauty, agricultural heritage, and the variety of historic and cultural sites along the Scenic Byway.



## Benefits of a Scenic Byway

Like all scenic byways, the Durham Valley Scenic Byway is a source of local pride, a chance for citizens to showcase the beauty of their region. Moreover, the Scenic Byway provides the community with what one proponent called a “road map to the future” — a way for stakeholders to determine what they like about their community and how to preserve these qualities while encouraging economic growth. The scenic byway designation is a unique tool, in that it can be used to achieve a wide variety of the Durham Valley community’s goals.

## Purpose of the Corridor Management Plan

A Corridor Management Plan reflects the value the public places upon a particular resource. A Corridor Management Plan articulates a vision of the public for a scenic byway and represents a commitment to conserve and enhance the byway’s intrinsic qualities. The Corridor Management Plan specifies the actions, procedures, operational and administrative practices, and strategies to maintain the natural, scenic, recreational, historic, cultural, and archaeological qualities of a byway corridor while recognizing the need to promote tourism and economic development. A Corridor





## Plan Contents

This Corridor Management Plan provides a vision for preserving and enhancing the Durham Valley Scenic Byway and prescribes management strategies, including:

- Preservation of the Scenic Byway's intrinsic qualities
- Development of interpretive features to enhance the visitor experience
- Recommendations on existing and future marketing needs
- Implementation of the Corridor Management Plan
- Continuing agency, organization, and community participation

This plan has been prepared under the guidance of the Scenic Byway Coordinating Committee and cooperatively funded by a grant from the Federal Highway Administration through the National Scenic Byways Program and matching funds from the Durham Valley Land Trust.

Management Plan also is a working document. Therefore, the Corridor Management Plan will be reviewed continually and revised as new information arises. The Durham Valley Scenic Byway Coordinating Committee (Scenic Byway Coordinating Committee) comprises interested individuals and stakeholders who will continue to work to implement the Corridor Management Plan and update it as needed.

The Corridor Management Plan is not a document of new laws, regulations, or ordinances, but instead draws on existing land use plans plus recommendations, by property owners and stakeholders, to assist in protecting and promoting the Scenic Byway.



# Public Participation

This Corridor Management Plan was developed under the guidance of the Scenic Byway Coordinating Committee, which includes representatives from the Town of Durham, Town of Durham Historic Preservation Commission, Association for the Preservation of the Durham Valley, and Durham Valley Land Trust. During the planning process, the Scenic Byway Coordinating Committee served as the primary vehicle for public input and the distribution of information. The Scenic Byway Coordinating Committee will likely continue to fill this role during implementation of the Corridor Management Plan.

In addition to the members of the Scenic Byway Coordinating Committee, many agencies and organizations provided valuable input in the development of this Corridor Management Plan. The following agencies and organizations offered assistance and support throughout the planning process: New York State Department of Transportation, New York State Historic Preservation Office, Hudson River Valley Greenway, Cornell University Cooperative Extension, Greene County Planning and Economic Development, Greene County Soil and Water Conservation District, Town of Durham, Town of Durham Historic Preservation Commission, Durham Valley Land Trust, Association for the Preservation of the Durham Valley, Durham Valley Planners, Inc., Durham Center Museum, Open Space Institute, and Catskill Center for Conservation and Development.

## Background

The original designation of the Durham Valley Scenic Byway as “Scenic Roads” was implemented by the New York State Department of Conservation

prior to the creation of the Scenic Byways Program. This original designation was as a result of a community-based, grass roots initiative led by the Association for the Preservation of the Durham Valley and supported by local government. The effort was in large part in response to a proposed county landfill in the Durham Valley. Residents felt that the county landfill would be totally incompatible with the Durham Valley’s national beauty, winding and tree-lined county roads, and spectacular views of the majestic Catskills. At that time, more than 20 volunteers from the community evaluated over 21 miles of road and corridor creating an inventory of natural features, structures, and road characteristics.



The Scenic Byway enjoys broad support in the community as evidenced by the makeup of the Scenic Byway Coordinating Committee (Town Board member, Town Highway Deputy Superintendent, members of the board of the Durham Valley Land Trust, members of the Durham Historic Preservation Commission and trustee of the Association for the Preservation of

the Durham Valley), sponsorship by the Durham Valley Land Trust, and endorsement by Resolution of the Town Board. Four of the six members of the Scenic Byway Coordinating Committee reside in the Scenic Byway Corridor.

Subsequent activities by community-based organizations within the Scenic Byway Corridor have resulted in the protection of more than 1,000 acres of corridor viewshed (Durham Valley Land Trust); the creation of the Cornwallville Historic District and a detailed inventory of historic resources (Town of Durham Historic Preservation Commission); and individual efforts to preserve and maintain the natural and scenic qualities of the corridor. The Corridor Management Plan is a project of the Durham Valley Land Trust, Inc.

## Public Involvement Actions

At the onset of the planning process, a project brochure was created that introduced the Scenic Byway, goals of the Corridor Management Plan, Scenic Byway Coordinating Committee, Scenic Byway Corridor map, and contact information. The brochure was distributed to stakeholders and members of the public, as well as posted on a website (<http://www.erresources.com/Durham/>) established to host project information. Also, posted on the website for the duration of the planning process were open house presentations, meeting announcements, maps, and additional web links (i.e., to the New York Scenic Byways Program and National Scenic Byways Program).

During 2008, two public meetings were held in conjunction with regular meetings of the Town of Durham Board. An open house was held on September 27, 2008 to present information about



scenic byways, corridor management planning, and existing conditions within the Scenic Byway Corridor. Invitations to the September open house were sent via U.S. Mail to 250 residents along the Scenic Byway. Some of the significant issues identified at these meetings included:

- Advantages and disadvantages of a Scenic Byway
- Types of grants available for the Scenic Byway
- Availability of grants to keep the Scenic Byway clean and scenic
- Different levels of Scenic Byway promotion
- Ways to maintain the number of significant trees along the Scenic Byway
- The need for locations along the Scenic Byway where people can pull off and enjoy the view or have a picnic
- Promotion of bicycle safety along the Scenic Byway and/or potentially the addition of shoulders to the Scenic Byway for bicyclists

Finally, an open house was held for the community on May 15, 2010, to present the Draft Corridor Management Plan.

### **Ongoing Public Participation**

From the beginning of the process to prepare the Corridor Management Plan, the Scenic Byway Coordinating Committee has been interested and concerned about gaining input from the public and grassroots organizations about the Durham Valley Scenic Byway.

Even though the Scenic Byway Coordinating Committee does not have power or authority to regulate or enforce public participation, it has made many attempts to provide the community with information about the corridor management planning process, and opportunities for people to give their input. The biggest obstacle the Scenic Byway Coordinating Committee will need to

overcome with future public participation is the rural nature of the community and difficulties associated with information distribution.

Every opportunity must be taken to generate regional support and commitment to the byway designation during implementation of the Corridor Management Plan. The Scenic Byway's success can only be assured if local residents, business owners, and public officials understand and support the designation, as well as the strategies to maintain the intrinsic qualities. Therefore, management of

the Scenic Byway must include a concerted effort to actively engage the community.

Community participation is an ongoing activity throughout the life of the Scenic Byway. Documented, strong community participation will enhance the Scenic Byway's chances of receiving funding from federal, state, and other sources. The Scenic Byway Coordinating Committee will continue to ask for public comment and update the Corridor Management Plan accordingly, as it is a living document.







## Vision and Goals

### Vision

The vision statement for the Corridor Management Plan describes the value, purpose, and future of the Durham Valley Scenic Byway. It also provides a foundation from which to establish goals and management strategies that will protect the Scenic Byway's intrinsic qualities. The vision statement for the Corridor Management Plan was crafted by the Scenic Byway Coordinating Committee and reflects a diverse set of interests.

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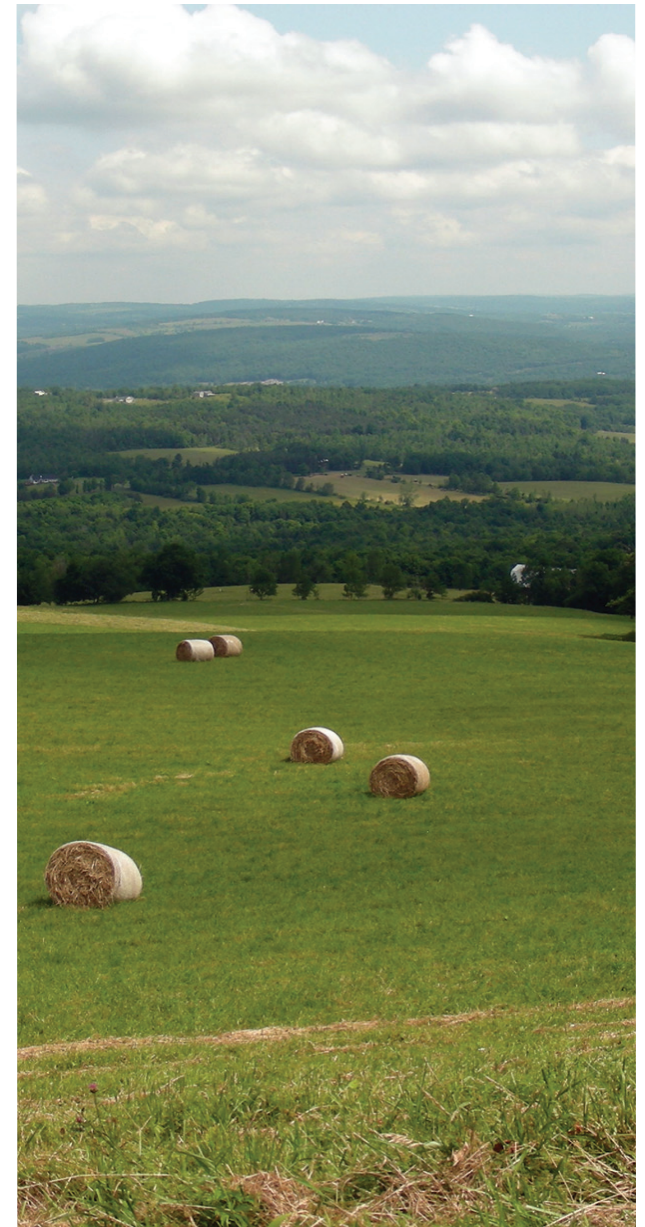
*The Durham Valley Scenic Byway Corridor will articulate a community that has successfully balanced growth and economic development with protection of its rural and agricultural landscapes, scenic vistas and mountain views, natural areas, cultural traditions, and historic places, all of which give the Durham Valley its sense of place and make it proud. It is a place where both visitors and residents experience, understand, and appreciate the Durham Valley's heritage through respectful exploration and learning.*

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### Goals

Goals are developed to translate the vision into reality. Goals address specific steps that can be implemented through policy and management. The Scenic Byway Coordinating Committee identified the following goals:

- Maintain community support and involvement
- Protect, conserve, and enhance Scenic Byway Corridor resources
- Develop collaborative strategies to protect and conserve the scenic, natural, cultural, historic, and recreational resources of the Scenic Byway Corridor
- Enhance the visitor experience through interpretation and educational opportunities
- Develop collaborative strategies that encourage visitors to enjoy the unique qualities of the corridor while staying in the communities surrounding the Scenic Byway Corridor
- Promote the Scenic Byway consistent with community goals and resource protection needs
- Upgrade and maintain roads and facilities for the safety of visitors, residents, wildlife, and livestock
- Ensure appropriate access to support the various Scenic Byway uses
- Design and build interpretive sites to enhance visitor's knowledge, appreciation, and enjoyment
- Develop an integrated highway signage program







## Intrinsic Qualities and Stewardship



Intrinsic qualities are defined as inherent, essential, unique, or irreplaceable features representative or distinctly characteristic of an area. Intrinsic qualities create a sense of place that is unique.

The Durham Valley Scenic Byway has five intrinsic qualities that combine to give the area its distinct rural character—scenic, natural, agricultural, cultural and historic, and recreational. For each of the intrinsic qualities separate sections provide:

- A description of the resources
- An overview of issues and opportunities
- Recommended management actions
- Individual maps

### Scenic Qualities

The scenic beauty of the Durham Valley is without parallel in the Catskill Region with the significance of this intrinsic quality having been well documented by the community in the 1970s when the Federal Power Commission had under consideration whether it would be appropriate to have a 345 kV

transmission line traverse the Durham Valley. In the course of the proceedings, the Town of Durham, Sierra Club, and the Association for the Preservation of the Durham Valley presented a number of experts and exhibits on the scenic and aesthetic attributes of the Durham Valley.

Judge William C. Levy and the full Federal Power Commission ruled that the transmission line should not be placed in the Durham Valley because of the adverse environmental effects. Judge Levy and the Federal Power Commission concluded:

*“[T]he most scenic, aesthetic, historical, and cultural values in the impact area are found in the Durham Valley and along the Susquehanna Turnpike looking south to the northern rim of the Catskills.”*

The Greene County Planning Board and the Sierra Club endorsed the position of the Town of Durham and the Association for the Preservation of the Durham Valley concerning the unique aspects of the Durham Valley. Some of the testimony before the Federal Power Commission is included here to specifically highlight the scenic qualities of the Durham Valley.

David Lowenthal, then Professor, Department of Geography, University College London and a former executive officer of the American Geographical Society in New York, described the special features of the Durham Valley:

*“The area comprises – particularly in its central portions between West Durham and Hervey Street – a remarkably coherent, well integrated, and instantly visualizable set of landscapes, with the heights of the Catskills to the southwest as a framing background, and a series of gentle swales as local relief.”*

*These landscapes combined striking vistas with a high degree of local irregularity in the form of subtributary cuts, boulder piles, and twists and turns in the major stream courses. These features together convey a remarkable degree of small scale diversity.”*

Professor Lowenthal was opposed to a transmission line through the Durham Valley, commenting that such an intrusion: *“would destroy for the present and future generations a unique heritage.”*

Narendra Juneja, then Assistant Professor in the University of Pennsylvania’s Department of Landscape Architecture and Regional Planning, testified on the special scenic character of the Durham Valley:

*“The uniqueness of this natural scenic value is further complemented by the culture of the place to an extent which is remarkable for our times. Many a glorious scenic resource has been lost elsewhere by rapacious development. But Durham Valley is a cul-de-sac of serene delight, which has maintained a continuity of tradition since the 18th century.”*



John Hightower, the former Executive Director of the New York State Council on the Arts, who traveled extensively throughout New York State to review places of particular historic, cultural, and scenic interest, stated:

*“Among the many places I have visited in New York State, I would say the Durham Valley is one of the two or three most beautiful. The combination of the rolling hills with the extraordinary backdrop of the northern edge of the Catskills give the area a quality that is not duplicated elsewhere.”*

The Durham Valley Scenic Byway provides a 21-mile corridor that accesses the northernmost escarpment of the Catskill Mountains stretching from the summit of nearby Mount Pisgah along Ginseng ridge past Windham High Peak. Unobstructed views stretch across the upper elevation pasture lands and hayfields to the forested areas along the Durham Valley’s streams and creeks. A spectacular “five state view” that extends over the Hudson River Valley to the Berkshires, Vermont, Connecticut, and New Hampshire and north to the Adirondacks is possible from portions of the Scenic Byway.

During development of the Corridor Management Plan, the scenic character was analyzed through viewshed mapping. Two figures, *Viewshed Analysis – Unforested* and *Viewshed Analysis – Forested*, illustrate the findings from this analysis.

The viewshed analysis documents those areas along the Scenic Byway that are most visible to a traveler by identifying the regions, at ground level, that are visible from a series of viewpoints along the Scenic Byway. The first phase of this analysis did not take vegetation into consideration, while the second phase of the analysis considered forested areas to be a 60-foot visibility barrier.

The analysis revealed that most of the foreground along the Scenic Byway is visible to the traveler.



Both man-made and natural elements are visible, and many contribute to the scenic character. The working landscapes, as well as abandoned fields, of the Durham Valley and diverse natural areas are some of the elements within the foreground that are significant. These foreground views accent the extensive panoramic views from the Scenic Byway across the plain that gently rolls north to Albany and east to the Hudson River Valley.

The analysis also revealed sections along the Scenic Byway that offer “priority” views – those that provide the most significant or characteristic views into the Durham Valley showcasing significant natural, historic, and agricultural resources. The “priority” views were identified through field reconnaissance with additional input from the Scenic Byway Coordinating Committee and the local community. These “priority” views are found along the following Scenic Byway segments:

- County Route 20 – that portion of the Susquehanna Turnpike between County Route 10 and Dugway Road
- County Route 10 – from County Route 20 south to the Town of Durham line
- Cunningham Road – east to Sutton Road
- Sutton Road – east from Cunningham Road approximately 1.5 miles

The protection of the Durham Valley’s scenic character is critical to the Scenic Byway. Of particular importance is the protection of the significant views, including the foreground views, the viewshed, and those elements that contribute to these views. The scenic character is important to the Town of Durham’s tourism and recreational base, and is also highly valued by residents as it provides a sense of place and contributes to the community’s quality of life.

### **Issues and Opportunities - Scenic**

In addition to driving growth and development, the Durham Valley’s scenic beauty draws tourists and recreationists who collectively bring important economic benefits to the entire community. Scenic character is also noted by residents as being an important reason for living in the Town of Durham.

- The connection between scenic beauty, rural character, and sustainable long-term economic viability has to some degree been recognized by the broader community.
- All of the Durham Valley’s intrinsic qualities contribute to its scenic character, which in turn contributes to the Town of Durham’s economic well-being. The Town of Durham’s growth and plans for new development should be carefully evaluated and designed to minimize impacts on natural, agricultural, and historic resources.
- Because the Scenic Byway Coordinating Committee does not specifically manage or own the resources that contribute to this character, the role of the Scenic Byway Coordinating Committee is to provide support, advocacy, and assistance in securing funding, and to generally assist with the identification and protection of significant resources.











## Management Actions - Scenic

**Promote the importance of the preservation of the intrinsic qualities that are visible from the Scenic Byway and that create its scenic character. Protect the priority views along the Scenic Byway and throughout the Scenic Byway Corridor. Refer to the *Viewshed Analysis and Wayfinding figures*.**

- a. Continue to promote the viewshed analysis as a valuable tool to the Town of Durham, Greene County, state and federal agencies, and private landowners. Encourage its broad distribution and use in land protection and land use planning.
- b. Assist private property owners and efforts of local, state, and national conservation organizations as they identify the most significant lands for their conservation value and pursue appropriate long-term arrangements to ensure their protection.
- c. Advocate the protection of the foreground views through land use regulations and incentives.
- d. Advocate the implementation of regulations that protect against development along ridgelines.

## Natural Qualities

The Durham Valley's natural resources were inventoried and mapped to identify the extent of forested lands, riparian areas, potential wetlands, and other important natural resources that contribute to the character of the Scenic Byway. A number of sources were consulted in the inventory preparation, including the Department of Environmental Conservation, Greene County Soil and Water Conservation District, and the Catskill Center for Conservation and Development. This section provides a summary description of those natural resources (i.e., geology, streams and wetlands, forest lands, and wildlife) that characterize the Scenic Byway Corridor.

## Geology

The Durham Valley was part of a shallow sea that filled with clay and silt washing off the high mountains to the east 360 to 400 million years ago. Layers of sandstone were uplifted high above sea level. The Catskill Mountains are primarily the products of stream erosion with the waterways eroding deep valleys into the ancient plateau.

The majority of the surficial geology of the Durham Valley was determined during the last 1.6 million years. Four ice ages inundated this area, most recently the Wisconsin advance. The Wisconsin glaciers finished retreating from the Durham Valley only about 14,000 years ago. The majority of the Durham Valley is composed of glacial till – material that is unstratified, unsorted, and is made up of a wide range of sizes. Glacial till generally acts as an aquifer, holding large amounts of ground water. The surrounding sandstone and conglomerate mountaintops were scoured and scraped by glaciers moving around and over their summits, leaving virtually no loose material.



## Streams and Wetlands

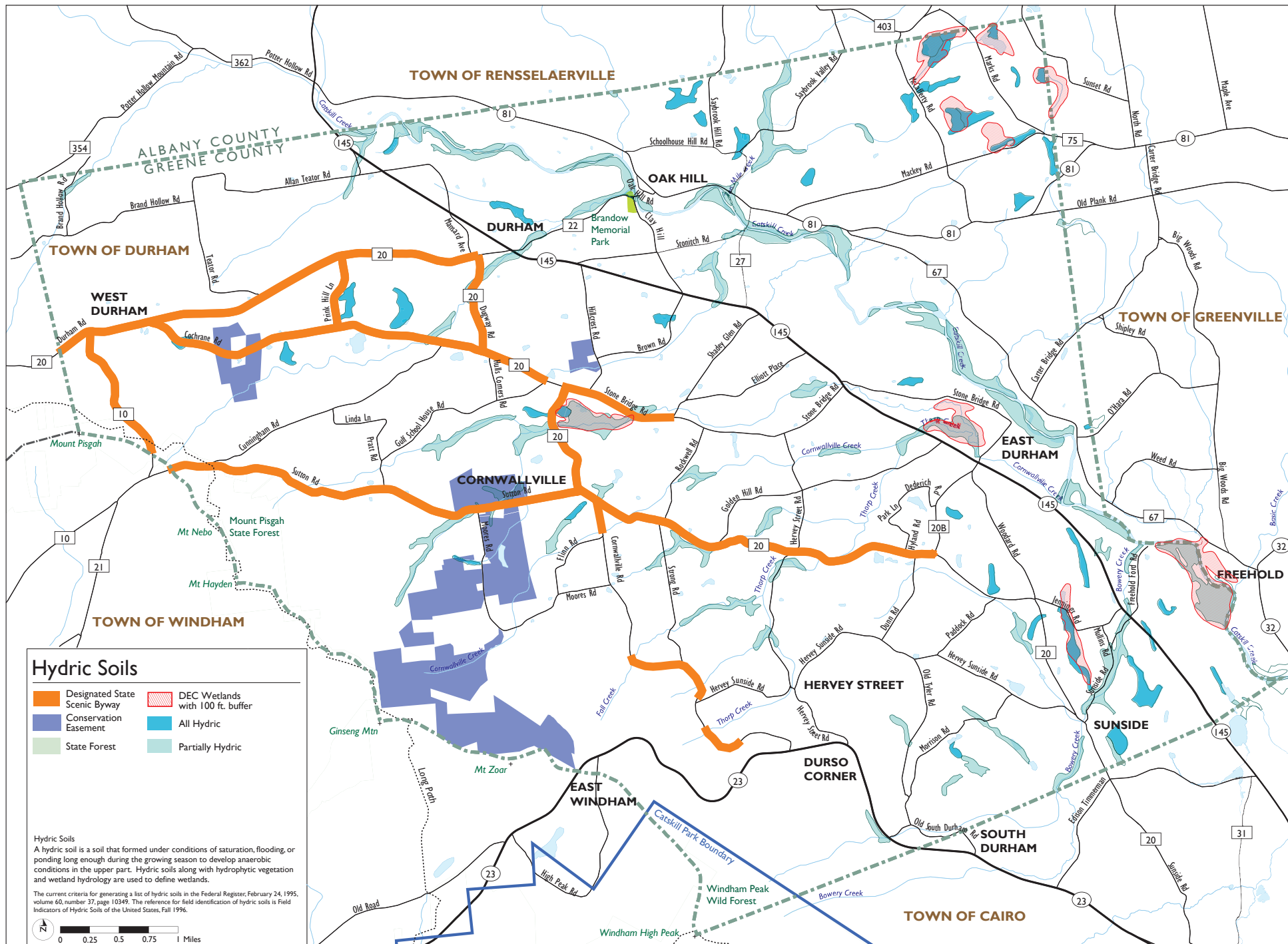
Catskill Creek, one of 65 tributaries to the Hudson River entering the Hudson River Estuary south of the Troy Dam, is the Durham Valley's principal



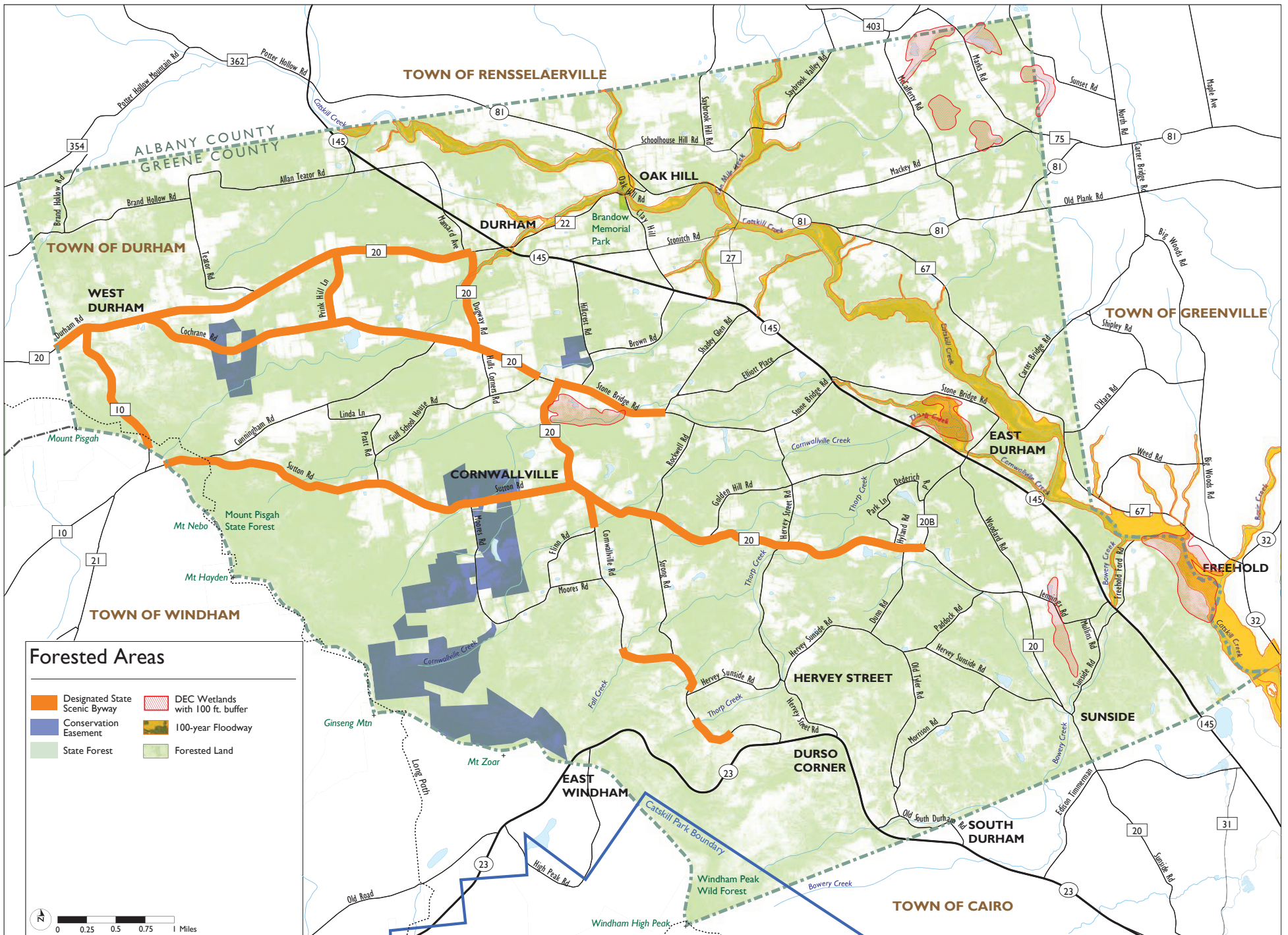
waterway. The coldwater creek with whitewater areas (relatively uncommon in the Hudson Valley region) descends about 600 feet over a course of about 11 miles through the Durham Valley. Several important tributaries to Catskill Creek traverse the Scenic Byway Corridor. These include Thorp Creek, Cornwallville Creek, Fall Creek, Bowery Creek, Tenmile Creek, Durham Creek, and Squirmer Valley Creek. These streams were an important stimulus to the Durham Valley's early settlement in the 18th century and formed the basis of a history of timber harvesting, milling, and industry.

About 1,160 acres of wetlands have been identified in the Durham Valley. Hydric soils, along with hydrophytic vegetation and wetland hydrology, are used to define wetlands. Those over 12.4 acres are regulated by the Department of Environmental Conservation. The Hydric Soil figure shows that wetlands are fairly evenly distributed along streams throughout the Durham Valley.

In total, the Durham Valley contributes 33,000 acres and a little more than 100 miles of classified stream to the Hudson River watershed. These headwater streams form the interface between wetlands, ground water, and the land surface; are vital to the area's aquatic biodiversity and ecological function; and play a critical role in maintaining the health and condition of the downstream Hudson River Estuary.









## Forest Lands

Active agriculture is still present in parts of the Durham Valley, but most historical fields are now in mid- to late stages of succession of a closed-canopy forest. Although some remnant old-growth forest may be present on the steep ridge that forms the western boundary of the Scenic Byway Corridor, most forest cover is second and third growth. The *Forested Areas* figure shows the extent of this cover in the Durham Valley.

Forests in the Durham Valley are dominated by mixed oaks at elevations below 1,600 feet, with northern red oak (*Quercus rubra*), chestnut oak (*Quercus prinus*), and red maple (*Acer rubrum*) frequently dominating. Eastern hemlock (*Tsuga canadensis*) can still be found along streams and on some north-facing slopes, despite extensive harvest of this species to provide bark for a vigorous tanning industry during the early part of the 19th century. On the west side of the Scenic Byway Corridor, mid-elevation forests (1,600 to 3,300 feet) are dominated by sugar maple (*Acer saccharum*), American beech (*Fagus grandifolia*), and yellow birch (*Betula alleghaniensis*). While the forest types described here are typical, other mixtures of deciduous tree species are not uncommon.



## Wildlife

The extensive northern hardwood forests of the Durham Valley provide habitat for a variety of wildlife species. White-tailed deer are common in the Durham Valley, so much so that their excessive browsing in some places may have a negative impact on forest regeneration. The area is part of major core habitat for some regionally rare large mammal species, including black bear and bobcat. The Department of Environmental Conservation lists the cougar as extirpated from New York, but some residents report seeing them in the Durham Valley. Beaver occur within the numerous streams and coyotes are often heard. Avian species include Cooper's hawk, northern harrier, common raven, eastern bluebird, golden-winged warbler, and vesper sparrow. A study conducted by Hudsonia in 1990 documented 7 butterfly species, and 14 other species (including fish, turtles, salamanders, and birds) as regionally rare or of heritage designation.

## Issues and Opportunities - Natural

Few incentives or regulatory controls are available to preserve the Durham Valley's scenic, natural, agricultural, or historic resources. The limited number of planning tools offers few options for landowners or the community to protect lands that provide the Durham Valley with its rural character.

- Private property owners are looking for tools that will assist them in protecting their lands, while maintaining their property rights and ability to generate income.
- There is a need for land use policy that promotes creative and progressive development that maintains open lands and respects natural landscapes while still offering economic benefits to landowners.
- In response to these issues, the community recently completed the Town of Durham Comprehensive Plan (2008) to help set direction

for the Town of Durham. Members of the Scenic Byway Coordinating Committee actively participated in this process, advocating goals and objectives to balance growth and development with the preservation of the Durham Valley's rural character and local quality of life—key elements of its heritage.

- Development approaches that will protect natural resources is consistent with the survey for the 2008 Comprehensive Plan in which 80 percent of respondents indicated it was important or very important for the Town of Durham to review the impact of new development on the environmental and natural resources.

## Management Actions - Natural

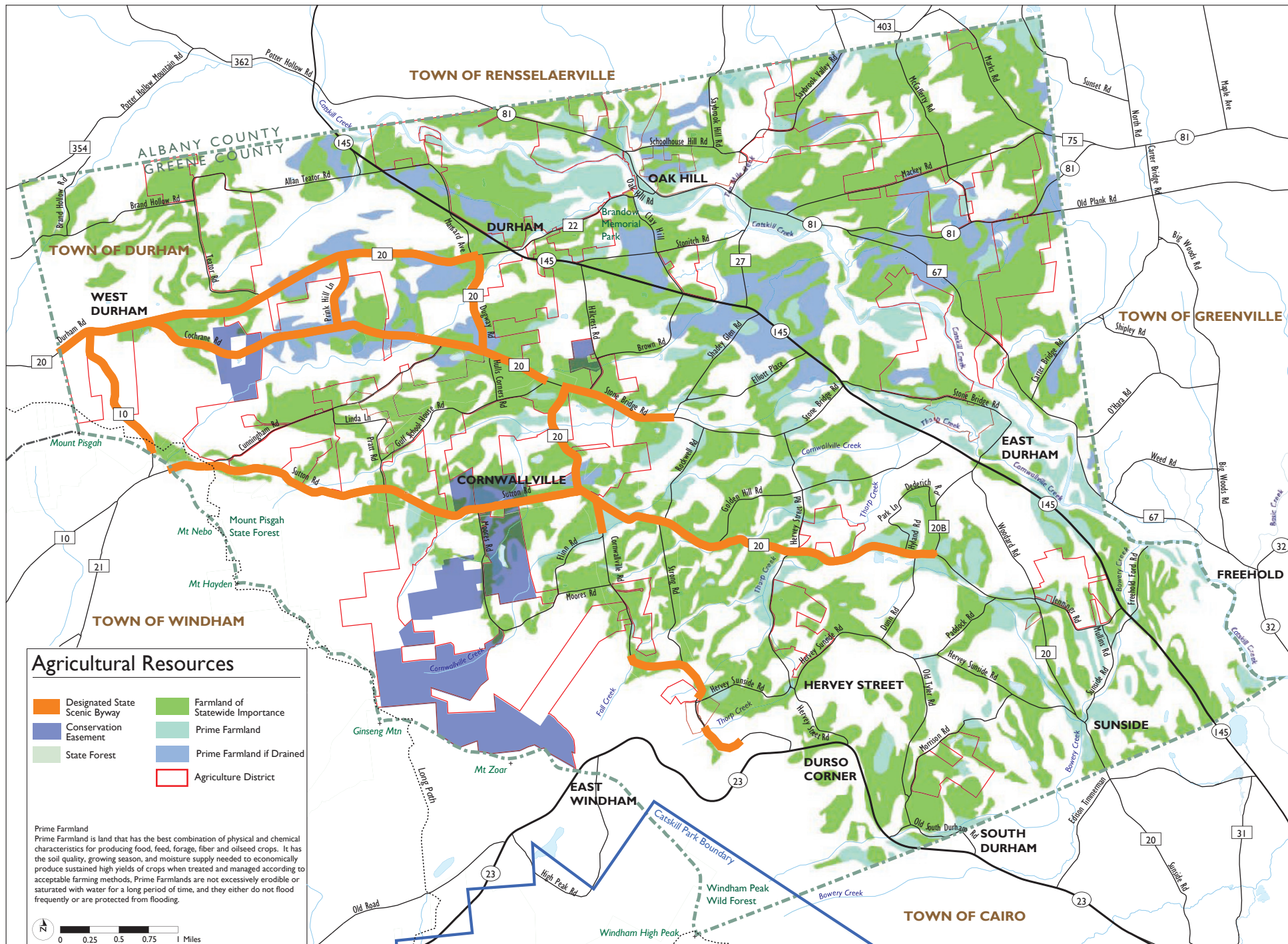
**Support and advocate responsible development and sustainable land use through the municipal planning processes.**

- a. Promote the adoption of the Corridor Management Plan by the Town of Durham. Advocate its use as a planning tool to guide policies and regulations and to identify important resources.
- b. Actively assist the Town of Durham, in an advisory role, in reviewing proposed development for consistency with the Corridor Management Plan.
- c. Promote the Corridor Management Plan so that the Town of Durham, Greene County, and New York State can use it in developing policy and identifying resources.
- d. Support and advocate policies of the 2008 Comprehensive Plan that protect important resources.

**Work with partners to promote land conservation through conservation easements and other tools.**

- a. Partner with local, state-wide, and national conservation organizations actively working in







the Catskill Region to protect important natural areas, agricultural lands, and open space.

- b. Provide and obtain updates on land conservation activities from the Durham Valley Land Trust, Open Space Institute, The Trust for Public Land, and American Farmland Trust.

## Agricultural Qualities

Alan Gussow, an acknowledged expert on landscape analysis, visited the Durham Valley in 1973 and again in 1990. In his 1973 assessment of the Durham Valley, Gussow highlighted the significance of the agricultural heritage:

*“...the preservation of this pastoral valley [Durham Valley] permits the public to experience themselves something of their cultural heritage. . . A pastoral valley such as we have here in Durham is an increasingly rare landscape example. School children seeing this Valley as it exists today will learn in ways that text books cannot convey what it was like to live and work with the land in times past. Yet, this is not a museum diorama. This is a living landscape which can never be recreated and which can still instill in the visitor an appreciation for his American heritage.”* [Testimony before the Federal Power Commission in 1973]

Following his return visit in 1990, he wrote that the landscape of the Durham Valley reflected:

*“...the harmonious ways in which the man-made elements – the farm buildings and related structures – blend with the present lively agricultural landscape of the area . . . [and] that we must recognize the need for the preservation of representative natural landscapes and I would regard the Durham Valley as an excellent example of the pastoral landscape at its best.”*

The agricultural heritage of the Durham Valley dates to the mid 19th century. By 1845, over 27,000 acres (about 90 percent of the land area in the Town of Durham) were in agricultural production. Today, the rural working landscape of farmlands and grazing areas provides a distinct character for the Scenic Byway Corridor. Farming operations are valued by the community for their contributions to the Durham Valley’s scenic beauty, helping to attract tourists and contributing to the quality of life for residents. Agriculture is valued as a key economic sector with a direct positive impact on the community. Agricultural lands are also valued for their heritage, reflecting the history of settlement of the Durham Valley.

Large expanses of the Durham Valley are conducive to hay production and livestock grazing. Pastures and hay meadows interspersed with small areas of cropland make up large areas of agricultural lands within the Scenic Byway Corridor. Abundant water enhances the agricultural productivity, as well as

supports adjacent vegetation communities. The Durham Valley’s agricultural resources have been mapped using data from the Natural Resources Conservation Service. The *Agricultural Resources* figure illustrates areas by their potential levels of productivity and includes prime farmland, prime farmland if drained, and farmland of statewide importance.

Productive agricultural land accounts for less than 20 percent of the Durham Valley’s total land area, but contributes disproportionately to its heritage and scenic quality. These lands are generally located along the Scenic Byway in highly visible areas, making them significant contributors to the cultural heritage and the pastoral views along the Scenic Byway. However, the Durham Valley’s relatively small amount of agricultural land in current production, along with the region’s close proximity to New York City and its appeal due to its scenery, make these farmlands particularly vulnerable to development.

The Town of Durham’s Comprehensive Plan planning process clearly identified that residents feel the community’s very identity is threatened by the loss of the economic viability of agriculture and tourism, outside development pressures driven by growth in the Hudson Valley, and the expansion of second home developments.



Conflicts between development and agricultural lands exist in some areas. As part of a survey conducted by Durham Agriculture Community Partnership, 25 percent of the respondents (i.e., ranchers and farmers) noted that neighbors objected to agricultural activities. This finding generally centered around new residents who are not tolerant of the dust, noise, and smells of productive agricultural lands.

Local ranchers and farmers recognize the value of their lands to the economic viability of the Durham Valley, as well as for their development potential. Because of this, they formed the Durham Agriculture Community Partnership and have been working collaboratively with state and county agencies and regional experts. Together, they are identifying issues and proposing solutions to minimize conflicts, protect important agricultural lands for their open space value, and provide ranchers and farmers with viable economic options that allow them to continue sustainable production.

### **Issues and Opportunities - Agricultural**

The Durham Valley's scenic beauty, temperate climate, and affordability make it an attractive place for development and growth.

- The Durham Valley is experiencing moderate growth, resulting in new development and patterns of development that may impact its scenic, natural, agricultural, and historic qualities. For example, new growth and smaller development patterns such as small lots located along major travel routes are already beginning to impact the significant scenic views adjacent to or visible from the Scenic Byway.
- According to the U.S. Census Bureau, the Town of Durham has grown by 3.7 percent since 2000 (contrasted with a Greene County rate of 2.2 percent and a New York State rate of 1.7 percent). The Town of Durham's population is currently about 2,690 based on the July 2007 estimate.

- Most new growth adds a financial strain on the Town of Durham and Greene County in providing public services. Most of this growth is scattered residential development, frequently on small lots with little or no clustering to preserve open space, which is changing the Durham Valley's rural and scenic character.
- Only one percent of the Town of Durham is public land. Almost all lands adjacent to the Scenic Byway are privately owned, much of which is productive agricultural land. Farming is valued for its historic role, contribution to the local economy, and function in maintaining the Durham Valley's authentic rural character, but it is also endangered by development. Farmlands may indeed be more financially valuable as development property than for farming income.

### **Management Actions - Agricultural**

**Promote the protection of important agricultural lands that contribute to the Scenic Byway Corridor by using tools that provide an economic benefit to the landowner.**

- a. Identify agricultural resources that also hold important heritage value such as important historic structures, sites, or land uses.
- b. Actively participate in the Durham Agriculture Community Partnership to support its work in protecting important agricultural lands as working landscapes.
- c. Partner with land trust organizations to promote conservation tools (i.e., conservation easements and land acquisition) that protect significant private lands and provide a benefit to the owner. Assist with support letters, grant funding, and education of landowners concerning benefits and constraints of these approaches.
- d. Support the preservation of important lands through services such as grant writing, education, and collaboration.

## **Cultural and Historic Qualities**

The Durham Valley is a unique landscape and its distinct natural setting provides the basis for its heritage. The history of the land from early occupation by indigenous people to milling, iron works, tanning, and agriculture, and onward to today's recreation and tourism has left a variety of cultural, historic, and archaeological resources. These vestiges of the past are the physical remnants that assist in telling the Durham Valley's story of evolution from early Native American habitation to today's diverse rural community with an economic base that includes ranching and farming, as well as tourism and recreation.

This section presents an overview of the cultural and historic qualities that characterize the Durham Valley. A brief history of the Durham Valley is followed by a description of historic preservation activities that have enriched the area since the 1980s and a summary of existing resources. The *Historic Resources* figure highlights a number of the unique attributes in the Durham Valley.



### **History**

Evidence points to the presence of Paleo-Indians in the Catskill region approximately 10,000 years ago, after the glaciers had receded and the climate was beginning to warm. A flint quarry found on



a hill near Athens, Greene County, is the earliest identified site in the region. Another site, between 9,200 and 8,200 years old near Cobleskill, is believed to have been a manufacturing site for points and other stone tools. The Paleo people were possibly the ancestors of the Mohican, Delaware, and Haudenosaunee (Iroquois), who inhabited the region when the first Europeans arrived.

The Durham Valley was first permanently settled in 1784 by families from Durham, Connecticut. The principal draw to the Durham Valley was the water power available from the numerous streams in the area. The rolling landscape of the upland township offered reasonably fertile land, which was heavily farmed in the 19th century. The development of the township came with small villages centered at first around the small industrial communities of Oak Hill and Durham. Settlement and expansion came quickly and by 1825 the population had peaked to a level that has not been matched since. The post-Revolutionary War settlement and growth of the Durham Valley represents a unique period of American history, and is exemplified by the homes, farms, and cemeteries located within the Scenic Byway Corridor.

The Durham Valley has a rich history of diverse and prosperous endeavors. One of the most notable was the high-profile iron works in Oak Hill. However, from the first settlement the principal industry in the Durham Valley has been farming. Other enterprises such as milling, iron works, tanning, retail stores, and boarding houses all flourished in their time, but none dominated the local economy for so long a period and to such a degree as has agriculture.

Farming encompassed the entire Durham Valley from the lowest bottom land along Catskill Creek to the foothills of the Catskill Mountain Range. By 1845, about 90 percent of the land within the Town of Durham was improved for agriculture. In 1875, the farms tended to be fairly large, typically over 50 acres, with almost half ranging in size from 100 to

500 acres – there were over 300 farms. Nineteenth century farms in the Durham Valley raised a mix of cash crops and livestock. The predominant outputs were wool and apples. Neither commodity required extensive barns, so both were relatively easy to produce. Sheep could be grazed on the hillsides and other untillable lands, thus making use of the upland areas within the Durham Valley. In the early 20th century the milk industry flourished throughout the Hudson Valley with railroads promoting dairy operations to the farmers and then transporting milk to the urban centers.

Tanning was also a large and early industry in the upland areas in the Durham Valley and throughout the Catskills. During the 1830s and 40s, Greene



County tanned more leather than did the rest of the state combined. The tanners used the acid-containing hemlock tree bark to cure hides for leather. At first, the bark and wood used in tanning was secondary to the lumber industry, but by the middle of the 19th century, the tanning industry had become quite extensive. Trees were cut, often in excess of what could be run through the saw mills, simply for their acid bark. Some of the excess from this process was used to pave the early plank roads or to construct barns. The industry slowly faded from five operations in 1835 to one in 1855.

By about 1875, the last tannery in the Durham Valley had shut down.

The foundries, four of which were located in Oak Hill, were among the Town of Durham's most prominent enterprises. The most famous of these was the Cheritree Foundry, which began in 1833 as the Oak Hill Malleable Iron Company. The company was developed by Cambell and Scofield to make the Dutcher Plow No. 2. The factory burned to the ground in 1865; was soon rebuilt as the Empire Foundry; continued operations until about 1900; and was famous for the Climax brand plows and other hardware. In addition to the Cheritree Foundry, there was a lesser known iron works in Oak Hill, as well as secondary manufacturers and other home industries common in a rural culture.

### *Historic Preservation in the Durham Valley*

In 1989, the Town of Durham enacted Local Law No. 1 to “*protect and enhance the landmarks and historic districts which represent distinctive elements of Durham’s historic, architectural, and cultural heritage*” and to “*enhance Durham’s attractiveness to visitors.*” Following the enactment of this law and meeting the requirements of the National Historic Preservation Act, New York State designated the Town of Durham as a Certified Local Government (CLG). The CLG is a nationwide program that supports local preservation through the creation of local preservation commissions (i.e., the Town of Durham Historic Preservation Commission). The Town of Durham Historic Preservation Commission subsequently designated the Cornwallville Historic District and completed a historic resources reconnaissance survey in 1997.

The increased interest in historic preservation of local buildings and other sites also led to the establishment of a Greene County Register under the auspices of the Greene County Historical Society in 1990. The purpose of this register is to document Greene County’s structures and sites of historic and architectural significance, and

Historic Resources in the Durham Valley Listed on a Register						
Historic Resource	Date	Location	Register			
			Town	County	State	Federal
Historic Buildings and Structures						
Charles Pierce House	c 1840	Route 81, Oak Hill			x	x
Chittendon-Atkinson-Swanson Home	c 1795	Susquehanna Turnpike, Durham	x	x		
Cutting Bagley House	c 1802	Cornwallville Road,	x	x		
Deer Watch Inn	c 1800	Route 27	x	x		
Dutch Colonial A.T. House	c 1787	Route 81, Oak Hill			x	x
Fords General Store	c 1870	Route 81, Oak Hill			x	x
Grove Cottage	c 1830	Durham	x	x		
Hull-Cowles-Bright House	c 1867	Mansard Avenue, Durham	x	x		
Icicle House	c 1845	Route 22, Oak Hill		x		
Ken Dean Home	c 1790	Route 81, Oak Hill	x			
L.E. Cleveland House	1840	Route 81, Oak Hill			x	x
Lyman Tremain Opera House	1895	Route 81, Oak Hill	x	x		
Makely Farm	c 1810	Makely Road, Oak Hill	x	x		
Mt. Zoar Villa	c 1860	Route 23, East Windam	x	x		
Oak Hill United Methodist Church	1859	Route 81, Oak Hill	x	x	x	x
Osborne House	c 1850	Route 81, Oak Hill	x	x	x	x
Parks House	1806	Cornwallville	x	x		
Phinias Tyler House	c 1795	Cornwallville	x	x		
Redbrick House	c 1812	Stonebridge Road	x	x		
St. Paul's Lutheran Church	c 1834	Route 81, Oak Hill	x	x	x	x
The Parsonage	c 1815	Route 81, Oak Hill	x	x	x	x
Tremain House	c 1854	Route 81, Oak Hill	x	x		
Tripp House and Store Complex	c 1832	Route 81, Oak Hill	x	x	x	x
W.F. DeWitt Hotel	c 1865	Route 81, Oak Hill			x	x
Weldon House		Route 145, East Durham			x	x
Whittlesey-Reynolds	c 1820	Susquehanna Turnpike, Durham	x	x		
Historic Roads and Mile Markers						
Susquehanna Turnpike	c 1800		x	x	x	x
Susquehanna Turnpike Mile Marker 15	c 1800	Susquehanna Turnpike			x	x
Susquehanna Turnpike Mile Marker 22	c 1800	Susquehanna Turnpike			x	x
Susquehanna Turnpike Mile Marker 25	c 1800	Susquehanna Turnpike			x	x
Historic Stone Arch Bridges						
Allan Teator Road Stone Arch Bridge		Allan Teator Road, West Durham			x	x
Brand Hollow Road Stone Arch Bridge		Brand Hollow Road, West Durham	x		x	x
Hervey Street Stone Arch Bridge		Hervey Street, Sunside			x	x
Moore Road Stone Arch Bridge		Moore Road, Cornwallville	x		x	x
Stone Arch Bridge at County Route 22	c 1800	Susquehanna Turnpike, Durham			x	x
Stone Arch Bridge at Stone Bridge Rd.	c 1800	Susquehanna Turnpike, Durham			x	x
Woodard Road Stone Arch Bridge		Woodard Road, East Durham			x	x







to advance public awareness, appreciation, and preservation of the County's historic resources. Since that time, over 200 historic homes or sites have been listed on the register – about 20 are in the Durham Valley.

### **Existing Cultural and Historic Resources**

The range of existing cultural and historic resources in the Durham Valley is the tangible evidence of the area's heritage. A sampling of resources that contribute to the character of the Durham Valley includes:



**Susquehanna Turnpike** – the Susquehanna Turnpike was one of the first turnpikes authorized by the State of New York. Legislation enabling its creation was passed on April 1, 1800, and the first section was opened August 20, 1801. The road stretched from Catskill (on the Hudson River) westward to Wattles' Ferry (Unadilla), New York on the Susquehanna River. In the Durham Valley, the turnpike passed through the hamlets of East Durham (State Route 145), Durham, and West Durham (County Route 20).

Soon after its opening, the turnpike was serviced by a weekly stage route. The overland stage took three full days to make the passage from Catskill to Unadilla and initially charged 10 cents a mile.

The Susquehanna Turnpike played a key role in early expansion westward, and was the longest continuously operated toll road in the United States; the eastern section remained in continual operation until 1901. The Susquehanna Turnpike was listed in the National Register of Historic Places in 1974, the first road ever given such designation.

**Cornwallville Historic District** – the district was created by the Town of Durham Historic Preservation Commission in 1989, following the enactment of the local historic preservation law. The district covers the historic hamlet of Cornwallville, as well as much of the viewshed to the north and south. Historical and continuing agricultural use has created a distinct cultural landscape pattern resulting from the geometric patterns of pastures juxtaposed with woodlands.

**Oak Hill** – the hamlet was the first major pre-revolutionary war settlement in the Durham Valley. In recent years, local residents have restored a number of its important historic buildings, which are now listed on the National Register of Historic Places.

**Stone Arch Bridges** – eight stone arch bridges from the 19th century in the Durham Valley are listed on the National Register of Historic Places. The two earliest bridges were built around 1800 as part of the construction of the Susquehanna Turnpike. The remaining six were built in the late 1800s under the supervision of Durham Highway Commissioner Jeremiah Cunningham.

**Century Farms** – the Century Farm program is testament to the traditions of progressive agriculture and community service by farm families in New York State. The program began in 1937 and honors New York farms in continuous operation on the same land by the same family for 100 years or more. Two farms in the Durham Valley (i.e., Hull-O-Farm and the Cunningham Farm) have been recognized by the New York State Agricultural Society.



The accompanying table provides list of resources found on historic registers (i.e., town, county, state, or federal), while the Historic Resources figure illustrates some specific highlights within the Scenic Byway Corridor. The *Historic Resources* figure was developed using the New York State Historic Preservation Office GIS database; through review of the 1997 Resources Reconnaissance Survey; and with the contributions of members of the Town of Durham Historic Preservation Commission.

### **Issues and Opportunities - Cultural and Historic**

Historic buildings, landscapes and features are visible throughout the Durham Valley, helping to tell the story of settlement, industrial activity, and agriculture. Unfortunately, some residents and visitors are not aware of the significance of these resources, and the means to protect these important resources are not always easily available. Although the Town of Durham has a Historic Preservation Commission that has been actively protecting important resources for decades, there are many more sites and properties that have yet to be fully identified and designated.

- The Durham Valley has a number of designated historic sites. Most of these properties continue in their historic use or in an adaptive reuse that is compatible with their historical qualities. And, reuse of historic sites and buildings is recognized as a positive and sustainable approach in the community.
- There are potentially many more properties that may be historically significant, such as agricultural lands, structures on agricultural lands, and roads that may not have been considered significant in previous inventories.
- The Durham Valley has an excellent state-chartered museum with an emphasis on local interest. The research library, the mainstay of the facility, attracts users from well beyond the borders of Greene County.

### **Management Actions - Cultural and Historic**

**Assist with the county-wide process to document significant historic resources.**

- Encourage the Greene County Historical Society to maintain the historic resource database. Update to include any historic resources identified by this Corridor Management Plan. Update the database on an annual basis, or more frequently if significant information becomes available.
- Coordinate with the Historic Preservation Commission and New York State Historic Preservation Office annually to obtain the most recent listing of inventoried properties.
- Work with the Historic Preservation Commission on a regular basis to obtain information on properties that it is inventorying, surveying, or designating.
- Collaborate with the Historic Preservation Commission to provide their most recent inventories for inclusion in the database.

- If requested, assist the Durham Center Museum with its depository of information on local historic resources (e.g., a catalog of photographs or copies of inventory forms).

**Encourage local hamlets to recognize historic resources through historic designation (local, state, or national) or through other planning measures.**

- If requested, work with the Oak Hill community to recognize a historic district.
- Support Cornwallville's historic designation through restoration awards.
- Support East Durham's Main Street Project.
- Work with the Town of Durham to ensure adherence to an implementation of Local Law No. 1 of 1989 for Historic Preservation.



**Work with the Historic Preservation Commission to craft projects for additional or new inventory, evaluation or designation of historic resources.**

- Work with partners and private property owners including farmers to secure funding and technical support for evaluation and inventory projects.

- Add List of Potential Historic Resources to Greene County Historical Society database as sites needing additional study.
- Assist with the preparation and submittal of grant applications to the New York State Historic Preservation Office to conduct additional survey work.

**Explain the economic options and benefits of historic preservation, such as gaining eligibility for historic grants for public and community projects and obtaining tax credits for private properties that are designated and rehabilitated as historic properties.**

- Assist partners by providing services such as presentations and participating in grant writing and providing letters of support.
- Work with partners to create publications, brochures and other media to promote the importance and benefits of historic preservation.

### **Recreational Qualities**

Recreation has continued to grow to the extent that it is one of the most significant sectors of Greene County's economic base, and the pastoral setting of the Durham Valley provides the perfect setting for outdoor recreation and exploration in unparalleled scenery. The Durham Valley offers many outstanding active and passive recreational activities for youth, families, and senior citizens. Bicycling, farm stays, hiking, and landscape painting are increasingly popular activities in the Scenic Byway Corridor.

### **Fishing**

The Catskill Mountains are considered to be the birthplace of fly-fishing. Theodore Gordon, the dean of American fly-fishermen, first recorded his experiences on Catskill waters in the early 1900s. Today the region continues to offer some of the best fishing opportunities in the United States. Rainbow,





brook and brown trout in Esopus Creek, Beaverkill, the Willowemoc, Schoharie Creek, Neversink River, Catskill Creek, Batavia Kill, and the Delaware River draw anglers from around the world.

Catskill Creek parallels Route 145 through the Durham Valley. Its waters run cold and nurture brown, rainbow, and brook trout. Four points allow public access to Catskill Creek, but public opportunities to use the creek are limited. Access to Catskill Creek adjacent to the Durham Town Hall is routinely used for fishing and swimming. Cars parked along County Route 27 to use this point can be a hazard during the summer; however, it is a well-known and popular spot with residents and tourists. There is also an access point in Oak Hill, one at the confluence with Ten Mile Creek, and one near East Durham. Catskill Creek is stocked annually with trout by the Department of Environmental Conservation.

### **The Long Path**

The Long Path was the vision of Vincent J. Schaefer of Schenectady, who proposed that New York establish its own “Long Path” similar to the Long Trail in Vermont. Unlike the Long Trail, Schaefer saw the Long Path as an unmarked route meandering from the George Washington Bridge to Whiteface Mountain in the Adirondacks, connecting together a series of landmarks. The name of the trail came from Walt Whitman’s poem

*Song of the Open Road – “There lies before me a long brown path, leading wherever I choose.”*

Beginning in the 1960s, the New York-New Jersey Trail Conference took Schaefer’s vision a step further by creating a blazed hiking trail along Schaefer’s route. Today the Long Path is a 326-mile hiking trail that extends from the George Washington Bridge, passes through the Scenic Byway Corridor, and continues north to John Boyd Thacher Park near Albany. The Long Path is accessible from the west side of the Scenic Byway Corridor. Future plans are to extend the trail to the Mohawk River and eventually into the Adirondacks.



### **Issues and Opportunities - Recreational**

The Durham Valley’s setting provides outstanding outdoor recreation opportunities coupled with unparalleled scenery.

- There is increasing demand for access to public lands by local residents and families, as well as by users from outside of Greene County. Maintenance of the Long Path by the New York-New Jersey Trail Conference is a continuing challenge. There is a need to enhance the trail segment through the Scenic Byway Corridor to provide a safe, enjoyable hiking experience.
- Through private enterprise, new recreational opportunities may arise that include the addition

of hiking and biking trails on historic routes such as the Canajoharie and Catskill Railroad. Their impact or enhancement of heritage values should be considered. It will also be important to support the preservation and adaptive reuse of historic features such as railroad routes that may pass through private lands.

- Providing waysides or new trails in the Scenic Byway Corridor will require collaboration between potential users and private land owners. A balance between protecting resources and ensuring that the rights and opinions of private landowners are respected must be made when exploring potential waysides or trails.

### **Management Actions - Recreational**

**Support and advocate protection of public lands that contribute to the recreational values of the Scenic Byway Corridor.**

- a. Work with Department of Environmental Conservation in reviewing proposed management plans for Mount Pisgah State Forest to ensure consistency with Corridor Management Plan to the extent allowed by Department of Environmental Conservation’s mandates.
- b. Support Town of Durham efforts via code procedures that discourage inappropriate development adjacent to public lands.
- c. Promote a partnership with the Department of Environmental Conservation to influence future plans impacting state lands to preserve recreation resources.
- d. Support and advocate policies of the 2008 Comprehensive Plan that protect important recreation resources.
- e. Support efforts of public or private partners who may seek to acquire or otherwise protect land adjacent to existing public lands that are considered critical for recreation or other intrinsic qualities.



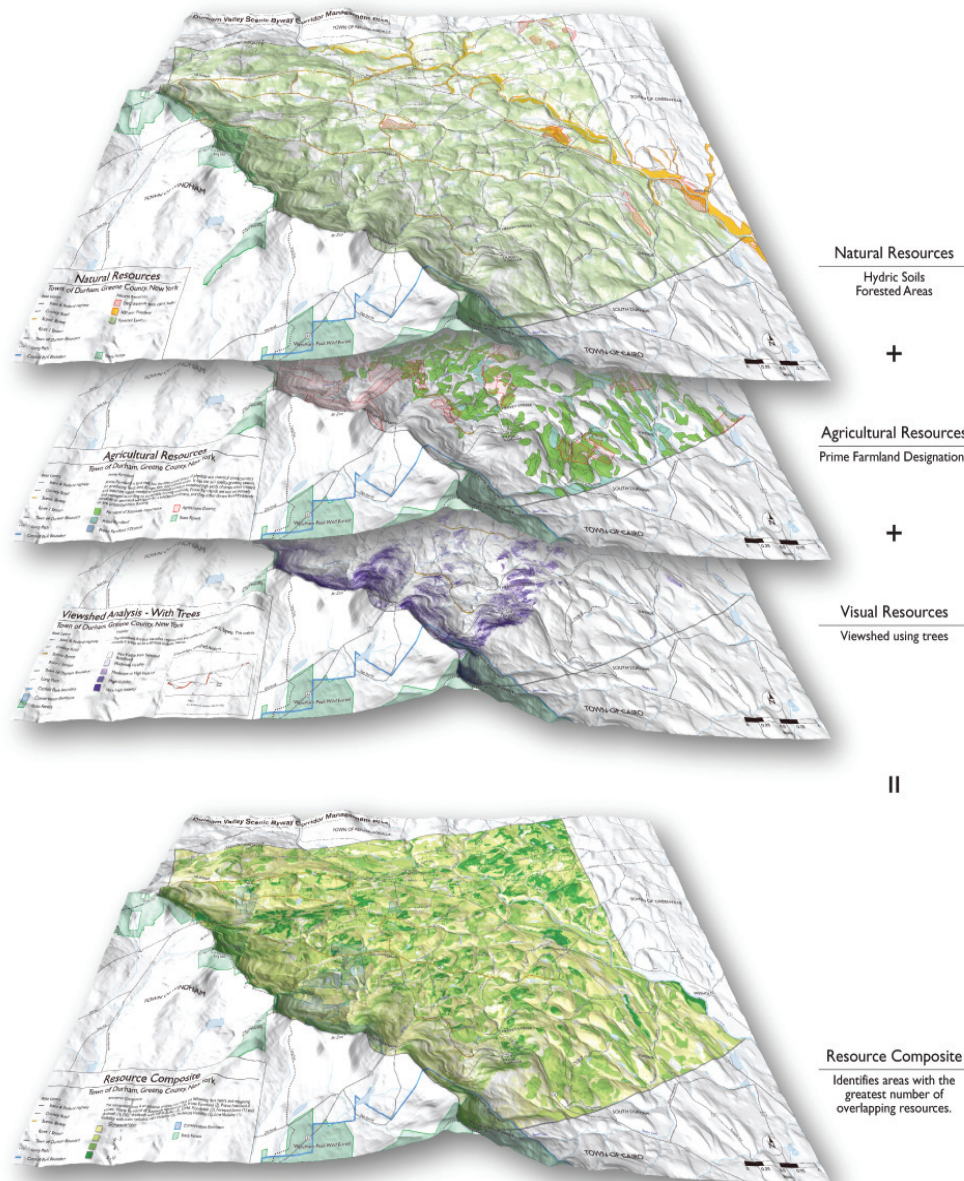
# Resource Composite

## Mapping Analysis

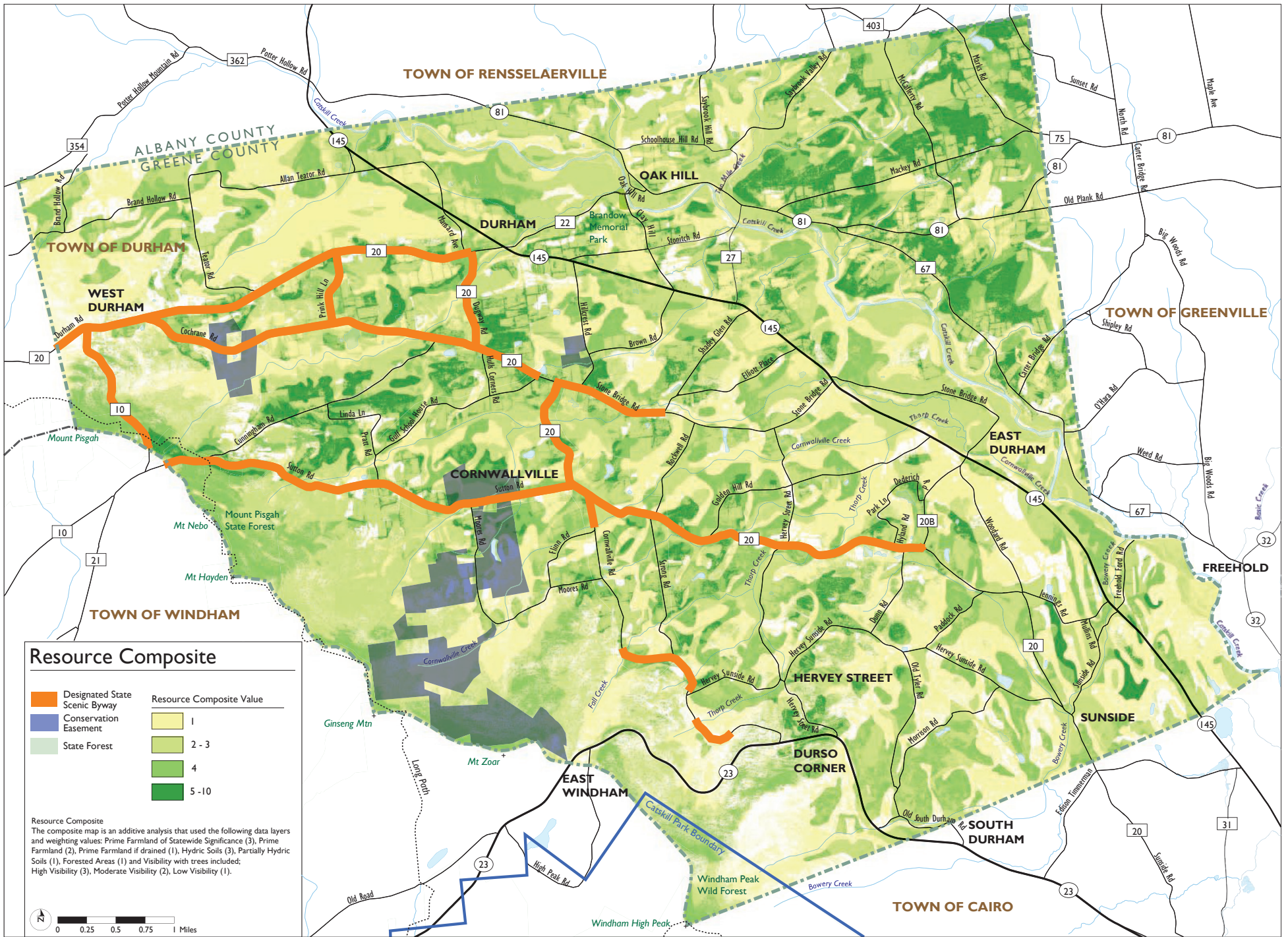
Careful planning and analysis have given the Scenic Byway Committee a detailed knowledge of the Scenic Byway, as well as a broad perspective of the Scenic Byway Corridor. The ultimate goal is to see the intrinsic qualities of the Scenic Byway Corridor preserved. To be efficient and strategic, the Scenic Byway Committee harnessed technology to identify areas with the highest coincidence of intrinsic value overlap. Using Geographical Information System (GIS) technology, the Scenic Byway Committee has been able to synthesize information from a variety of sources and scale it into a concise format.

The resource figures (i.e., *Hydric Soils, Forested Areas, Agricultural Resources*, and *Viewshed Analysis*) are based on extensive data analysis and a series of stakeholder meetings. Selection of a set of intrinsic values for analysis for the *Resource Composite* does not preclude incorporating other resources in the final decision-making process when seeking partnerships, acquiring grants, or implementing on-the-ground projects. For example, cultural and historic resources (see the *Historic Resources* figure) in the planning area are diverse, and will be considered in all of the Scenic Byway Committee's efforts.

The individual resource maps are combined to create the *Resource Composite* figure. An illustration of this process is provided here. The *Resource Composite* depicts areas with a high coincidence of overlapping intrinsic values. The map should not be interpreted to mean that the all the high coincidence areas shown will be conserved, whether by public acquisition or by other means, in the future. It does, however, show in broad outline the major areas to consider for future actions as outlined throughout the Corridor Management Plan.











# T r a n s p o r t a t i o n

New York State Routes 23 and 145 connect the Town of Durham to the New York State Thruway and are the primary access highways to the Durham Valley. Located north of New York State Route 23 and southwest of New York State Route 145, the Scenic Byway Corridor may be accessed from either of these roads.

## Existing Scenic Byway Conditions

- **County Route 20** – This segment of Scenic Byway along County Route 20 extends about 9.5 miles from the Schoharie County line east through the Hamlet of Durham and the Hamlet of Cornwallville to the junction with County Route 20B. The road surface is paved and traffic volumes appear moderate.
- **County Route 10** – This segment of Scenic Byway traverses the west side of the Scenic Byway Corridor for 1.4 miles beginning at County Route 20 (Susquehanna Turnpike) and continuing south to the Town line. The roadway is paved and striped. Traffic volumes appear moderate.
- **Cochrane Road** – The 3-mile Scenic Byway segment descends from County Route 20 (Susquehanna Turnpike) east to rejoin County Route 20 at the southern end of Dugway Road. The road surface is dirt from Prink Hill Lane heading west. Upper elevations of the Scenic Byway segment are lined with a number of old hardwood trees. Traffic volumes appear very low.
- **Prink Hill Lane** – The Scenic Byway segment follows 0.7 mile of Prink Hill Lane from County Route 20 (Susquehanna Turnpike) south to Cochrane Road. This segment was paved by



the Town of Durham in 2008. Traffic volumes appear low.

- **Stonebridge Road** – The 1-mile segment from Shady Glen Road west to County Route 20 provides an entry point from the east into the Scenic Byway Corridor. The segment has an oil and stone surface type. Traffic volumes appear low.
- **Cunningham Road** – This short, 0.4-mile Scenic Byway segment begins at the west side of the Scenic Byway Corridor at the Town of

Durham line and continues east to Sutton Road. The segment has an oil and stone surface type. Traffic volumes appear low.

- **Sutton Road** – This segment of Scenic Byway descends 3.4 miles from west to east into the Durham Valley from Cunningham Road to County Route 20. The upper 1.4 miles of road surface are dirt while the remaining 2 miles are oil and stone. Town residents generally oppose resurfacing the dirt portion. Traffic volumes appear low.
- **Cornwallville Road** – The three, short Scenic Byway segments (0.3 miles from County Route 20 in the Hamlet of Cornwallville south to the Flinn Road junction; 0.8 mile from Fall Creek then continuing to the Hervey Street junction; and 0.4 mile from Throp Creek continuing east to a point beyond the next creek (unnamed)) are oil and stone. Traffic volumes appear moderate because there is easy access to State Route 23 to the south.

## Traffic Volume

Annual Average Daily Traffic (AADT) information for the Scenic Byway is not available because traffic count data are not collected for County or Town roads in the Durham Valley. Based on traffic volumes along state routes between 1989 and 2004, there have been small to moderate increases in traffic adjacent to the Scenic Byway Corridor. For example, in the most recent traffic counts, Route 145 traffic volume through the Town of Durham increased about 4 percent. Compared to other nearby areas, the traffic volume increases of 4 percent are quite moderate.





## Roadway Safety and Maintenance

One of the most important aspects of managing a Scenic Byway is maintaining or improving the road to ensure adequate roadway safety. The Town of Durham Highway Maintenance Department has eight full-time employees and maintains about 77 miles of road. Paved roads comprise about 36 miles, oil and stone comprise about 23 miles, and there are 18 miles of dirt roads. The annual budget for the Highway Maintenance Department is about \$880,000 and there is a 5-year equipment replacement program. The Town of Durham is working to reduce the amount of dirt road by 0.5 mile each year. No formal maintenance agreements with other towns, the County, or the State are in place. Snowplowing is an informally shared service with Greene County.

Eight stone arch bridges are found in the Durham Valley, which the Town of Durham is working to preserve and save from further deterioration. An area of current concern is the Hervey Street Bridge over Thorp Creek near the Scenic Byway. Flooding in April 2005 weakened Hervey Street Bridge. Although necessary funding is not presently available, the Town of Durham is seeking funding for restoration of the Hervey Street Bridge.

## Public Safety

Emergency services in the Durham Valley are provided by E-911, through Greene County as well as through local police, the county sheriff, the New York State Police, and several local volunteer fire and rescue departments (e.g., Town of Durham Ambulance Squad, Oak Hill-Durham Volunteer Fire Company, and East Durham Volunteer Fire Company).

## Management Actions - Transportation

### Promote vehicular safety

- a. Explore with the New York Department of Transportation solutions to mitigate hazardous intersections in the Scenic Byway Corridor.
- b. Some locations in the Scenic Byway Corridor may be potentially hazardous to visitors not familiar with road conditions. The following locations should be examined and solutions sought to mitigate potential hazards:
  - o County Route 22 and State Route 145
  - o County Route 20 and Cochrane Road
- c. The network of scenic roads that make up the Scenic Byway is truly unique. Develop an informational brochure that clearly informs the visitor of individual road conditions and speed limits.

### Suggest improvements that will enhance safety and the overall Scenic Byway experience

- a. Incorporate multiple modes of transportation within the Scenic Byway Corridor. Private vehicular traffic is adequately accommodated on existing roadways. However, areas large enough or designated for short-term parking of tour buses should be considered.
- b. Promote methods of vegetation management (e.g., tree removal) that maintain both road safety and the scenic qualities of the Scenic Byway Corridor.



# Signage

## General Sign Description

Three types of signage are present along the Scenic Byway. These include on-premise signs, off-premise signs, and official signs. These types of signs are defined below. A *Sign Inventory* for the Scenic Byway is included as an appendix.

- **On-premise signs** – are located on the property of the activity that they advertise. Signs that advertise the sale or lease of the property that they are on are also included in this category.
- **Off-premise signs** – display a wide range of messages and are the most commonly seen “billboard” type signs. They can range from oversized billboards to small posters.
- **Official signs** – are erected and maintained by public officers, departments, or agencies within their territorial or zoning jurisdiction. These signs are generally authorized under New York State or Federal Law. Historical markers authorized by State law and found in the Scenic Byway Corridor are considered official signs.

While much of this signage is limited and in sufficient quantity so as not to detract from the overall visitor experience, there are some areas where signage needs to be added, removed, or replaced. General signage recommendations provided by the Coordinating Committee and community included the following:

- Design a sign specific to the Durham Valley Scenic Byway
- Concentrate signage near points of entry
- Facilitate loop-tour travelers and better direct visitors to tourist services
- Signage should comply with New York State and Federal Law

## Safety Signage

Safety signage helps promote safe travel for motorists and non-motorists alike. The Scenic Byway Coordinating Committee should also support efforts to provide signage in appropriate areas that inform drivers of sharing the road with pedestrians, bicyclists, equestrians, and livestock.

## Interpretive Signage

Interpretive signage needs and design recommendations are described in detail in the *Resource Interpretation* section of the Corridor Management Plan.

## Funding and Maintenance

Signage construction, installation and maintenance responsibilities will be determined based upon the location of the signs. All signs must be approved by the appropriate highway agency.

## Outdoor Advertising Controls

Federal law prohibits new off-premise signs (e.g., billboards) along Scenic Byways. The goal of this requirement is to maintain an attractive right-of-way for the highway and avoid distracting clutter. A principal strategy of this Corridor Management Plan is to inform local government (i.e., the Town of Durham and Greene County), as partners in the management of the Scenic Byway, of this prohibition.

## Trailblazing – Scenic Byway Signage

A system of consistent and identifiable route markers would serve to distinguish the Scenic Byway from other non-designated routes.

- A Scenic Byway logo marker alone will confirm that traveler is on the Scenic Byway

- The Scenic Byway marker will have possible additions:
  - “Begin” or “End” to mark Scenic Byway starting and ending points
  - “To” and appropriate arrow directing travelers to next Scenic Byway segment, when necessary
- Scenic Byway signs could piggyback on existing highway signs, or be mounted on new posts
- Scenic Byway entry signs should be placed near points of entry
- Scenic Byway entry signs should use non-obtrusive colors such as a light brown background with white text or green background with white text

## Standard Sign Hierarchy

The signage graphic on the next page shows a standard sign hierarchy typically associated with a scenic byway. These are included to show the variety of materials, looks, and thematic styles that, if done properly, can extend the community's identity within its signage program. The intent of the typical hierarchy is to provide a standard reference and template for all future sign needs.

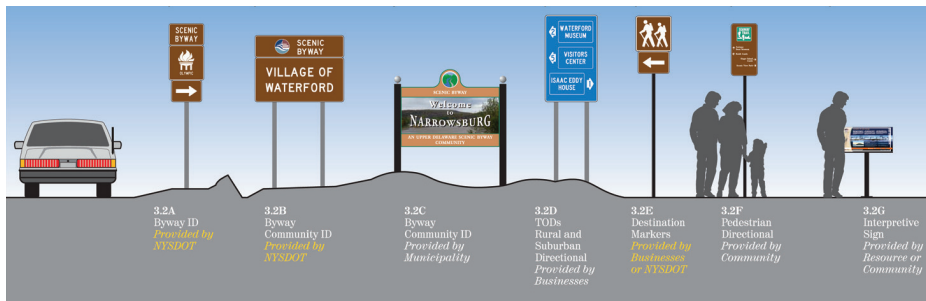
## Management Actions - Signage

**Create an integrated and cohesive system of graphic signing and materials to identify the Scenic Byway and Scenic Byway Corridor.**

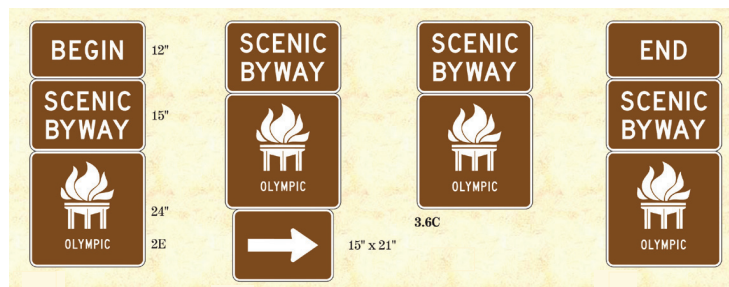
- a. Develop a graphic design for the Scenic Byway's interpretive signs.
- b. Develop a graphic design for a family of interpretive installations and interpretive media.



# Signage



**STANDARD NYSB SIGN HIERARCHY**



- A BYWAY IDENTIFICATION (TYP.) WITH DIRECTIONAL ARROWS WHERE NEEDED**  
12" wide (Provided by NYSDOT) Logo shown is sample of an approved byway logo. Durham Scenic Byway would need a color logo which could translate well into white.



- B BYWAY COMMUNITY ID- (existing)**  
(Provided by Municipality)

**NYSB SAMPLE WITH BYLINE**

Durham hamlets have existing community identification signs that suit the historic character and scale of the area. With periodic maintenance and/or refurbishing, these are an appropriate part of the signage hierarchy for the scenic byway. Adding a byline that reads "A Durham Scenic Byway Community" would be an added benefit in maintaining visual continuity throughout the system.

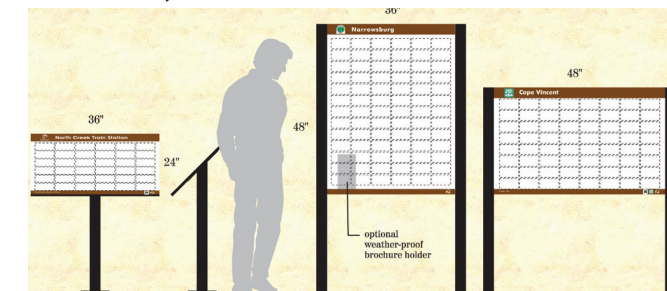


- C TOD -Tourist-oriented directional**  
36" wide (Provided by businesses)

- D DESTINATION MARKERS**  
12" wide (Provided by businesses or NYSDOT)



- E PEDESTRIAN DIRECTIONALS (Variations)**  
18" wide single panel, variable width arrow panels (Provided by community)



- F INTERPRETIVE**  
36" wide on low profile horizontal and high profile vertical. 48" wide for high profile horizontal (Provided by resource or community)



- G HISTORIC MARKERS**  
(Provided by resource or community- Not part of the NYS Scenic Byways sign program)

The NYS Scenic Byway sign manual shows recommended and required signs in the portions of the hierarchy shown on this sheet. **Signs A, C and D** are located in the rights-of-way, therefore are more strictly controlled by NYSDOT. They are also paid for by the NYS DOT.

**Signs B, E, F, and G** have more latitude when it comes to design and local character. It is recommended that these signs be designed to reflect the local character of the area.

As is mentioned under Sign B, the Durham Valley Scenic Byway needs its own distinctive logo which should appear on all signs, both standard and custom.



# Tourism and Economic Development

Tourism is a major source of economic vitality to the State of New York and within the Catskill Region. Many rural communities, in particular, rely on the economic benefits derived from tourism and travel-related activities. Tourism can represent an economic development alternative for communities in addition to agribusiness and other industries. Increasing the economic benefits from tourism to rural communities is an important part of a community's economic development strategy. Rural tourism appeals to travelers seeking some type of experiential tourism product such as auto touring, bird watching, nature tourism, and cultural and heritage tourism. While rural areas often serve as the backdrop for these types of natural resource and cultural/heritage activities, the rural stakeholders do not always derive direct financial benefits. However, through careful tourism development and focused marketing strategies, the Durham Valley can increase the traveler's length of stay and the amount of traveler spending.

## Development of Tourism in the Durham Valley

Even prior to the Civil War, tourists have been drawn to the scenic beauty and natural grandeur of the Durham Valley. East Windham was a popular spot and had at least four large and successful boarding houses. Built in 1848, the Summit House was considered the grandest and largest for its time. By the mid 1880s, the establishment could accommodate 90 guests.

*"The splendid hotels and boarding houses here have a vast throng who are spending the beautiful August days at the summit of the mountain, where they can see the world at their feet."*

*-New York Times (August 14, 1910)*



During the mid 19th century, many farmers in the Durham Valley supplemented their income by opening extra rooms to guests. Typically, a family would give their best rooms, often their own bedroom, to the boarders. Tourism is still active in the Durham Valley, but it has changed dramatically from this 19th century foundation. By the mid 20th century, bungalow colonies often developed in conjunction with the smaller boarding houses. Over time, East Durham, situated prominently on New York State Route 145, became a center for the Durham Valley's tourism.

Today, tourism in the Durham Valley is largely event based. The largest annual event is the Irish Festival, which takes place Memorial Day Weekend in East Durham. Featured are music groups from the U.S., Canada, and Ireland. Each July, East Durham is also the host for the Catskills Irish Arts Week. The best teachers and students of Irish culture, particularly musicians, travel to East Durham from throughout the world to attend classes and perform together at the local pubs. In addition, the Grey Fox Bluegrass Festival takes place over four days in July in Oak Hill.

## Other Tourist Attractions

Other tourist attractions in the Durham Valley include the Zoom Flume Water Park, K&K/Ravine Farm or Tanglewood Ranch for horseback riding, and the Hull-O Farms family farm vacations. The Durham Valley Scenic Byway, the Durham Center Museum, and antiques and restaurants in Oak Hill are other tourist draws.

Also of great importance to tourism in the Durham Valley are Windham Mountain (a ski resort in the neighboring Town of Windham), and the established hiking trails such as the Long Path and the Escarpment Trail in and around the Catskill Park. These trails are popular destinations for eco-tourists visiting for the day or weekend from the nearby population centers.

## Visitor Amenities

Most traveler amenities in the Durham Valley are concentrated along New York State Routes 23, 81, and 145. Some, such as gas stations, convenience stores, and banks are scattered outside of developed areas, especially along New York





State Route 145, detracting from the beauty of the setting. There are only a few retail commercial enterprises remaining in the Durham Valley. The Milk Run sells both gasoline and diesel fuel and operates a convenience store and grill. Lawyers is a small general store situated in East Durham. Dean's Mills is a grain and feed store. There are five restaurants, two each in Oak Hill and East Durham, and one on New York State Route 23.

High-end accommodations, such as a large inn in a historic building, are missing from the Durham Valley. In addition, the Town of Durham does not have a full-service grocery or department store. Some visitor amenities, although they may be appropriately located, are not yet fully "visitor ready" in the sense that their standards of service, quality of facilities, and maintenance may not be at levels expected and demanded by travelers.

### **Preservation, Conservation, and Economic Sustainability**

The economic benefits of historic preservation and land conservation are not readily familiar to the broader community. Tourism and agriculture are better understood for the positive benefits they provide to the Durham Valley's economic viability.

- There is an opportunity to promote historic preservation within the local community for the benefits that it offers, including its role in environmental sustainability such as returning potentially underutilized buildings and sites to a productive use, and the local economic benefits that are gained in the form of new jobs and increased tax revenue.
- The Durham Valley has a local land trust that can act as catalyst to promote how land conservation has helped communities grow smart, attract investment, revitalize areas, boost tourism, protect farms, prevent flood damage, and safeguard the environment.

- Additional opportunities exist for expanding the Durham Valley's tourism base to include heritage tourism, agri-tourism, visits to public lands, and other sectors of the tourism industry that respect the qualities of unique places. Travelers in these categories generally bring a high level of respect to a place with historic or agricultural significance, and are usually willing to pay a premium for quality lodging, food, and collectibles.



### **Management Actions - Tourism and Economic Development**

**Work with partners on their existing historic sites to bring the sites up to a high level of service (visitor ready) and authentic quality for interpretation, programming, and events.**

- a. Work with partners on those sites that are already identified as high priority for improving facilities and interpretation (i.e., getting them visitor ready).
- b. Work with partners and private property owners to secure funding and technical support for implementation.

**Develop and enhance tourism to increase the economic base.**

- a. Educate the community about the Scenic Byway Corridor's resources and tourism benefits. Raising community awareness is key to the promotion and maintenance of the Scenic Byway's intrinsic qualities.
- b. Design programs to heighten local familiarity with the Scenic Byway Corridor's assets. These programs could take the form of a bus tour, photo or painting exhibition, or school field trips. Restoration of a particular landmark or installation of interpretive signage along the Scenic Byway will also call attention to the Scenic Byway Corridor.
- c. Continue to catalogue and monitor existing visitor services in the Scenic Byway Corridor, including accommodations, restaurants, and other pertinent businesses.
- d. Determine priorities for new and/or improved services based on community input. The attractions and amenities within the Scenic Byway Corridor provide its character and make the Durham Valley a unique destination. It is important to consider the fabric of the community as well as the needs of the visitor.



# Marketing, Promotion, and Education

## Existing Marketing and Promotion

Greene County recognized the significance of local tourism organizations many years ago, due to their importance as an economic development tool. Greene County has an operating division of county government, which is responsible for tourism marketing and promotion efforts. In November 2008, the Greene County Legislature merged the Greene County Tourism Promotion Department into the Greene County Department of Planning and Economic Development. The consolidated department is now known as the Department of Economic Development, Tourism and Planning. Integration of tourism and economic development under a single umbrella is not new. New York State Tourism, for example, is under the aegis of the New York State Department of Economic Development.

A prime example of Greene County economic development and tourism initiatives working hand-in-hand was the Tourism Enhancement Program spearheaded by the Department of Planning and Economic Development. Established in September 2005 and active through the end of 2007 when federal funding through the Small Cities Community Development Program ended, the Tourism Enhancement Program was designed to assist the county's resorts, lodging, restaurant, attractions and other tourism-related businesses with enhancement of their properties. The grants helped pay for exterior/façade improvements, signage, furnishings, installation of high-speed internet service, and additions of restaurants, conference facilities, and gift shops.

In addition to the Tourism Enhancement Program, Greene County Planning and Economic Development regularly makes loans through its revolving loan programs to tourism-

related businesses. The county's Main Street Revitalization Program has also been a vital part of improving the tourism allure of Greene County's villages and towns.

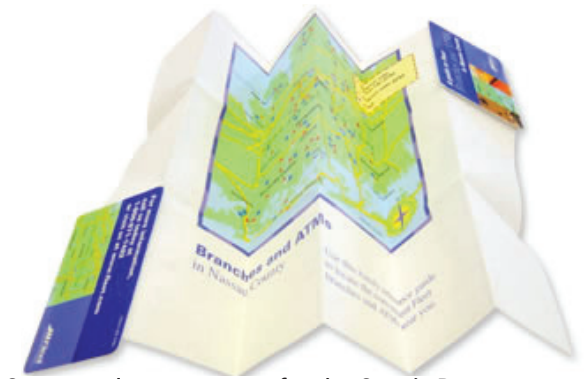
Plans call for a strategic planning initiative to be undertaken in conjunction with the Greene County Industrial Development Agency and Greene County Chamber of Commerce to develop a rebranding of the county's image that capitalizes on its location in the Catskills and Hudson Valley, while conveying its unique attributes. The combined department also expects to launch a series of Tourism Roundtables to continue meeting with key leaders in the hospitality sector, as recommended in the Comprehensive Economic Development Plan, with the goal of getting the tourism industry more involved in advancing priority projects. Regional meetings with the hospitality industry and support of the Greene County Industrial Development Agency's Retail Destination Park are among other plans in the works.

## Future Marketing and Promotion Efforts

Providing information regarding the Scenic Byway will be the starting point for all future marketing and promotion efforts. Coordination and cooperation with regional and state tourism organizations, recognizes that tourists travel to a region and a destination. This will require that the Byway Coordinating Committee and promotional entities such as the Greene County Tourism Promotion Department work together to ensure that existing marketing materials are updated and future marketing materials include the Scenic Byway. In addition, the Byway Coordinating Committee should provide information to the State and National Scenic Byway programs for inclusion with their marketing materials and web sites.

Businesses located along the byway can become an effective mini-chamber of commerce for the Byway Corridor, functioning both as rest stops as well as places to get maps, directions and information from "Scenic Byway Supporters." Clear vinyl Byway logo stickers could be displayed in the window of member businesses, showing travelers that the community is supporting the efforts to promote the Durham Valley. As part of this effort, it will be important to increase the awareness of business owners and their staff to the multitude of scenic and historic sites, recreational activities, and other intrinsic qualities of the Scenic Byway Corridor. Familiarization tours for both business owners, residents, and the tourism trade would be valuable.

Maps featuring the Scenic Byway and walking tours of Oak Hill, Cornwallville, and other historic areas could be created and available at the Durham Center Museum, Durham Town Hall and all businesses that are "Scenic Byway Supporters." A suggested map concept is shown below and available at [www.zcardna.com](http://www.zcardna.com).



Suggested map concept for the Scenic Byway.



Web support for the Scenic Byway could include downloadable maps, histories of area features, blogs, and other traveler information. The Byway Coordinating Committee should consider building and hosting a web site to assist the tourist with making plans to visit the Durham Valley.

The *Existing Character and Developing Image* graphics on the following pages illustrate a suggested approach how to “brand” the Scenic Byway Corridor in future marketing and promotion efforts.

### Community and Visitor Education

The Durham Valley is a special place where the past and present intertwine in a way that creates its dynamic character. Articulating these qualities and making history visible is an important aspect of the role of the Byway Coordinating Committee. Creating broad support and enthusiasm for the resources of the Byway Corridor includes reaching out to local communities, educating children and adults, and interpreting the Durham Valley’s heritage for visitors and local residents.

The process of developing this Corridor Management Plan included outreach by the Byway Coordinating Committee through a series of public presentations and community meetings, where each presentation was accompanied by a series of maps and illustrative graphics that convey the intrinsic qualities of the Byway Corridor. It is important to the Byway Coordinating Committee to promote the rural character of the Durham Valley and its intrinsic qualities, so that those intrinsic qualities are valued by visitors and residents alike.

The Byway Coordinating Committee will provide a lead role in educating and engaging the community (residents, business owners, and others) and visitors about the importance of the Byway Corridor and the Durham Valley Scenic Byway. This role includes promoting the economic benefits of the Scenic Byway and its components to the

community, private property owners, and others who own, manage, or otherwise control important agricultural properties, significant natural resources, and potential historic buildings, sites or cultural landscapes.

### Management Actions - Marketing, Promotion, and Education

**Implement an interpretive, educational, and marketing program to educate the local community and visitors on the intrinsic values of the Scenic Byway Corridor.**

- a. Develop a marketing approach and a marketing brochure to promote the Scenic Byway Corridor.
- b. Create a logo for use in identifying the Scenic Byway Corridor.
- c. Create a Durham Valley Scenic Byway web site. Maintain and update on an annual basis the web site. Consider a web address that has Durham Valley Scenic Byway in the name.
- d. Develop and maintain a speaker’s bureau (a listing of available experts) to visit schools, organizations, or other groups to promote the Byway Corridor. Develop lecture topics and potential venues.
- e. Provide information to the State and National Scenic Byway programs for inclusion with marketing materials and web sites. Provide stories to New York State Scenic Byways Program for use on its web site.
- f. Write items for publication such as press releases, contributions to heritage tourism publications, and articles for other industry publications.

**Create training and outreach programs to engage the community.**

- a. Work with Scenic Byway partners to develop and provide a training program for business owners and other organizations to educate them on the Scenic Byway, resource protection, benefits, and methods to integrate the Scenic Byway into their business offerings.

- b. Organize tours of existing businesses and evaluate materials available to travelers.

**Broaden the participation on the Scenic Byway Committee to include all interested stakeholders.**

- a. Work to add additional members to the Scenic Byway Committee. Consider adding one stakeholder with interests in agricultural lands and one stakeholder with a local business interest.
- b. Re-evaluate the composition of the Scenic Byway Committee on a regular basis to ensure that it provides broad participation from all interested stakeholder groups.



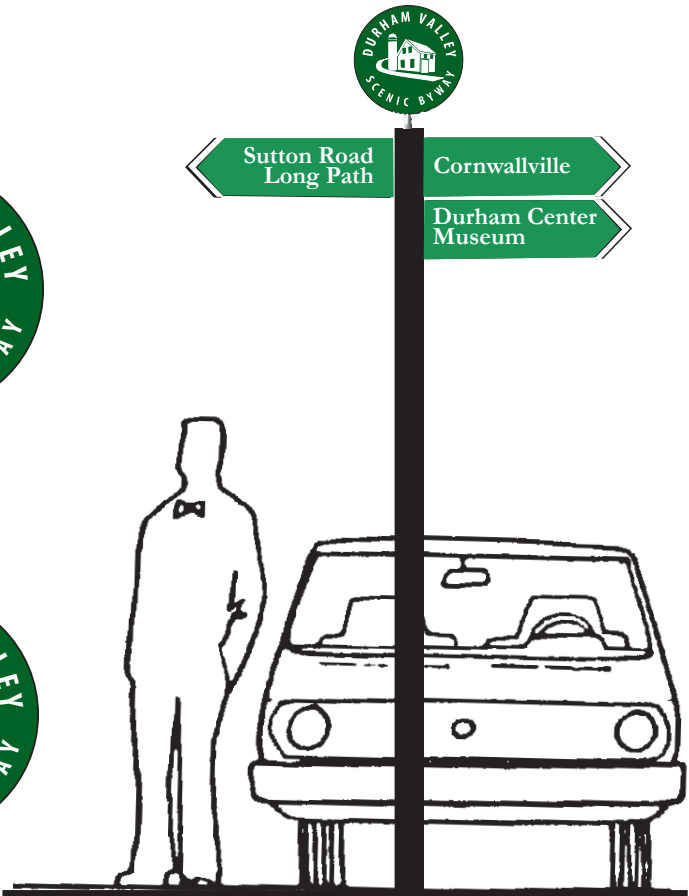
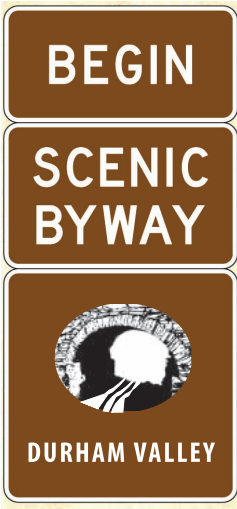


Existing Character





Developing Image





# Wayfinding and Resource Interpretation

## Wayfinding

Wayfinding refers to the ways in which travelers orient themselves as they move from place to place. It includes sensory as well as signs and other graphic communication elements that provide cues to orienting oneself and to choosing a path within an environment. These cues can include natural features and formations, travel routes, and directional and informational signs. Mapping, web-based information, and travel brochures are also elements of wayfinding. Another important aspect is safe travel, which includes road safety and condition of travel routes.

An analysis of the current condition of wayfinding in the Scenic Byway Corridor and along the Scenic Byway determined that there are a few wayfinding techniques in use, but there is an inconsistent application. There is a general lack of directional and informational signs, especially those directing travelers to destinations. The only interpretive installations in the Scenic Byway Corridor are the historic markers from the State Historic Marker Program. Commercial signage exists along the more travelled routes in the Scenic Byway Corridor, principally along New York State Routes 145, 81, and 23. Along New York State Route 145 commercial signs detract from the scenic and historic character of the Scenic Byway Corridor. There are no roadside waysides along the Scenic Scenic Byway.

## Wayfinding Recommendations

A consistent wayfinding approach is required for the Scenic Byway Corridor and the Scenic Byway. Wayfinding should include directional and regulatory signs to help visitors find their way along the Scenic Byway, to interesting sites

within the Scenic Byway Corridor, and to potential waysides. Informational signs are needed to identify important places and events along the Scenic Byway, and a visual acknowledgement at the gateways or portals into the Scenic Byway Corridor is needed to cue the traveler that they have arrived. A hierarchy of wayfinding and interpretive signage occurs on the following page. Specific recommendations are outlined below. These recommendations are also illustrated on the Wayside and Interpretive Framework figure..

- Subtly announce the Durham Valley Scenic Byway at each of its five natural entries within the Scenic Byway Corridor. A two-tiered program of wayfinding signage would bring the traveler from a State Route (i.e., 145, 81, and 23) to a County Road (i.e., 67, 67A, 31, 22, 20, 20B, and 10), and ultimately to Scenic Byway roads such as Cornwallville, Sutton, and Cochrane.
  - › **Tier 1 Wayfinding** – signs located on State Routes would utilize New York Department of Transportation standard blue and white and brown and white signs, typically indicating “Historic Marker” or “Point of Interest,” with arrows as needed. They would work to direct traffic to the Scenic Byway, and if permitted, would list the Scenic Byway by name.
  - › **Tier 2 Wayfinding** – signs found along county and local roads would have a distinctive design reflecting the character of the area, and listing historic, cultural, and scenic highlights throughout the Scenic Byway Corridor. Traffic would be directed to areas where travelers could stop for passive viewing, or to engage in more intensive activities such as visitor centers with traveler information, or interpretive waysides.

- Consider looking at sign system design that could be applied to Greene County with a series of three variations: Mountains, Valleys, and Historic River Towns. The design could accommodate interchangeable markers or colors, while offering a unifying county-wide theme.
- Work with the local business community to reduce “sign pollution” along New York State Route 145, the Scenic Byway, and adjacent to important historic sites.

## Resource Interpretation

Interpretation is about connecting people with places. Its role is to bring forward and explain the underlying meaning of the places, people, events, and natural forces that have marked and shaped an area. The resources that characterize the special nature of the Durham Valley are known as the intrinsic qualities— scenic, natural, agricultural, cultural, historic and archeological, and recreational resources. The intrinsic qualities are described in the *Intrinsic Qualities* section.

The interpretive plan for the Scenic Byway Corridor is based on these intrinsic qualities, offers unique experiences, and builds on existing amenities. It focuses on portraying the Durham Valley’s character as a combination of remarkable natural resources coupled with a fascinating and visitor-attractive social and cultural history.

## Interpretive Audience

The Scenic Byway Corridor interpretive audience is two parts: the first is the traveler or visitor who arrives for the first or a repeat visit; the second is the resident who has chosen to live in the Durham Valley. In attracting visitors, the objective is to





interest those who will sustain the character of this exceptional place—its environment, culture, aesthetics, heritage, and the well being of its residents. For new or returning visitors who enjoy the area's recreational or natural resources, it is important to provide additional experiences related to heritage that will encourage longer stays.

The interpretive and marketing audience for the Scenic Byway Corridor is focused on the heritage and agri-tourism traveler. The goal is to provide a high quality and authentic experience to the traveler that will attract those visitors who share the same values of the Durham Valley community – an appreciation of rural life and the desire to protect its intrinsic qualities. By focusing on heritage tourism and agri-tourism, the Durham Valley will be able to attract a specific type of visitor that will provide an economic benefit, versus attracting large numbers of visitors.

Heritage tourism is a well-documented and growing industry. The traditional heritage traveler is looking for an authentic experience and is willing to spend dollars on a high quality product. These types of travelers generally prefer local merchants and products over chains and franchises. Agri-tourism provides an important link to the Durham Valley community's current work with its Agricultural Economic Development Project, which is focusing on economic well-being and lifestyle by supporting farmers and ranches, and by making local products available locally.

This audience is a good fit with the Scenic Byway Corridor as these types of travelers are respectful of the lifestyle of the places they visit. This is important to the Durham Valley since so much of the Scenic Byway is immediately adjacent to and provides access to private homes and farms.

The overarching goal is to provide an economic benefit and showcase the special qualities of Durham Valley without a substantial increase in traffic along the Scenic Byway.

## Interpretive Themes and the Stories of the Durham Valley

Typically, an interpretive theme provides a key message that is used to organize all interpretive activities at an individual site. For an area as broad as the Scenic Byway Corridor with an equally broad range of stories, the interpretive themes recognize the important stories and places of the area, and convey those that express the qualities of the entire area. The interpretive themes convey a complete message and should be used primarily to provide information that relates to the entire Scenic Byway Corridor. In most cases, interpretive information on the Scenic Byway Corridor will be incorporated with existing facilities and be used to promote the area as a whole.

Five themes have been identified for the Scenic Byway Corridor. They were created with the assistance of the Scenic Byway Coordinating Committee and through the inventory and analysis of the Durham Valley's historic and natural resources. The historic and natural resources inventories (presented in the *Intrinsic Qualities* section) helped to identify events, people, and resources that tell the story of the Durham Valley.

The thread of the Durham Valley's natural setting, and its role in the development of the region, is a consistent idea that is woven through all five themes. The themes convey the historical development of the Durham Valley. The five themes are: 1) Water Resources, 2) Geography and Geology, 3) Ecosystems, 4) Human History, and 5) Culture and Arts.

The thread of the Durham Valley's natural setting, and its role in the development of the region, is a consistent idea that is woven through all five themes. The themes convey the historical development of the Durham Valley. The five themes are: 1) Catskill Creeks, 2) Geologic, 3) Habitat Diversity, 4) Cultural History, and 5) Conservation and Stewardship. The themes and related topics are further developed below.



### Catskill Creeks Theme

**The creeks of the Catskills are a dynamic force that modify and profoundly influence the landscape of the Durham Valley.**

- Topics related to this theme include: creek dynamics, geology, flora, fauna, human settlement, watershed protection, Hudson River Estuary, and recreation.

### Geologic Theme

**Reading the surrounding cliffs and landscape of the Durham Valley reveals a remarkable 400 million-year story.**

- Topics related to this theme include: geology, geologic time, glaciation, fossils, plant and animal adaptations, soil, and soil erosion.

### Habitat Diversity Theme

**The Durham Valley is at the transition between mountains and rolling plains providing a variety of unique habitats for a great diversity of plants and animals.**

- Topics related to this theme include: ecosystems, flora, fauna including tracks and signs, migratory songbirds, raptors, threatened and



endangered species, wetlands, riparian systems, interconnectedness of habitats, edge effect, and fragmentation.

### **Cultural History Theme**

**The story of the people of the Durham Valley is a rich tale embracing many cultures and spanning thousands of years.**

- Topics related to this theme include: History and associated culture of Paleo-Indians, Native Americans (Mohican, Delaware, and Haudenosaunee), European settlers, farmers, and conservationists.

### **Conservation and Stewardship Theme**

**The Durham Valley's resources are fragile and it requires the combined efforts of partnering agencies, the community, and visitors to preserve and protect this special place.**

- Topics related to this theme include: stewardship, agricultural sustainability, visitor impacts, human-wildlife interactions, livestock safety, impacts on aquatic resources, water quality, and forest management

### **Interpretive Framework**

The interpretive framework describes an integrated current and future system of physical infrastructure that will provide facilities necessary to interpret the natural and cultural heritage of the Scenic Byway Corridor.

Specifically, the interpretive framework recommends adding several interpretive sites, including local visitor center/orientation waysides. Potential scenic waysides included in the interpretive framework are also important amenities because they offer ways of logically directing travelers through the Scenic Byway Corridor to its significant places. Interpretive

media, including a Scenic Byway logo and marketing brochure, are also important elements that will support the Interpretive Framework.

### **Interpretive Sites**

A hierarchy of places and sites will be created to convey the stories of the Durham Valley and the Scenic Byway. The sites are intended to allow residents and visitors to gain knowledge about the Scenic Byway Corridor through a variety of experiences. Some of the proposed sites are locations where there is an infrastructure already available. A few new sites have been proposed specifically to provide panoramic views and tell the story of the Scenic Byway Corridor. The type and amount of information and level of detail will vary by site, depending on its role in the interpretive framework.

- Visitor Center/Orientation Wayside
- Potential Scenic Wayside
- Scenic Gems

### **Visitor Center/Orientation Wayside**

Two visitor center/orientation waysides are proposed for the Scenic Byway Corridor in conjunction with existing facilities. The function of the local visitor center/orientation waysides will be to provide basic information about the Durham Valley to aid in trip planning and general interpretation, complemented by providing more in-depth interpretation about the immediate place in which the center is located. Because each would be incorporated within an existing site and/or program the local visitor center would provide an individual focus on that locale while also providing broader information about the Durham Valley.

Suggested places to locate full or partial visitor information centers include the Durham Center Museum, Durham Town Hall, and Five-State

Overlook. These locations would include such services as visitor parking, staffed or unstaffed structures with interpretive panels, brochures and maps, picnic areas, rest rooms, and even river access.

- Durham Center Museum – the Durham Center Museum provides exhibits and interpretive information on local history as well as serving as depository for genealogical information. The museum is situated at a key location that will be supported by the Scenic Byway. It is also in a location where information about the Scenic Byway Corridor can be distributed, and activities undertaken by the Scenic Byway Coordinating Committee can be conveyed.
- Durham Town Hall – the Durham Town Hall is staffed on a consistent basis with individuals already knowledgeable about the Durham Valley. It is also located on one of the few publicly-owned parcels in the Durham Valley. The Town Hall site provides an excellent opportunity to create an orientation wayside for the Scenic Byway Corridor. There is access to Catskill Creek adjacent to the Durham Town Hall that is routinely used for fishing and swimming. However, parking along County Route 27 can be a hazard during the summer months. Expansion and enhancement of creek access would benefit permanent and seasonal residents as well as tourists.
- Five-State Overlook – the existing wayside on New York State Route 23 offers the famed “Five State View” that extends over the Hudson River Valley to the Berkshires, Vermont, Connecticut, and New Hampshire and north to the Adirondacks. The overlook provides an immediate opportunity for enhancement through interpretive panels and some simple site design elements.

## Potential Scenic Wayside

In addition to the visitor center/orientation waysides, two potential scenic waysides are proposed along the Scenic Byway where opportunities exist to provide information related to the Scenic Byway Corridor and to complement other materials. A potential scenic wayside would typically include a small parking area, safe ingress and egress into the wayside, educational and interpretive media, and a means to explore or further enjoy the setting such as a trail connection, a picnic site, or a photographic opportunity. Interpretive media would include wayfinding information, panels or signs conveying information on the history of the site or its surroundings, an illustrated map of the Scenic Byway Corridor for orientation, and seating if appropriate. Potential scenic waysides are recommended at select locations on the Susquehanna Turnpike and County Route 10 near the Long Path.

## Scenic Gems

There are dozens of significant places within the Scenic Byway Corridor that contribute to Durham Valley's heritage. Many are not located immediately adjacent to the Scenic Byway, and some are found in more remote locations. Collectively, these places play a vital role in telling the broader Durham Valley stories to residents and visitors. They are termed Scenic Gems. Scenic gems are interpretive stops within the Scenic Byway Corridor that might include historic farmhouses, overlooks, short hikes, and stone bridges. With little room to park and no facilities for the traveler, these might simply require a marker on the roadside with the name of the stop.

## Logo

There already exists a wealth and diversity of markers, signs, logos and identifying symbols that are used by the multiple public agencies, municipalities, and preservation groups to highlight

their own cultural, historic and recreational features. Because of this, it is important that the Scenic Byway Coordinating Committee introduce a simple mechanism that identifies the Scenic Byway.



**A simple logo that identifies the Scenic Byway will be added to existing and future interpretive sites.**

A simple logo that identifies the Scenic Byway will be added to existing and future interpretive sites. The logo can be displayed prominently on partner sites, and at new visitor centers or waysides. The logo will also serve to visually tie the proposed interpretive sites and elements of the Scenic Byway Corridor into a cohesive image. It is also envisioned to be a part of the threshold signs to the Scenic Byway and other Scenic Byway Corridor wayfinding signs. Two designs of potential logos were completed during the planning process and are presented here.

## Management Actions - Wayfinding and Interpretive Strategy

**Create three scenic waysides to convey the interpretive stories of the Byway Corridor and provide additional visitor opportunities.**

- Work with NYSDOT to improve the Five-State Overlook site as a pilot project for interpretive wayside development. Provide site improvements, interpretive signs, and visitor amenities.
- Work with NYSDOT to add the logo and interpretive information to the Five-State Overlook
- Develop a typical wayside site plan for use in developing interpretive waysides. Consult NYSDOT and other partners.
- Work with private landowners in evaluating locations along the Susquehanna Turnpike for a potential scenic wayside.
- Work with private landowners in evaluating locations along County Route 10 for a potential scenic wayside.

**Create two visitor center/orientation waysides, to convey interpretive, educational, and marketing information.**

- Work with the Town of Durham and other partners to develop visitor center/orientation waysides.
- Work with the Town of Durham in evaluating the Town Hall site as a potential visitor center/orientation wayside.
- Work with the Town of Durham in developing architectural and site plans and interpretive installations for a visitor center/orientation wayside.
- Work with the Durham Center Museum in evaluating the site as a potential visitor center/orientation wayside.
- Work with the Durham Center Museum in developing architectural and site plans and interpretive installations for a visitor center/orientation wayside.





# Financial Resources

As scenic byway, the Durham Valley Scenic Byway is eligible for several funding and financing options. Three main sources of funding opportunities exist for scenic byways— federal, state, and other. The majority of funding will be found at the federal and state levels through government grants, trusts, and assistance programs. Additional funding may be found in other public agencies or from private groups.

Each funding program has requirements for eligible applicants and stipulations on how the monies can be used. Most often, these determinations are made on a case-by-case basis dependent on the applicant's needs. Several funding opportunities that could be applied to the Scenic Byway Corridor are detailed below:

## Federally Funded Programs

### National Scenic Byways Discretionary Grants

Provides merit-based funding for byway-related projects each year. The eight categories of eligible project activities include: State and Tribal Programs, Corridor Management Plan, Safety Improvements, Byway Facilities, Access to Recreation, Resource Protection, Interpretive Information, and Marketing Program

### Land and Water Conservation Fund Program

A matching grant program for the acquisition, development and/or rehabilitation of outdoor park and recreation facilities. Funds are available to municipal public agencies and Indian tribal governments. Funded projects must reflect the priorities established in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) and be available to the public.

### Recreational Trails Program

A matching grant program for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects. Funds are available to non-profit organizations, municipal, state and federal agencies, Indian tribal governments and other public agencies and authorities. Funded projects must be identified in, or further a specific goal of, the SCORP and must be available to the public.

### Certified Local Government Program

A matching grant program for the expansion and maintenance of the National Register of Historic Places and support of historic preservation activities, to include survey and inventory. Only Certified Local Governments may apply.

## State Funded Programs

### Parks Program

A matching grant program for the acquisition or development of parks and recreational facilities for projects to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes. Funds may be awarded to municipalities or not-for-profits with an ownership interest, for indoor or outdoor projects and must reflect the priorities established in the SCORP.

### Historic Preservation Program

A matching grant program to improve, protect, preserve, rehabilitate or restore properties listed on the National or State Registers of Historic Places. Funds are available to municipalities or not-for-profits with an ownership interest.

### Heritage Areas Program

A matching grant program for projects to preserve, rehabilitate or restore lands, waters or structures, identified in a management plan approved by the Commissioner. Projects must fall within a New York State Designated Heritage Area.

### Acquisition

A matching grant program for the acquisition of a permanent easement or fee title to lands, waters or structures for use by all segments of the population for park, recreation, conservation or preservation purposes. To be used for all three program areas where acquisition is of more importance than development.

### Snowmobile Trail Grant Program

A grant program that allocates funds to local governments that engage in the development and maintenance of snowmobile trails designated as part of the State Snowmobile Trail System. The authorization for the program is found in Article 27 of NY Parks, Recreation and Historic Preservation Law. Funding is allocated on a pro-rated basis.

### Legislative Initiatives

A program for recipients pre-designated by the State Legislature.

### Water Quality Improvement Project (WQIP) Programs

Statewide Grant Program provides funding for projects demonstrating direct environmental benefits that will help reduce polluted runoff, improve water quality and restore habitat in New York State waters.

### **Grants Program for the Hudson River Estuary**

The Estuary Grants were created to help fulfill those goals of the Hudson River Estuary Action Agenda that can be implemented most effectively by municipalities, not for profits, and other local partners. Estuary grants are offered in five categories: Community Interpretive Centers and Education; Open Space Planning and Acquisition; Community-based Habitat Conservation and Stewardship; Watershed Planning and Implementation; and Hudson River Access.

### **Aquatic Invasive Species Eradication Grant Program**

The New York State Department of Environmental Conservation (DEC) provides State assistance funding through reimbursement for projects to eradicate aquatic species identified as being invasive within water bodies and wetlands of New York State. Acceptable projects are proposals to kill and/or permanently remove plants or animals that meet the definition of aquatic invasive species or aquatic nuisance species from waterbodies or wetlands in New York State. The most important aquatic invasive species are listed below.

### **Brownfield Opportunity Areas Program**

Under the Brownfield Opportunity Areas Program, the New York State Department of Environmental Conservation (DEC), in partnership with the New York State Department of State, provides financial and technical assistance to municipalities and community-based organizations. Funding can be used to complete revitalization plans and implementation strategies for areas affected by the presence of brownfield sites, as well as site assessments for strategic sites.

### **Environmental Restoration Program**

In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a \$200 million Environmental Restoration or Brownfields Fund as

part of the \$1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100 percent of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

### **Landowner Incentive Program**

The Landowner Incentive Program (LIP) is a unique partnership between the New York State Department of Environmental Conservation (DEC) and private landowners to protect the habitat of at-risk species on private lands. The program is funded by a grant from the Department of the Interior, United States Fish and Wildlife Service.

### **Urban and Community Forestry Grants**

The State Urban and Community Forestry Program encourages and assists municipalities as they develop and implement sustainable local urban forestry programs. Grants are designed to encourage communities to actively enhance tree cover along their streets and in their parks, to properly care for and maintain their community trees, to develop tree inventories and management plans, and to inform their residents of the value and benefits of urban trees.

### **Terrestrial Invasive Species Eradication Grant Program**

The New York State Department of Environmental Conservation (DEC) will provide State assistance funding through reimbursement for projects to eradicate terrestrial species identified as being invasive within the boundaries of New York State. Acceptable projects are proposals to kill and/or permanently remove plants or animals that meet

the definition of terrestrial invasive species. A list of species is included in the grant application and instructions booklet.

### **New York State Conservation Partnership Program**

Created in 2002, the New York State Conservation Partnership Program (NYSCPP) is a public-private partnership between the New York State Department of Environmental Conservation (DEC) and the Land Trust Alliance that invests in New York land trusts. Grants are funded through the NYS Environmental Protection Fund (EPF) annually. The program is managed by the Land Trust Alliance in coordination with the New York State Department of Environmental Conservation (DEC).

### **Farmers' Market Grant Program**

Article 22 of the Agriculture and Markets Law authorizes grants for the purpose of providing state assistance for the construction, reconstruction, improvement, expansion or rehabilitation of farmers' markets.

### **County Agricultural and Farmland Protection Planning Grants**

Article 25-AAA of the Agriculture and Markets Law authorizes a State agricultural and farmland protection program to provide financial and technical assistance, within funds available, to assist counties and municipalities in developing agricultural and farmland protection plans and to assist both in the implementation of such plans. The purpose of these programs is to fund local initiatives that are intended to maintain the economic viability of the State's agricultural industry and its supporting land base and to protect the environmental and landscape preservation values associated with agriculture.



## **Other Funding Opportunities**

### **The Main Street Revitalization Program – Greene County**

Offers matching grants covering up to 50 percent of a project's cost as well as architectural assistance for exterior improvements along traditional Main Streets throughout Greene County.

### **Microenterprise Assistance Program – Greene County**

Assists in the establishment and expansion of small businesses and the creation of new jobs through business training, low-interest loans and technical assistance. All business sectors – including industry, retail, services, agriculture and tourism – are eligible for the program.

### **Small Grants Program – Greenway Conservancy for the Hudson River Valley**

The program provides funding for trail planning, construction and amenities, historic landscape preservation, regional and local partnership development as well as many other resource enhancement and economic development projects.

### **Greenways Communities Grants – Greenway Conservancy for the Hudson River Valley**

The Greenway Council awards matching planning grants, up to \$10,000 for single municipality projects, to communities who vote to become a Greenway Community. The Council also awards grants to communities that adopt a regional or subregional Greenway Compact plan.

### **New York Land Protection Fund – Open Space Initiative**

Capitalized in part with a Program Related Investment (PRI) from the Kaplan Foundation, operates from the Adirondacks to the Hudson Highlands just north of New York City. Though unsolicited applications for loans are accepted

throughout the region, the Open Space Initiative gives preference to projects that are identified within the Open Space Initiative's core focus areas: Adirondacks, Catskills, Capital Region, and Hudson River Valley.

### **Northern Forest Protection Fund – Open Space Initiative**

A matching capital fund created to support the permanent protection of large forest landscapes in northern New York and New England. The Northern Forest Protection Fund appreciates the delicate and intricate balance between community development and natural resources in the Northern Forest and works to preserve this equilibrium by supporting acquisitions that protect ecological reserves and working forestlands. The Northern Forest Protection Fund is administered by the Open Space Conservancy, an affiliate of the Open Space Institute.



# Support and Implementation

The Scenic Byway's outstanding intrinsic qualities are an important resource for both the local community and the region. In order to continue the Scenic Byway's resource protection, the Scenic Byway Coordinating Committee is committed to long-term monitoring and evaluation of the resources found within the Scenic Byway Corridor. The Scenic Byway Coordinating Committee recognizes that many agencies and organizations are engaged in routine monitoring and management of the Scenic Byway Corridor. As part of this effort, the Scenic Byway Coordinating Committee will conduct meetings quarterly, and implement an on-going evaluation and monitoring program consisting of an impact assessment, tourism organization review, and partnerships.

## Corridor Management Plan Implementation Responsibilities

Individuals responsible for implementing the Corridor Management Plan will include all of the members of the current Scenic Byway Coordinating Committee. Since all of the individuals on the Scenic Byway Coordinating Committee have been involved with the project for several years, they will provide continuity and ensure that the cooperative spirit engendered by the work accomplished thus far will be sustained.

## Scenic Byway Coordinating Committee

The Scenic Byway Coordinating Committee will meet quarterly, beginning in January 2010. In addition, any member of the Scenic Byway Coordinating Committee may call a special meeting together with the consensus of the Scenic Byway Coordinating Committee as needed or when special opportunities arise. The Scenic Byway

Coordinating Committee also will be responsible for filling vacancies that occur.

## Impact Assessment

The Scenic Byway Coordinating Committee will evaluate the impact of Scenic Byway designation on the Scenic Byway Corridor and local community. This will involve monitoring traffic changes along the Scenic Byway, monitoring future orientation or scenic waysides for visitor impacts, surveying visitors and businesses to determine the economic impact of increased visitation, and assessing the quality of visitor services.

## Tourism Organization Review

Every three years, the Scenic Byway Coordinating Committee will meet with tourism organizations involved with the Scenic Byway to address marketing issues, challenges, and opportunities. The key tourism organizations include:

- New York State Department of Economic Development
- Greene County Department of Economic Development, Tourism and Planning
- Greene County Chamber of Commerce
- Greene County Council on the Arts
- Catskill Association for Tourism Services
- Hudson Valley Tourism

## Partnerships

The future management of the Scenic Byway presents an opportunity for several partnerships between the Town of Durham, Greene County, New York State, and the private sector. This partnership provides management, maintenance, law

enforcement, and emergency services. Existing and potential partners in the management, operation, and marketing of the Scenic Byway are listed below.

- Federal Highway Administration
- New York State Department of Transportation
- New York State Historic Preservation Office
- New York State Department of Economic Development
- Hudson River Valley Greenway
- Greene County Legislature
- Greene County Department of Economic Development, Tourism and Planning
- Green County Soil and Water Conservation District
- Town of Durham
- Town of Durham Historic Preservation Commission
- Durham Valley Land Trust
- Durham Agriculture Community Partnership
- Association for the Preservation of the Durham Valley
- Durham Valley Planners, Inc.
- Durham Center Museum
- Catskill Center for Conservation and Development
- Open Space Institute
- Greene County Chamber of Commerce
- Greene County Council on the Arts
- Cairo Chamber of Commerce
- Catskill Association for Tourism Services
- Hudson Valley Tourism
- New York-New Jersey Trail Conference





## A p p e n d i x e s





# Appendix A

## Community Resolutions and Support Letters

[insert resolution or support letter]

[insert resolution or support letter]

**[insert resolution or support letter]**

**[insert resolution or support letter]**



## Appendix B

### Historic Property List from *Historic Resources Reconnaissance Survey – 1997*

NO.	HISTORIC NAME [MODERN NAME]	PHOTO NO.	PROPERTY TYPE	DATE	COMMUNITY AREA	ROAD NAME	LOCATION (dist. in miles)	DESCRIPTION & OTHER DATA
001	Sprague Sprague	1/10 xx	dwelling barn	19 C 19 C	W Durham v.	Brand Hollow	0.5 N of Tarver on W -N of house	1½s 5 bay GR w/ pilasters poor condition /w sheds no photo
002	Richmond Richmond Richmond	1/8 1/9 xx	dwelling barn cottage	19 C 19 C	W Durham v	Tarver	0.2 W of Brand Hollow -S of house across drive -E of house near drive	1½s VER w/ porch & 1s wing 2 s w/ side add. & milk parlor 1½s g-f - NC no photo
003	B Cunningham	1/5 1/6-7	dwelling barn	19 C 19 C	W Durham v	Brand Hollow	0.8 W of Teator on N -W of house set back	GR 1½s front gable 1s barn w/ conc., silo
004	B Ingraham	1/3 1/4	dwelling barn		W Durham v	Brand Hollow	0.4 W of Teator -W of house	1½s 5 bay GR w/ 1s end wing 1½s gambrel w/ shed add off end
005		1/21	dwelling	19 C	W Durham v	Teator	0.2 N of Brand Hollow	1½s gable front w/ 1s wing
006	W Seymo	1/20	dwelling	19 C	W Durham v	Teator	0.5 N of Brand Hollow	1½s MOD w/ multiple add NC
007	T Brand	1/19	dwelling barn	19 C 19 C	W Durham v	Teator	0.2 W of Murray on S -behind and to W	1½s w/ 1s rear wing / central door small barn & 1s carriage shed
008	L Thorn	1/2	dwelling	19 C	W Durham v	#233 Murray	corner of Teator	2s 3 bay asym GR g-f w/ add.
009	Mrs. P Coe	1/22 1/23	dwelling barn	19 C 19 C	W Durham v	Teator	0.3 S of Brand Hollow on W -across road to E	1½s GR 1 s w/ mult. add
010		1/24	shed	19 C	W Durham v	Teator	0.1 NW of CR 20	1½s abandoned ?
012	District School # 8	1/25	school	19 C	W Durham v	CR 20	at corner of Teator on N	1s stone /converted to dwelling
013	D Newell	1/26 1/27	dwelling barn	19 C	W Durham v	CR 20	0.1 W of Teator on N -opposite house on S	1½s GR gable end w/ 2s M add small 1s bd-btn
014	Mrs. C Humphrey	1/28	dwelling	19 C	W Durham v	CR 20	0.6 W of Teator on N	2s ITAL w/ central tower E
015	Huphrey	1/29 1/30	dwelling barn	19 C	W Durham v	CR 20	0.8 W of Teator -opposite house	Destroyed by Fire 7-96 gambrel w/ hip & central cupola
016	Newell Inn	1/31 1/32	dwelling marker	1791 1964	W Durham	CR 20	opposite Cochrane -in front of house	1½s 3 bay asym GR g-f w/ wing painted ci "Newell Inn"
017		1/33	dwelling	20 C	W Durham	CR 20	0.1 W of Cochrane on S	1½s Shingle Style

**Key to Abbreviations-** DATE: E = Early; M = Middle; L = Late; 19 C = 19th Century; c 1800 = circa 1800. DESCRIPTION: 1s = one-story; g-f = gable-front; FED = Federal; GR = Greek Revival; ITAL = Italianate; VICT = Victorian; CRAFT = Craftsman; VER = Vernacular; MOD = modern; NR = National Register listed; NRE = National Register Eligible by SHPO; NC = Non-contributing; (a)sym = (a)symmetrical; clap = clapboard; bd-btn = board & batten; ci = cast iron.



NO.	HISTORIC NAME [MODERN NAME]	PHOTO NO.	PROPERTY TYPE	DATE	COMMUNITY AREA	ROAD NAME	LOCATION (dist. in miles)	OTHER DATA
018		1/34	dwelling		W Durham	CR 20	0.1 W of Cochrane on N	small cabin
019		1/35	dwelling	19 C	W Durham	CR 20	W of Cochrane on N	1½s 3 bay asym GR g-f w/ 1s add
020		1/36	dwelling	19 C	W Durham	CR 20	W of Cochrane on S	1½s GR gable front w/ 2s wing
021		1/37, 2/1 2/2	dwelling barn	19 C 19 C	W Durham	CR 20	W of Cochrane on N -opposite house on S	1½s GR 5 bay sym g-f w/ porch bd-btn
022	Presbyterian Ch.	2/3-4	church	1834	W Durham	CR 20	0.1 W of Cochrane on N	2s GR converted to barn
	view	2/9-10	hamlet		W Durham	CR 10	from 0.3 S of Susq Tpk	overview to N of hamlet
023		2/5	dwelling	19 C	W Durham	CR 20	0.1 W of Cochrane on N	1½s / poor condition
024	W Durham cem.	2/6-8	cemetery	19 C	W Durham	CR 20	0.1 W of Cochrane on N	iron gates
025		2/27	barn		W Durham v.	Cochrane	0.4 SE of CR 20 on S	1s w/ novelty side / deteriorated
026		2/25 2/26	dwelling barn		W Durham v.	Cochrane	0.5 SE of CR 20 on S	1½s GR 5 bay w/ porch small barn / deteriorated
027		2/24	dwelling		W Durham v.	Cochrane	0.9 SE of CR 20 on N	1½s 3 bay GR asym g-f w/ 1s add
028		2/22 2/23	dwelling barn		W Durham v.	Cochrane	1.4 SE of CR 20 on N -to rear	2s 5 bay GR w/ pilasters 1s linear w/ silo
029		2/14 2/13	dwelling barn		W Durham v.	Cunningham	1.7 W of Cochrane on S -opposite house on N	2s 5 bay VER w/ porch & 1s wing multiple barn complex w/ wood silo
030		2/16 2/15	dwelling barn barn	-- 19 C E 20 C	W Durham v.	Morse Rd	N off Cunningham	2s MOD NC house gambrel barn vert board w/ silo
031	E Munger	2/17	dwelling		W Durham v.	Cochrane	0.4 W of Cunningham on S	1½s 5 bay FED w/ clap
032	H P Lacey	2/18 2/19	dwelling barn		W Durham v.	Cochrane	0.2 E of Prink Hill on N -	2s 5 bay GR w/ fan-arch entry gambrel barn with conc. silo
033		2/20 2/21	dwelling barn	M 19 C M 19 C	W Durham v.	Cochrane	0.1 E of Prink Hill on S -	1½s 3 bay asym g-f GR w/ 1½s add barn w/ new bd & batten side
034		2/28 2/29 2/30	dwelling barn garage		W Durham v.	Susq Tpk.	0.1 E of Teator on N -opposite house on S -opposite house on S	1½s 5 bay GR- destroyed by fire 1s 3 bay w/ asbestos shingle 1½s g-f w/ 3 bays
101		2/31	dwelling		Durham vic	Susq Tpk.	opposite Prink Hill on N	1½s 5 bay brick GR w/ MOD wing
102		2/32	dwelling		Durham vic	Susq Tpk.	0.6 E of Prink Hill on N	1½s 5 bay GR w/ frieze sash
103		2/33	dwelling		Durham vic	Susq Tpk.	0.7 E of Prink Hill on S	1½s 5 bay VER w/ porch

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104	D P Hull [Hul-O-Farms]	3/1 3/2	dwelling barn	c 1797 E 20 C	Durham vic	Cochrane	at Dugway on N -W of house	2s 5 bay Fed w/ hip porch gambrel barn w/ mod additions.
105		3/3	dwelling		Durham vic	Dugway	0.2 S of Susq. Tpk on E	1½s VER w/ garage
106	J H Conklin	3/4	dwelling		Durham	Susq. Tpk.	E of Church on N	2s 3 bay / redone early 20 C
107	Susquehanna Churc	3/5	church		Durham	Susq. Tpk.	W of Route 145 on N	clapboard w/ front bell tower entry
108	M E parsonage	3/6	dwelling		Durham	Susq. Tpk.	W of Church on N	1½s GR gable front w/ side wing
109	J C Peck	3/7	dwelling	M 19 C	Durham	Susq. Tpk.	2nd W of Church on N	2s 5 bay w/ flat roof
110	District School #12	3/8-9	school		Durham	Susq. Tpk.	3rd W of Church on N	1s 3 bay sym g-f GR w/ pediment
111	L P More	3/10	dwelling	E 19 C	Durham	Susq. Tpk.	1st W of Church on S	1s 6 bay w/ multiple add.
112	Dr. E Whittlesey [Mulberry Bush Ant.	3/11	dwelling		Durham	Susq. Tpk.	4th W of Church on N	2s 5 bay FED w/ hip roof entry & rear kitchen wing.
113		3/12	barn	E 20 C	Durham	Susq. Tpk.	E of PO on S	gable front with 2 bay garage
114		3/13	dwl/com		Durham	Susq. Tpk.	5th W of Church on N	2s flat roof ITAL w/ 1½s GR wing
115		3/14	dwelling		Durham	Susq. Tpk.	6th E of Dugway Rd. on S	2s 3 bay brick ITAL w/ flat roof
116		3/15	dwelling	M 19 C	Durham	Susq. Tpk.	6th W of Church on N	2s 3 bay w/ flat roof NC
117		3/16	dwelling		Durham	Susq. Tpk.	7th W of Church on N	1½s 3 bay w/ vinyl siding NC
118		3/17	com		Durham	Susq. Tpk.	5th E of Dugway Rd on S	1s 3 bay GR sym g-f/ now residence
119		3/18	dwelling		Durham	Susq. Tpk.	8th W of Church on N	2s 3 bay brick GR w/ gable front
120		3/19	dwelling		Durham	Susq. Tpk.	3rd E of Dugway Rd on N	2s 5 bay w/ asbestos siding
121	[Taxidermy]	3/20	dwelling		Durham	Susq. Tpk.	2nd E of Dugway Rd on N	1½s gable front GR w/ VICT porch
122		3/21	dwelling		Durham	Susq. Tpk.	4th E of Dugway Rd on S	2s 5 bay w/ vinyl NC
123	Hull & Newcomb]	3/22	com		Durham	Susq. Tpk.	3rd E of Dugway Rd on S	2s 3 bay ITAL w/ flat roof - vacant
124	Dickerson Hotel	3/23	com	M 19 C	Durham	Susq. Tpk.	1st E of Dugway Rd on N	2s 5 bay VICT w/ full ht. entry
125		3/24	dwelling		Durham	Susq. Tpk.	2nd E of Dugway Rd on S	2s 5 bay GR w/ corner pilasters
126	Susquehanna Tpk.	3/25 4/1	marker milepost	1974 c 1800	Durham	Susq. Tpk.	E of Dugway Rd on -next to marker	ci plaque NR listed 1974 brownstone "22 miles to Catskill"
127	J. Purvis	3/26	dwelling		Durham	Susq. Tpk.	E side of Dugway Rd on S	2s gable front w/ enclosed porch
128	Dr J B Cowles	3/27	dwelling		Durham	Susq. Tpk.	opposite Dugway Rd on N	2s hip FED w/ asym front
129	W H Norton	3/28	dwelling		Durham	Susq. Tpk.	W side of Dugway Rd on S	1½s FED w/ shingle side- set back

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130	D B Booth	3/29	dwelling		Durham	Susq. Tpk.	2nd E of Mansard on N	2s 2 bay FED w/ asym front
131	W Pierce	3/31	dwelling		Durham	Susq. Tpk.	2nd W of Dugway Rd on S	2s 5 bay GR w/ 3 bay porch
132	C Cowles Cabinet shop	3/32 3/30	dwelling shop		Durham	Susq. Tpk.	NE corner of Mansard Ave -E of house	2s 5 bay FED w/ rear 2s add 1½s gable front saltbox w/ clap.
133		3/33	dwelling		Durham	Susq. Tpk.	3rd W of Dugway Rd on S	2s 4 bay brick w/ decorative cornice
134		3/34	dwelling		Durham	Susq. Tpk.	opposite Mansard Ave on S	2s 3 bay gable front VER
135		3/35 3/36	dwelling barn		Durham	Susq. Tpk.	W of Mansard on S -set back to W of house	1½s g-f VER w/ vinyl NC 1s g-f
136		3/37 3/36	dwelling barn		Durham	Susq. Tpk.	W of Mansard on S -setback to E of house	2s FED w/ multiple add. 2s g-f / now garage
137		4/2	barn	19 C	Durham	Susq. Tpk.	W of Mansard on N	2 attached barns
138	A C Cowles law off	4/3	com		Durham	Mansard Ave.	N of Susq. Tpk at corner	2s g-f/ ground fl brick- vacant
139		4/5 4/4	dwelling barn	L 19 C	Durham	Mansard Ave.	2nd N of Susq Tpk on E -set back to S of house	2s VICT w/ front porch 2s VICT w/ attached 1s garage
140		4/6 4/7	dwelling barn		Durham	Mansard Ave.	2nd N of Susq. Tpk. on W -N of house & set back	1½s small VER w/ shed dormers clap w/ door transom & wood silo
141		4/8, 10 4/9	dwelling barn		Durham vic	Mansard Ave.	0.2 N of Susq Tpk on E -N of house	1½s 5 bay GR w/ art-glass windows 2s barn w/ add & wood silo
142		4/11	dwelling	E 20 C	Durham vic	Stone Bridge	opposite Dugway on S	1½s VER w/ enclosed porch
143		4/12	dwelling		Durham vic	Stone Bridge	0.1 W of Gulf School. on S	1½s 3 bay asym g-f GR w/ 1s wing
144	McMabie	4/25 4/26	dwelling barn		Durham vic	Brown Road	NE corner of Hillcrest -to W across Hillcrest	1½s 5 bay GR w/ wall dormers Large barn complex w/ mult add
145	Brown Cemetery	4/27	cemetery		Durham vic	Hillcrest	just N of Brown on W	large cemetery NRE
146	C Osborn	4/28 4/29	dwelling barn	L 19 C	Durham vic	Hillcrest	0.4 S of 145 on W -across road to E	2s 5 bay brick FED Flemish bond large bank barn
147		4/30	dwelling	E 20 C	Durham vic	Hillcrest	0.2 S of 145 on E - set back	1½s stone face
148	Meeting House Hill	6/17	marker	1932	Durham vic	SR 145	0.1 SE of Susq. Tpk. on S	ci- ½ m. to 1792 church site
149		6/18 6/19	dwelling barn		Durham vic	SR 145	0.1 SE of Susq. Tpk. on N -W of house & behind	s g-f GR w/ 1½s brick hyphn & add barns in poor condition
150	Durham Elem. Sch.	6/20-21	school	1939	Durham vic	SR 145	0.4 SE of Susq. Tpk. on S	2s brick Art Deco NRE
151		6/22	dwelling		Durham vic	SR 145	0.5 SE of Susq. Tpk. on N	1½s GR w/ frieze band sash

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152	W Dur Seminary	12/31 12/32	dwelling icehouse	c 1860	Durham vic.	CR 22	0.6 E of SR 145 on S -W of former house	2s 4 bay vacant w/ cupola/ haybarn 1½s stick-frame w/o siding
153	R Moss ?? [Twin Falls Farm]	12/33 12/34	dwelling barn		Durham vic.	CR 22	0.4 E of SR 145 on S -across road on N	2s 5 bay low linear w/ concrete silo
154		12/35	dwelling		Durham vic.	CR 22	0.3 E of SR 145 on S	1½s 3 bay VER
155		12/36	dwelling		Durham vic.	CR 22	0.3 (5th) E of SR 145 on N	1½s 4 bay VER w/ full porch
156	[Fedes]	12/37	dwelling		Durham vic.	CR 22	0.3 (4th) E of SR 145 on N	2s 5 bay VER
157		13/0	dwelling		Durham vic.	CR 22	0.3 (3rd) E of SR 145 on N	2 family- 1½s g-f w/ pair 1½s wing
158		13/1	dwelling		Durham vic.	CR 22	0.3 (2nd) E of SR 145 on N	1½s clap w/ porch
159		xx	dwelling		Durham vic.	CR 22	0.3 (1st) E of SR 145 on N	NC
160	J M Halleck	13/2 13/3	dwelling barn		Durham vic.	Stonich Rd.	NW corner of SR 145 -behind to NE	1½s 5 bay w/ porch Ogee roof w/ 2 silos & milkhouse
161		13/4	dwelling	E 20 C	Durham vic.	Stonich Rd.	0.1 E of SR 145 on N	2s 3 bay
170		1/12	dwelling	E 20 C	Durham vic.	Teator	0.1 N of 145 on W	2s frame w/ front hip porch
171	A P Hull	1/13	dwelling		Durham vic.	Teator	0.3 N of 145 on E	2s frame w/ enclosed porch
172	A Blass	1/14	dwelling		Durham vic.	Teator	0.4 N of 145 on E	1½s GR w/ 1s side wing
173		1/15	cemetery		Durham vic.	Teator	0.2 E of 145 on S	fieldstone walls
174	J Finch	1/16 1/18	dwelling barn	19 C	Durham vic.	Teator	0.2 E of 145 on N -across road on S	2s 3 bay asym g-f GR w/ 1s wing Timber frame w/ rear saltbox
175	O Finch	1/17	dwelling		Durham vic.	Teator	0.15 E of 145 on N	1½s VER GR w/ rear 1s wing
201		4/13	dwelling		Cornwall. vic	Stone Bridge	0.1 E of Gulf School. on N	1½s g-f GR w/ pilasters & mult add
202	Wm Baldwin	4/14 4/15	dwelling barn	c 1800 c 1800	Cornwall. vic	Stone Bridge	0.1 E of Brown Rd on N -W of house	2s 5 bay brick FED arch entry NRE large barn w/ shallow pitch roof
203		4/16 4/17-18	dwelling barn barn	L 19 C	Cornwall. vic	Stone Bridge	0.2 W of Shady Glenn on N -far E of house -far E of house	1½s 5 bay FED w/ Mod wing g-f part/
204		4/19 xx	dwelling barn		Cornwall. vic	Shady Glenn	0.5 N of Stone Bridge on W	1½s 3 bay g-f GR w/ 1s wing barn= no photo
205		4/20	dwelling		Cornwall. vic	Shady Glenn	0.7 N of Stone Bridge on W	2s 5 bay w/ vinyl NC
206		4/21	dwelling		Cornwall. vic	Shady Glenn	0.2 S of 145 on W	2s w/ vinyl NC

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207		4/22	dwelling		Cornwall. vic	Brown Road	0.7 SW of 145 on N	1½s gambrel w/ dormers
208		4/23 4/24	dwelling barn	M 19 C	Cornwall. vic	Brown Road	0.8 SW of 145 on S -S of house	1½s gambrel w/ porch barn w/ mult linear additions
209		4/31	dwelling		Cornwall. vic	Gulf School H	0.5 SW of Stone Bridge on N	1½s 5 bay GR w/ 1s wing <b>redone</b>
210	L Strong & son	4/32 4/33	dwelling		Cornwall. vic	Gulf School H	0.9 SW of Stone Bridge on N -attached to rear house	1½s FED w/ enclosed portico NRE 3 bay barn perpendicular to house
211		4/34 4/35	dwelling dwelling	E 20 C E 20 C	Cornwall. vic	Gulf School H	NE corner of Pratt Rd -set back to E	1s on stone base w/ ribbon sash 1s stone cottage
212	Pratt homestead	4/36	dwelling barn		Cornwall. vic	Pratt	0.5 N of Schoolhouse at end -behind house	2s g-f GR w/ porch barn= no photo
213		4/37	dwelling	M 20 C	Cornwall. vic	Sutton Rd	0.7 E of Cunningham on S	1s stone NC
214		5/1	dwelling		Cornwall. vic	Sutton Rd	0.4 W of Gulf School on N	1½s VER w/ porch
215	[Good Tiding Bible] E Johnson farm	5/2-3	dwelling	c 1840	Cornwall. vic	Sutton Rd	0.1 W of Gulf School on S	1½s FED w/ porch - now school NRE
216	A Strong	5/4-5	dwelling barn	M 19 C M 19 C	Cornwall. vic	Sutton Rd	0.3 E of Gulf School on S -next to house	1½s g-f / set far back 2s barn
217	H Snyder	5/6 5/7	dwelling barn	c 1850	Cornwall. vic	Sutton Rd	0.4 W of Moores Rd on N -W of house set back	1½s 3 bay asym g-f GR w/ add 2 barns NRE
218		5/9 5/8	dwelling icehouse		Cornwall. vic	Sutton Rd	SW corner of Moores on S	1½s altered NC 2s frame
219	E Brown	5/10	dwelling	c 1820	Cornwall. vic	Sutton Rd	0.2 E of Moores on S	2s 5 bay VER NRE
220	O E Field	5/11	dwelling	c 1795	Cornwall. vic	Stone Bridge	SE corner of Cornwallville	2s FED w/ 1½s GR wing - altered
221	District School # 4	5/12	school		Cornwallville	(Main Street)	NW corner of Sutton on W	1s g-f now residence
222		5/13 5/15	dwelling barn		Cornwallville	(Main Street)	1st house E of Sutton on N -set back to NE	2s 5 bay FED w/ Paladian window gambrel roof
223		5/14	dwelling	L 19 C	Cornwallville	(Main Street)	1st house E of Sutton on S	2s 5 bay VER w/ porch
224	Pumpkin Crk Hmst	5/16 5/17	dwelling garage	c 1790	Cornwallville	(Main Street)	2nd house E of Sutton on S	1½s VER w/ porch 1s frame g-f
225		5/18 5/20	dwelling barn		Cornwallville	(Main Street)	2nd house E of Sutton on N	2s 5 bay FED w/ front porch side entry barn w/ saltbox add
226		5/19	dwelling		Cornwallville	(Main Street)	3rd house E of Sutton on S	2s late VICT w/ garage

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227		5/21-22	dwelling		Cornwallville	(Main Street)	4th house E of Sutton on S	2s g-f VER w enclosed porch
228		5/23	barn		Cornwallville	(Main Street)	E of Sutton on N	small 1s L shape barn
229		5/24	dwelling		Cornwallville	(Main Street)	5th house E of Sutton on S	1½s bank house w/ raised front
230		5/25	dwelling		Cornwallville	(Main Street)	1st W of S Cornwall. on N	2s g-f w/ wrap-around porch
231		5/26	com		Cornwallville	(Main Street)	SE corner of S Cornwall. Rd	1s g-f w/ bd-btn - vacant
232		5/27	dwelling		Cornwallville	(Main Street)	1st E of S Cornwall. on N	1½s GR w/ rnd roof porch/ redone
233		5/28	dwelling	L 19 C	Cornwallville	(Main Street)	2nd E of S Cornwall. on S	2s VER g-f w/ hip porch
234	[Elliot]	5/29	dwelling	E 20 C	Cornwallville	(Main Street)	2nd E of S Cornwall. on N	1½s VER CRAFT w/ porch
235	Susq. Church Hall	5/30	church		Cornwallville	(Main Street)	2nd build W of cemetery on S	1s 3 bay sym g-f w/ clap
236		5/31	dwelling	L 19 C	Cornwallville	(Main Street)	1st build W of cemetery on S	1½s 3 bay VER asym g-f w/ 1s add
237	Cornwall. cemetery	5/32	cemetery		Cornwallville	(Main Street)	S side of road	active ground
238		5/33	dwelling		Cornwallville	(Main Street)	opposite cemetery on N	1½s 3 bay asym g-f GR w/ 1s wing
239	ME church site	5/34	marker	1985	Cornwallville	(Main Street)	in front of cemetery on S	bronze on stone
240		5/35	dwelling	L 19 C	Cornwallville	(Main Street)	2nd build E of cem et on N	2s VER w/ cross gable & pair sash
241		5/36 6/2 6/0	dwelling barn shed	L 19 C 19 C	Cornwallville	(Main Street)	2nd build E of cemetery on S -behind house to E -behind post office	2s g-f VER w/ hip porch 2s g-f w/ oct. peak light/ garage 1s wagon shed
242		5/37	dwelling		Cornwallville	(Main Street)	3rd build on N	2s 5 bay VER w/ hip porch
243	Bothwick [Clifton]	6/1 6/3 6/4 6/5	dwelling barn shop barns (2)		Cornwallville	(Main Street)	last house to E on S -SW of house- top of hill -E of house on hill -SW of house below hill	2s g-f GR w/ pediment Timber frame g-f w/ side entry workshop 1s timber frame- vacant set back/ clap siding
244	[Raads]	6/7 6/6	dwelling barn	E 20 C E 20 C	Cornwallville	(Main Street)	last house to E on N -W of house	1½s 5 bay Col. Rev. w/ att. garage large gambrel w/ parlor & silos (2)
245	[Post Office]	6/8	com		Cornwallville	(Main Street)	E side of Cemetery on S	1s g-f / NC
246	White [Goff-Warner]	6/9 6/10	dwelling barn		Cornwall. vic	CR 20	0.2 W of Hervey on S -W of house	1½s 5 bay GR w/ 1s wing barn / milk parlor/ privy
247	Woodward	6/11 6/12	dwelling barn		Cornwall. vic	CR 20	NE corner of Golden Hill -set back to NE	1½s VER / altered timber frame
248		7/20 7/21	dwelling barn		Cornwall. vic	Cornwallville	0.1 W of Strong on S -W of house	2s VER g-f & wing 2s horse barn

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249	A Mudge	7/22-23	dwelling		Cornwall. vic	Cornwallville	0.6 S of Moores on W	3s 5 bay VICT w/ 2s wing to S
250		7/24	dwelling		Cornwall. vic	Cornwallville	0.4 S of Moores on W	1½s FED w/ Late 19 C additions
251		7/25	barn		Cornwall. vic	Cornwallville	0.4 S of Moores on E	Timber frame barn
252		7/26	dwelling		Cornwallville	Cornwallville	0.1 N of Flinn on W	1½s VER w/ vinyl/ NC
253		7/27	dwelling		Cornwallville	Cornwallville	0.1+ N of Flinn on W	1½s 5 bay VER w/ porch
254		7/28	dwelling		Cornwallville	Cornwallville	0.2 N of Flinn on E	2½s 5 bay w/ Ionic columns vacant
255	[Butler]	7/29	dwelling		Cornwall. vic	Moores	0.4 S of Sutton on W	1½s 5 bay w/ central entry
256		7/30	dwelling		Cornwall. vic	Moores	0.6 S of Sutton on W	2s g-f w/ MOD garage
257	J Strong	7/31	dwelling		Cornwall. vic	Moores	0.1 W of Cornwallville on S	1½s 4 bay asym g-f FED w/ 12/12
258	[Hope Farm Press]	7/32	dwelling		Cornwall. vic	Strong	0.3 N of Cornwallville on W	1½s VER w/ frieze band sash
		7/33	dwelling	c1820			-behind house to W	2s VER
259	[Whispering Pines]	7/34	dwelling		Cornwall. vic	Strong	0.5 N of Cornwallville on W	1½s g-f w/ dec. porch brackets
260		xx	barn		Cornwall. vic	Strong	0.7 N of Cornwallville on E	converted to dwelling / hidden
261		7/35	dwelling		Cornwall. vic	Strong	0.3 S of CR 20 on E	2s 5 bay FED w/ overhang 2nd fl
	[P Low]	7/36	barn				-N of house	small barn- deteriorated
262	E Strong	7/37	dwelling	18c	Cornwall. vic	Strong	0.3- S of CR 20 on W	2s stone FED set back NRE
263		8/2	dwelling		Cornwall. vic	Strong	SW corner of CR 20 on W	2s VER VICT set far back
301	"Broadview"	6/13	dwelling	E 20 C	E Durham vic	Elliot Place	0.2 NE of Shady Glen on S	2½s 4 bay COL REV w/ hip roof
		6/14	gatepost	E 20 C			-E & W of house	2 pr stone form block w/ conch cap
		6/16	garage	E 20 C			-E of house- set back	1s 4 bay garage w/ hip roof
		xx	barn	E 20 C			-S of house set far back	large barn obscured view
302		6/15	dwelling	E 20 C	E Durham vic	Elliot Place	0.1 NE of Shady Glen on S	1s hip roof & wrap porch
303		xx	dwelling		E Durham vic	Elliot Place	0.3 NE of Shady Glen on N	1½s set far back- no photo
304		6/34	dwelling	E 20 C	E Durham vic	Stone Bridge	0.1 E of Hervey on S	1s stone face w/ paired g-f wings
305	E Elliot ?	xx	dwelling		E Durham vic	Stone Bridge	0.3 W of Hervey on S/ setbk	1½s set far back- no photo
306	[Sapanack's]	6/35	barn	c 1900	E Durham vic	Stone Bridge	0.5 W of Hervey on S	large barn w/ NC bungalow colony
307	Mace [Stair]	8/3	dwelling		E Durham vic	Hervey St Rd	0.1 S of Golden Hill on W	1½s 5 bay sym VER
308	Richtmeyer	xx	dwelling		E Durham vic	Golden Hill	0.4 E of CR 20 on N	1½s
309	French [Hammer Cliff farm]	8/4	dwelling		E Durham vic	Golden Hill	0.6 E of CR 20 on N	1½s 5 bay GR w/ frieze sash

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310	[Golden Harvest]	8/5	dwelling		E Durham vic	Golden Hill	0.9 W of SR 145 on N	1½s VER
311		8/6	dwelling	M 20 C	E Durham vic	Golden Hill	0.6 W of SR 145 on N	1½s stone face Tudor w/ gambrel
312	Schermerhorn	8/7 17/3 17/4	dwelling dwelling barn		E Durham vic	SR 145	opposite Golden Hill on NE Opposite Golden Hill on NE -NW of house & set back	2s GR w/ wing 2s 5 bay GR w/ 1s wing + porch entry bridge + cent gable
313	Bush [Carriage House]	8/8 8/9 8/10	dwelling barn barn		E Durham vic	SR 145	0.2 SE of Stone Bridge on N -NW of house -NW of house	1½s 5 bay NC 2s clap 2s clap w/ open shed
314	Stone Bridge	8/12 8/11	bridge marker	1800 1963	E Durham vic	SR 145	0.1 W of Stone Bridge on SW - sign at roadside	stone single arch bridge ci- part of Susquehanna Tpk.
315		13/31 13/30 xx	dwelling barn cemetery		E Durham vic	CR 67	0.3 E of SR 81 on NE -opposite house on SW -W of barn- back in field	1½s 5 bay GR w/ rear wing large VICT w/ cupola set back w/ no fence - small
316		13/32	dwelling		E Durham vic	CR 67	NW corner of Schoolhouse	2s w/ barn vinyl- NC
317	District school # 11	13/33	dwelling		E Durham vic	Schoolhse Rd	0.1 N on W side	1s 4 bay -converted NC
318	Wright "Wright Street"	13/34 13/35	dwelling marker	1966	E Durham vic	CR 67	0.5 SE of SR 81 on NE -across road to S	2s 5 bay FED w/ rear wing painted ci "settled 1787"
319	Meeker	13/36	dwelling		E Durham vic	CR 67	0.8 SE of SR 81 on NE back	1½s asym g-f GR w/ 1s wing
320	[Ravine Farm] A Wright	14/1 14/2	dwelling barn	19 C	E Durham vic	CR 67	0.9 SE of SR 81 on NE -across road to SW	2s 5 bay w/ porch English vert. board.
321	[Kruppenbacker]	14/3 14/4	dwelling barn		E Durham vic	CR 67	0.9 NW of North Rd on E -behind house to E	1½s 4 bay GR w/ soffit modillions 1½s bd-btn + cottage + privy
323		14/5 14/6	dwelling barn	19 C	E Durham vic E Durham vic	CR 67 CR 67	0.7 NW of North Rd on E -behind house to N	1½s 5 bay GR w/ vinyl- NC barn + shed
324	E Moore	14/7 14/8	dwelling dwelling		E Durham vic	CR 67	0.6 NW of North Rd on E -behind main house to E	2s 5 bay GR w/ 1½s wing - burned cottage- 2s 4 bay VER
325	Barlow	14/9	dwelling		E Durham vic	CR 67	0.1 NW of North Rd on E	obscure- 2s 5 bay w/ 1½s GR wing
326	[Beverly Farm]	14/10 14/11 14/12	dwelling barn dwelling	20 C 20 C 20 C	E Durham vic	North Road	0.5 NE of CR 67 on N -NE of main house -SW of main house	1½s gambrel- Inn g-f bank w/ cupola + milkhouse 1s bungalows (9)- 1 & 2 unit

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327	[Crystal Falls Fm]	14/13 14/14	dwelling barn		E Durham vic	CR 67	0.2 SE of North Rd on E -beside house to N	2s g-f & wing porch w/ ci columns small w/ side shed add
328	[Pine Cliff House]	14/15 14/16 14/17	dwelling barn barn		E Durham vic	CR 67	NE corner of O'Hara Rd -behind house to N	1½s g-f small VER large w/ entry bridge + rear wing rear wing/ open below
329		14/18	dwelling		E Durham vic	CR 67	S of CR 67A on W	1½s 5 bay GR w/ 1s wing
330		14/19-20	com		E Durham vic	Old CR 67A	NW of CR 67A beside creek	2s 12 bay boarding house
332		14/21	dwelling		E Durham vic	CR 67A	0.1 W of CR 67 on SE	2s 3 bay VER w/ vinyl - NC
333	[Fern Cliff]	14/22 14/23	dwelling dwelling	E 20 C	E Durham vic	CR 67A	0.2 NE of SR 145 on W -next to house to SW	1½s 3 bay COL-REV w/ hip drmer barn converted to rooms
334		14/24	dwelling	e 20 C	E Durham vic	CR 67A	0.2 NE of SR 145 on E	2s 3 bay brick 4-SQUARE w/ hip
335		14/25-26 xx	dwelling barn		E Durham vic	St Bridge Ext	0.1 NE of SR 145 on NW -to rear, behind house	obscure- 1½s
336	[Stone Bridge Inn]	14/27	com.		E Durham vic	St Bridge Ext	0.1 NE of SR 145 on NW	2s former home w/ cross gable
337		14/28	dwelling		E Durham vic	St Bridge Ext	0.1 NE of SR 145 on SE	1½s stucco w/ large cent. dormer
338		14/29	dwelling	E 20 C	E Durham vic	St Bridge Ext	0.2 NE of SR 145 on SE	1½s 4 bay w/ wing + stone chimney
339	Hedges	14/30	dwelling	1902	E Durham vic	St Bridge Ext	1.2 SE of Bush Rd on N	2.5 s VICT w/ clap
340	[Jennings]	14/31	dwelling	M 20 C	E Durham vic	St Bridge Ext	1.2 SE of Bush Rd on S	1s g-f & wing COL-REV
341		14/32	dwelling	c1900	E Durham vic	St Bridge Ext	1.2 SE of Bush Rd on N	2½s VICT set far back
342	[Jennings] Hedges "Century Farm"	14/33 14/34 14/35 14/36	dwelling barn barn barn	c1830	E Durham vic	St Bridge Ext	1.1 SE of Bush Rd on N -behind house to N -behind house to N -behind house to N	2s 5 bay GR w/ quoins  barns in courtyard configuration
343		14/37	cemetery		E Durham vic	St Bridge Ext	0.4 SE of Bush Rd on S	fieldstone walls
344	[Kameckie] Post	15/0A	dwelling	19 C	E Durham vic	St Bridge Ext	0.2 SE of Bush Rd on S	1½s VER w/ rear wing
345	E Linsley	15/2A	dwelling	E 19 C	E Durham vic	St Bridge Ext	0.2 SE of Bush Rd on N	2s 3 bay COL-REV 1s wing redone
346	A Rockafeller	xx	dwelling		E Durham vic	Bush Road	End of road / far setback	?? not visible from road
347	Murla	15/20A	dwelling		E Durham vic	Dunn Road	0.1 N of Sunside on W	1½s 5 bay GR eyebrow
348	Schermerhorn	15/21A	dwelling		E Durham vic	Dunn Road	0.3 N of Sunside on E	1½s 5 bay VER w/ porch
349		15/22A	cemetery		E Durham	CR 20B	0.1 SW of SR 145 on NW	active - oldest section to NE

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350	District school # 7	15/23A	dwelling		E Durham vic	Woodard Rd	S of CR 20B on E	1s 3 bay g-f w/ clap
351		15/24A	dwelling		E Durham vic	Woodard Rd	0.1 S of CR 20B on E	2s 5 bay VER - vacant
352		15/25A	dwelling		E Durham vic	Jennings Rd.	0.1 E of Woodard on N	2s 3 bay g-f w/ 1/2-column porch
353	/26 & /27	15/26A	dwelling		E Durham vic	Jennings Rd.	0.1 E of Woodard on N	2 family- 2s 5 bay w/ novelty side
354		15/27A	dwelling	E 20 C	E Durham vic	Jennings Rd.	0.1 W of SR 145 on S	2s 3 bay 4-SQUARE w/ hip roof
355	[Blackthorn]	15/28A	com.		E Durham vic	Mullens Spur	W of Sunside Rd on N	2s altered home- NC
356		15/34A	barn		E Durham vic	CR 20	SW corner with Jennings	large gambrel w/ central side entry
357	Morehouse	15/35A	dwelling		E Durham vic	CR 20	0.1 W of CR 20B on N	1s 5 bay GR w/ rear 1s wing
358	[Durham Val Frm]	15/36A	dwelling	c1793	E Durham vic	CR 20	0.5 W of Dunn on N	1 1/2s g-f FED w/ porch
359		16/9	dwelling		E Durham vic	CR 20	0.1 E of Hervey on N	1 1/2s 5 bay GR w/ 3 bay porch
360		16/10	barn		E Durham vic	CR 20	-across road to S	English - sides & roof gone
361		16/18 16/19	dwelling barn		E Durham vic	SR 145	1.1 SE of Sunside Rd on NE -behind house	2s bowfront VICT w/ clap cupola
362	[Eastern View M]	16/20	com		E Durham vic	SR 145	0.9 SE of Sunside Rd on SW	2s 5 bay w/ 1 1/2s wing
362		16/21	com.				-NW of main house	(3) bungalows- 1s single unit
363		16/22	dwelling	E 20 C	E Durham	CR 145 (Main)	0.7 SE of CR 67A on NE	1s cobblestone w/ attached garage
364	St. Mary's Church	16/23	church	1896	E Durham	CR 145 (Main)	0.5 SE of CR 67A on NE	g-f VICT w/ central belfry at front
	Rectory	16/24	dwelling	c1896			-beside church to N	1s 3 bay g-f VER VICT
	Our Lady of Knock	16/25	church	1989			-behind church to N	1s MOD w/ steeple- set back
365		16/26	com.		E Durham	CR 145 (Main)	0.2 SE of CR 67A on SW	2 1/2s 7 bay bd. hse w/ 1/2-col. porch
366		16/27 16/28	dwelling com.		E Durham	CR 145 (Main)	0.2 SE of CR 67A on NE -fanned out behind house	1 1/2s 5 bay VER w/ clap 1s 1 & 2 unit bungalows (6)
367	[Irish-Am. Msm]	16/29 16/30	dwelling dwelling		E Durham	CR 145 (Main)	0.1 NW of CR 67A on SW 0.1 NW of CR 67A on SW	1 1/2s 3 bay CRAFT w/ cent dormer 2s 3 bay ITAL w/ rear 2s wing
368	[Shannon View]	16/31	com.		E Durham	CR 145 (Main)	0.3 NW of CR 67A on NE	2s 9 bay w/ paired g-f NC
369		16/32	dwelling				0.3 NW of CR 67A on NE	2s VER
370	[Lawyers Store]	16/33	com.		E Durham	CR 145 (Main)	0.3 NW of CR 67A on SW	2s g-f NC
371	[Shamrock House]	16/34 17/20	com. com.		E Durham	CR 145 (Main)	0.4 NW of CR 67A on NE SE of firehouse on N	2s hotel 2s multi- bay
372		16/35	dwelling		E Durham	CR 145 (Main)	0.4 NW of CR 67A on NE	1 1/2s 3 bay VER w/ attach. garage

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373	[Guest Hse w/ 371]	16/36	dwelling		E Durham	CR 145 (Main)	0.4 NW of CR 67A on SW	2s g-f & wing altered
374	Baptist Church [Terrace Apts.]	17/5 17/25	church church	1861	E Durham	CR 145 (Main)	2nd build E of CR 20B on S 2nd build E of CR 20B on S	2s 3 bay g-f GR / altered- NC
374	Main Street	17/23	view		E Durham	CR 145 (Main)	to NW & church (374)	
375	[Furlong's]	17/6	com.		E Durham	CR 145 (Main)	1st build E of CR 20B on N	2s 5 bay VER
376		17/7	dwelling		E Durham	CR 145 (Main)	2nd build E of CR 20B on N	1½s 5 bay w/ 1s wing + porch
377		17/8	dwelling		E Durham	CR 145 (Main)	3rd build E of CR 20B on N	2s 5 bay VER
378		17/9	dwelling		E Durham	CR 145 (Main)	4th build E of CR 20B on S	1s 3 bay hip roof
379	[Reilly]	17/10	dwelling		E Durham	CR 145 (Main)	5th build E of CR 20B on S	2 family- 2s 6 bay sym w/ rear wing
380	Wirdron	17/11 17/12	com. dwelling		E Durham E Durham	CR 145 (Main) CR 145 (Main)	4th build E of CR 20B on N -behind /11 to NE	2½s 3 bay g-f w/ 2½s mansard add 1½s g-f bank w/ wing
381		17/13	dwelling		E Durham	CR 145 (Main)	1st build W of church on S	1½s 3 bay g-f VICT w/ 1s wing
382	Meth. Episc.	17/14 17/22	church church	1882	E Durham	CR 145 (Main)	0.1 SE of CR 20B on S NW of firehouse on N	3 bay g-f w/ cent. belfry + entrance
383		17/21 17/24	dwelling com.		E Durham	CR 145 (Main)	1st build E of church on S 3rd build E of CR 20B on S	1s 2 bay w/ paired windows 1½s 2 bay g-f
384	Van Tassel	17/15 17/26	dwelling dwelling		E Durham	CR 145 (Main)	2nd build E of church on S SW corner of CR 20B	2½s g-f & wing VICT 1½s 3 bay g-f brick w/ enc porch
385	Wallace	17/16	dwelling		E Durham	CR 145 (Main)	3rd build E of church on S	2s 3 bay g-f VICT w/ 1s wing
386	[Deans]	17/17	dwelling		E Durham	CR 145 (Main)	NW of firehouse on N	1½s g-f w/ 1s wing
387		17/18 17/19	shed dwelling		E Durham	CR 145 (Main)	-behind house /19 to N Opposite firehouse on N	1s 1 bay g-f w/ clap 2s 5 bay w/ central gable
388	Bagley	xx	dwelling		E Durham vic	CR 20	0.3 W of Dunn on N	1½s 5 bay NC
401	T Mullen	6/23 6/24	dwelling barn	20 C	Oak Hill vic	SR 145	NE corner of Clay Hill -E of house	1½s 5 bay ITAL w/ 1s rear wing large gambrel w/ cement silo
402	H S Mace	6/25	dwelling		Durham Ctr v	SR 145	NE corner of Deans Mill	2s 5 bay VER/ wrap porch
403	Col Ezra Post Stannard	6/26	dwelling	c 1800	Durham Ctr	SR 145	opposite Shady Glen on N	2s 5 bay w/ vinyl
404	Thompson [Pleurent]	6/27 6/28	dwelling barn		Durham Ctr	SR 145	SE of Shady Glen on N -across road to S	2s 5 bay ITAL w/ 2s rear wing 1½s saltbox horse barn

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405	"Drill Grounds"	6/29	marker	1963	Durham Ctr	SR 145	0.1 SE of Shady Glen on S	ci "militia ...war of 1812"
406	Durham Ctr. Musm	6/31	school	c 1850	Durham Ctr	SR 145	0.1 SE of Shady Glen on N	1s g-f w/ MOD add./ Dist. # 8 NRE
	"R R Disaster"	6/30	marker	1950			-at road side	ci- 1840 train wreck 0.5m E
407		6/32	dwelling	E 20 C	Durham Ctr v	SR 145	0.1 NW of Elliot Pl. on N	1s 3 bay cottage w/ picket shutters
408		6/33	dwelling		Durham Ctr v	SR 145	0.1 SE of Elliot Pl. on N	2s elongate w/ cent cross gable
409		8/13	dwelling		Oak Hill vic.	Dingman Road	S side SR 81 at end	2s VER set far back
410		8/14	dwelling		Oak Hill vic.	SR 81	opposite Dingman on N	1½s VICT set back
411		8/15	dwelling		Oak Hill vic.	SR 81	0.4 W of Fish Rd on S	1½s VER
		8/16	barn				-W of house	bd-btn
412	Oak Hill Cemetery	8/17	cemetery		Oak Hill	SR 81 (Main )	0.3 W of Lee on S	set back w/ ci gate posts
413		xx	dwelling		Oak Hill	SR 81 (Main )	0.1 W of Lee on S	MOD NC
414	P Rockefeller	8/18	dwelling		Oak Hill	SR 81 (Main )	W of Lee on S	2s g-f w/ att. garage NC
415	J Rockefeller	8/19	dwelling		Oak Hill	SR 81 (Main )	opposite Lee on S	1½s g-f w/ garage NC
416	Grant	8/20	dwelling		Oak Hill	Lee	NE corner of SR 81	2s 3 bay g-f VICT w/ vinyl NC
		8/21	dwelling				-behind house to NE	cottage-
417	H Grham	8/22	dwelling		Oak Hill	Lee	2nd house N of SR 81 on E	2s 5 bay VICT w/ 1s porch & clap
		8/23	garage				-N of house	2s g-f w/ clap
418	A Lord	8/24	dwelling		Oak Hill	Lee	NW corner of SR 81 (Main)	2s 5 bay w/ att. garage/ vinyl NC
419	Layman	8/25	dwelling		Oak Hill	SR 81 (Main )	opposite Lee	2s g-f w/ enc. porch
		8/31	garage					1½s g-f
420	D	8/26	dwelling		Oak Hill	SR 81 (Main )	2nd house E of Lee on S	1s FED w/ clap & pict. window
421	Matice law office	8/27	com		Oak Hill	SR 81 (Main )	5th build W of church on N	1½s 3 bay sym g-f GR
422	[Carlin]	8/28	dwelling	c 1950	Oak Hill	SR 81 (Main )	4th house W of bridge on S	1s 5 bay COL REV w/ car port NC
423	H	8/29	dwelling		Oak Hill	SR 81 (Main )	4th build W of church on N	1½s 5 bay VER GR w/ full porch
424	I	8/30	dwelling		Oak Hill	SR 81 (Main )	3rd build W of church on N	2s 5 bay VER GR w/ full porch
		8/32	barn					1s MOD
425	Tripp Store	8/33	com		Oak Hill	SR 81 (Main )	2nd build W of church on N	2s g-f VICT res & com w/ 2s porch
		8/32	barn				-behind to N	1s vert-bd siding
425	View- Main Street	9/8	district	19 C	Oak Hill	SR 81 (Main )	N side view to W	from Church

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426	Hill-Tripp	8/34, 37 8/35 8/36	dwelling barn shop	c 1810	Oak Hill	SR 81 (Main )	W side of church on N -behind house to N -behind barn to N	2s 5 bay brick FED w/ rear wing 2s English w/ clap 1s 2 bay w/ 12/12 sash
427	M E Church	9/1	church	1859	Oak Hill	SR 81 (Main )	W of bridge on N	g-f w/ central belfry stained glass
428		9/2	dwelling	1830's	Oak Hill	SR 81 (Main )	2nd house W of bridge on S	1½s 3 bay GR sym g-f w/ pediment
429		9/3	shop		Oak Hill	SR 81 (Main )	3rd build W of bridge on S	1½s timber frame w/ clap.
429	View	9/6	district		Oak Hill	SR 81 (Main )	S side view to W	from Church
430	DeWitt homestead [Esperanza Farm]	9/7 9/5 9/4	dwelling barn barn	c 1800	Oak Hill	SR 81 (Main )	1st house W of bridge on S -setback & behind to SW -setback and far to SW	2s 4 bay 2 family w/ porch 1s barn 1½s timber-frame
431		9/9 9/10	dwelling barn	19 C 19 C	Oak Hill	SR 81 (Main )	2nd house W of bridge on N -W of house & setback	1½s 5 bay VER w/ central dormer 1½s g-f w/ clap
432		9/11 9/13	dwelling barn		Oak Hill	SR 81 (Main )	1st house W of bridge on N - set back behind house	2s 5 bay ITAL w/ flat rf. + 2s porch 1½s g-f w/ clap
432	View- Main Street	9/14	district		Oak Hill	SR 81 (Main )	N side view to W	from bridge
433	Malleable Iron Co.	9/12	marker	1965	Oak Hill	SR 81 (Main )	at SW bridge abutment	ci- foundry site: 1833-1864
434	View- Main Street	9/15	district		Oak Hill	SR 81 (Main )	N side view to E	from bridge
434	Hervey Hervey	9/16 10/10	com com.	1830's	Oak Hill	SR 81 (Main )	1st house E of bridge on N Btwn Guild & Schlhse on N	1½s g-f w/ porch 1½s g-f store w/ wing
435	Hulbert [Hobart]	9/17, 19	dwelling	c 1800	Oak Hill	SR 81 (Main )	1st house E of bridge on S	1s FED w/ 2s flat roof recessed add oldest house in Oak Hill
436		9/18	dwelling		Oak Hill	SR 81 (Main )	2nd house E of bridge on N	2s VER w/ 2s porch / vacant
437		9/20-21	dwelling	c 1830	Oak Hill	SR 81 (Main )	3rd house E of bridge on N	2s 5 bay GR w/ Ionic col. & porch
438		9/22 10/11	dwelling garage	E 20 C E 20 C	Oak Hill Oak Hill	SR 81 (Main ) SR 81 (Main )	2nd house E of bridge on S -behind house to SE	1½s CRAFT w/ central dormer 1s garage
439		9/23 11/35A	dwelling dwelling		Oak Hill	SR 81 (Main )	4th house E of bridge on N	2s VER w/ 2s 1 bay porch
440		9/24	dwelling		Oak Hill	SR 81 (Main )	5th house E of bridge on N	2s g-f GR w/ 2s wing
441		9/25, 36 9/28 11/34A	dwelling barn dwelling	1830's	Oak Hill	SR 81 (Main )	3rd house E of bridge on S -E of house	2s 5 bay GR w/ period porch 1½s g-f w/ cornice pedmented gable end view to W
	[Benndict]							

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442		9/26-27 xx	dwelling well	1830's 19 C	Oak Hill	SR 81 (Main )	6th house E of bridge on N -to W side	2 family 2s 4 bay GR w/ wing enclosed well shed
443	[Brown]	9/29 9/30	dwelling garage		Oak Hill	SR 81 (Main )	4th house E of bridge on S -E side of house	1½s 5 bay GR with pediment gable 1s g-f block building NC
444	Cleaveland	9/31	com garage	1830's	Oak Hill	SR 81 (Main )	5th build E of bridge on S -E side of storefront	1½s g-f GR w/ shopfront 1s 2 bay g-f MOD garage NC
444	View	9/35	district		Oak Hill	SR 81 (Main )	S side view to E & 444	
445		9/32	dwelling		Oak Hill	SR 81 (Main )	7th house E of bridge on N	2s 5 bay ITAL w/ full porch
446		9/33	dwelling	E 1960's	Oak Hill	SR 81 (Main )	8th house E of bridge on N	1½s w/ attached garage NC
447		9/34 10/12	dwelling dwelling		Oak Hill	SR 81 (Main )	6th build E of bridge on S 6th build E of bridge on S	1½s 5 bay GR w/ triglyph frieze 1½s 5 bay w/ 3/4 porch
448		10/1 10/2	dwelling shed		Oak Hill	Guild Road	1st house on E up hill -behind house to N	1½s 5 bay w/ frieze sash small 1s - NC
449	[Szarowski]	10/3 10/4	dwelling garage		Oak Hill	Guild Road	2nd house on E -behind house to NE	1½s clap w/ 1s wing 1s 1 bay g-f - NC
450		10/5 10/6	dwelling shed		Oak Hill	Guild Road	3rd house on E -behind house to NE	1½s GR g-f w/ side wing small 1s MOD shed - NC
451		10/8 10/9 10/7	dwelling dwelling barn		Oak Hill	Guild Road	4th house at end of road  -On W opposite house /8	1½s narrow 1 bay house w/ att. sheds off gable end 1½s bd & btn w/ metal roof
454	[Antique Shop]	10/13	com.	1860's	Oak Hill	SR 81 (Main )	4th build W of Church on S	2s flat roof storefront ITAL
455	[Dewitt Hotel Ant.]	10/14-15	com.	1860's	Oak Hill	SR 81 (Main )	3rd build W of Church on S	2s 7 bay frame w/ full-ht. windows
456		10/16 10/17	dwelling barn		Oak Hill	SR 81 (Main )	8th build W of Church on N 7th build W of Church on N	1½s flat roof GR w/ frieze sash 2s barn convert to shop.
457	[Church & Miller]	10/18 10/19	dwelling garage	c 1840	Oak Hill	SR 81 (Main )	6th build W of Church on N 5th build W of Church on N	1½s g-f VER GR w/ porch 1½s 1 bay g-f gambrel
458		10/20, 22 10/23	dwelling garage		Oak Hill	SR 81 (Main )	4th build W of Church on N -E of house	1s 5 bay VER GR w/ wing 1s g-f gambrel
459		10/21	dwelling	20 C	Oak Hill	SR 81 (Main )	2nd build W of Church on S	1½s g-f CRAFT w/ porch
460		10/23	dwelling		Oak Hill	SR 81 (Main )	3rd build W of Church on N	1s mobile home NC
461	Davis	10/24	dwelling		Oak Hill	SR 81 (Main )	1st build W of Church on N	2s VER w/ vinyl NC

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462	[Oak Hill Kitchen]	10/25	com.	1880	Oak Hill	SR 81 (Main )	1st build W of Church on S	2s g-f VICT w/ cupola
463	[US Post Office]	10/26	com.		Oak Hill	SR 81 (Main )	S side at Church St.	1½s g-f gambrel barn converted
463	Church Street	11/33A	view		Oak Hill	Church St.	NW to SR 81 & Post Of.	view of # 463
464	St Pauls Church	10/27 10/28 10/29 10/30	church plaque cemetery church	1834	Oak Hill	SR 81 (Main )	S side at Church St. -Right of front door. -behind church to E. -rear wing to N.	1½s 3 bay g-f GOTHIC w/ lancet stained glass windows w/ iron fence
465		10/31 10/32	dwelling garage		Oak Hill	SR 81 (Main )	1st house E of Ch. St. on N -W of house	1½s g-f NC repair shed NC
466		10/34 10/35	dwelling barn	c 1830	Oak Hill	SR 81 (Main )	1st house E of church -behind house to SE	1½s asym g-f GR/ side & rear wing 1½s clap
467		10/36	dwelling		Oak Hill	SR 81 (Main )	2nd house E of church on N	1s mobile home NC
468		10/37	dwelling		Oak Hill	SR 81 (Main )	2nd house E of church on S	1s mobile home NC
469	[Glen Royal]	11/0A 11/1A	com. garage		Oak Hill	SR 81 (Main )	3rd build E of church on S -behind store to SE	1s g-f clap NC 1½s 2 bay g-f
470		11/2A 11/14A	dwelling garage		Oak Hill	SR 81 (Main ) CR 22	4th build E of Church on S E of Church St on N	2s 4 bay g-f w/ side wing 1s 4 bay g-f w/ 1s side shed add
471		11/3A	dwelling		Oak Hill	SR 81 (Main )	5th build E of Church on S	1s mobile home NC
472		11/4A	barn		Oak Hill	SR 81 (Main )	6th build E of Church on S	1s English w/ clap & cupola
473		11/5A	dwelling		Oak Hill	SR 81 (Main )	3rd house E of Church on N	1s mobile home NC
474	[Miller's] Winegar	11/7A	com.		Oak Hill	SR 81 (Main )	corner of CR 22 on S	1s 2 bay / orig. build in middle NC
475		11/8A	dwelling		Oak Hill	CR 22	1st house W of CR 81 on S	1s mobile home NC
476		11/9A	dwelling		Oak Hill	CR 22	3rd house W of CR 81 on S	1s mobile home NC
477		11/10A	dwelling		Oak Hill	CR 22	2nd house W of CR 81 on S	1s mobile home NC
478		11/11A	dwelling		Oak Hill	CR 22	1st house W of CR 81 on N	1s mobile home NC
479		11/12A	dwelling		Oak Hill	CR 22	3rd house W of CR 81 on N	2s g-f & wing VICT
479	View- Main Street	11/6A	district		Oak Hill	SR 81 (Main)	S side looking W	view of # 479
480		11/13A	dwelling		Oak Hill	CR 22	2nd E of Church St on S	1½s gambrel w/ full width dormer

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481	Peck	11/15A 11/16A 11/17A 11/18A	dwelling dwelling dwelling privy		Oak Hill	CR 22	at SE corner of Church St.  -behind house to SE	1s 3 bay GOTHIC w/ hip roof bd-btn siding & unique cornice  matching & 1s small shed
482	Benjamin	11/20A 11/19A 11/23A 11/25A	dwelling dwelling garage garage		Oak Hill Oak Hill	CR 22 Church St.	on SW corner of CR 22 -behind house to S -W of house (11/20a) -behind (11/20a) to W	1½s NC 1s mobile home NC 1s 2 bay g-f MOD NC 1s NC
483		11/21A	dwelling		Oak Hill	Church St.	corner of CR 22 on N	1s g-f VER w/ CRAFT wing
484		11/22A	dwelling		Oak Hill	Church St.	corner of CR 22 on N	2s 3 bay MOD NC
485		11/24A	dwelling		Oak Hill	Church St.	2nd house W of CR 22 on S	2s 5 bay w/ hip roof
486		11/26A	dwelling		Oak Hill	Church St.	2nd house W of CR 22 on N	1½s asym g-f GR w/ 1s wing
487		11/27A 11/28A 11/30A	dwelling garage barn		Oak Hill	Church St.	2nd house SE of SR 81 on W -SW of house (11/27a) -NW of house (11/27a)	1½s 5 bay w/ central gable 1½s 2 bay g-f 1½s g-f
488	(11/29a ) Episc. parsonage	10/33 11/29A	garage dwelling	1830's	Oak Hill	SR 81 (Main ) Church St.	-on S behind church to E behind church on NE	1s g-f 2s asym g-f GR w/ 1s wing
489		11/31A 11/32A	dwelling mount		Oak Hill	Church St.	1st house SE of SR 81 on W -front of house (11/31a)	1½s g-f VER NC stone carriage mounting block
490	District school #15	11/36A 12/1 12/2	dwelling dwelling dwelling		Oak Hill	Schoolhouse	2nd build N of SR 81 on W	1s g-f VER w/ porch converted 1s g-f VER w/ porch converted
491		12/3	dwelling		Oak Hill	Schoolhouse	2nd build E of SR 81 on S	1½s g-f w/ porch
492	[NYNEX switch]	12/4	com.	E 20 C	Oak Hill	Schoolhouse	3rd build E of SR 81 on S	1s 3 bay brick COL REV w/ wing
493		12/5	dwelling		Oak Hill	Schoolhouse	4th build E of SR 81 on S	1s mobile home NC
494		12/6	dwelling		Oak Hill	Schoolhouse	5th build E of SR 81 on S	1s mobile home NC
501		12/7 12/8 12/9	dwelling dwelling dwelling		Oak Hill vic.	Makley Rd.	0.5 N of Schoolhouse on E 0.5 N of Schoolhouse on E -behind main house to NE	2s 5 bay GR  2s 2 bay GR / vacant tenant house
502	[Saybrook Hill Fm]	12/10	dwelling		Oak Hill vic.	Saybrook Hill	0.4 N of Schoolhouse on E	1½s 5 bay FED w/ 12/12 sash

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503	J Grant	12/11 12/12	dwelling barn		Oak Hill vic.	Saybrook Val.	0.2 N of Schoolhouse on W -opposite house on E	2s g-f w/ 1s wing & side entry NC 1½s clap / saltbox to rear
504	[Ivan Moore Farm] H Winans	12/13 12/14 12/15 12/16	dwelling barn -1 barn -2 barn -3	19 C 19 C 19 C	Oak Hill vic.	Saybrook Val.	0.4 N of Schoolhouse on W -opposite house on E -opposite house on E -far N of house on W	2s asym g-f GR w/ 1½s wing g-f o road w/ clap vert board siding. large barn w/ silo & milkhouse
505	W S Doolittle	12/17	dwelling		Oak Hill vic.	Saybrook Val.	0.8 N of Schoolhouse on W	1½s asym g-f GR
506	B Mullen	12/18	dwelling		Oak Hill vic.	Saybrook Val.	0.1 N of SR 81 on W	2s VICT w/ 1s wing
507	[Wayside Cnty Inn]	12/19	com.		Oak Hill vic.	SR 81	0.1 W of Saybrook on N	2s 5 bay w/ full 2s porch
508	[Orchard Grove] E Cleaveland	12/20 12/21 12/22	dwelling icehouse barns (2)	19 C 19 C	Oak Hill	SR 81	0.2 E of CR 22 on N -E of house on S side -opposite house on S	1½s asym g-f GR w/ 1s wing 2s wood icehouse & 2s granary 2s w/ cupola + wood silo + small 1s
509	Rockafeller ??	12/23 12/24	dwelling barn		Oak Hill	Lee Road	0.1 N of SR 81 on W -opposite house on E	2s 5 bay shotgun VER rear wing gambrel g-f bd-btn
510	A Roggon	12/25	dwelling		Oak Hill vic.	Poultney Rd.	over bridge to N	obscure- 1½s FED
511	"Brookside"	12/26	barn		Oak Hill vic.	Poultney Rd.	-behind house to W	obscure w/ cupola
512	J C Kenyon	12/27	dwelling		Oak Hill vic.	CR 22	opposite Poultney on S	2s 5 bay VICT w/ 1s porch
513		12/28	barn		Oak Hill vic.	CR 22	-behind to SE	vert. bd siding w/ rear wing
514	[Bertine] Lounsberry	13/5 13/6	dwelling barn		Oak Hill vic.	Stonich Rd.	0.2 W of Deans Mill on S -W of house	1½s 5 bay w/ rear wing w/ silo
515		12/30 13/7	dwelling dwelling		Oak Hill vic.	CR 22 Stonich Rd.	0.3 W of Clay Hill on N 0.1 W of Deans Mill on S	2s 4 bay flat roof ITAL set far back
516	DeFrase	13/8	dwelling		Oak Hill vic.	Stonich Rd.	NW corner of Deans Mill	2s w/ porch NC
517		13/9	dwelling		Oak Hill vic.	Deans Mill	0.1 S of SR 81 on W	1½s 5 bay VER
518	[Oak Hill Cabinet]	13/10	dwelling		Oak Hill vic.	Deans Mill	0.1 S of SR 81 on W	1½s 3 bay asym g-f GR w/ 1s wing
519		15/3A	dwelling		Oak Hill vic.	Clay Hill Road	0.3 S of CR 22 on E	2s 3 bay ITAL w/ wrap porch
520	Niles	17/1	dwelling		Oak Hill vic.	CR 81	E of Saybrook on N	1½s g-f GR w/ 2s wing
521		17/2	dwelling		Oak Hill vic.	CR 81	0.1 E of Saybrook on N	2s 3 bay VER w/ porch + 2s wing
522	[Meisner]	12/29	dwelling	20 C	Oak Hill vic.	CR 22	0.2 W of Clay Hill on S	1½s g-f & wing CRAFT w/ porch
551		13/11	dwelling		Norton Hill v.	Mackey Rd.	0.9 E of SR 81 on N	2s ITAL

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552		13/12 13/13	dwelling barn	E 20 C E 20 C	Norton Hill v.	CR 75	0.4 N of Mackey on W -N of house	2s g-f & wing cobblestone cobblestone & frame w/ silo
553		13/14	dwelling	20 C	Norton Hill v.	CR 75	0.5 N of Mackey on E	1½s 3 bay w/ cent dormer, 1s wing
554		13/15 13/16	barn dwelling	19 C	Norton Hill v.	CR 75	-behind house (/17) to N 1.0 N of Mackey on W	gambrel w/ side shed add 1½s 5 bay GR eyebrow
555	J Freese	13/17 13/18	dwelling barn		Norton Hill v.	McCafferty Rd	1.2 N of Mackey on W -Opposite house on E	2s 3 bay g-f GR w/ 1½s eye wing clap side w/ rear shed add
556	[Meadowstone Vet]	13/19	dwelling		Norton Hill v.	McCafferty Rd	0.8 N of Mackey on W	1½s g-f w 1s wing - set back
557		xx	dwelling		Norton Hill v.	McCafferty Rd	0.7 N of Mackey on W	1½s g-f
558		13/20 13/21 13/22	dwelling barn barn		Norton Hill v.	McCafferty Rd	0.6 N of Mackey on W -opposite house & to S -opposite house on E	1½s 4 bay GR w/ 2s wing small timber frame small timber frame w/ vert board
559	T Delemater	13/23	dwelling		Norton Hill v.	McCafferty Rd	0.1 S of Mackey on W	2s 5 bay w/ 1½s wing
560		13/24 13/25	dwelling barn		Norton Hill v.	CR 81	W of Old Plank on S -E of house	1½s 3 bay asym g-f GR + 1½s wing large w/ 2 cupolas + silo
561		13/26 13/27	dwelling barn		Norton Hill v.	Old Plank Rd.	0.1 E of CR 81 on N -behind house to N	1½s 3 bay w/ 1s wing small w/ central dormer
562		13/28	dwelling		Norton Hill v.	Old Plank Rd.	0.2 E of CR 81 on N	2s 3 bay VICT
563		13/29	dwelling		Norton Hill v.	CR 81	NE of Schlhouse Rd corner	2s 5 bay w/ porch
564		xx	dwelling		Norton Hill v.	CR 81	0.3 W of CR 67 on N	obscure- 1½s g-f GR
601		16/2	dwelling		S Durham	Old SR 23	0.1 E of Morrison on S	1½s 5 bay set back NC
602		16/3	dwelling		S Durham	Old SR 23	W of Morrison on N	1½s g-f NC
610		16/1	dwelling		S Durham vic	Old SR 23	0.4 E of Morrison on N	1½s 5 bay GR w/ 2s ITAL wing
611		16/4	cemetery		S Durham vic	Morrison Rd.	0.3 N of Old SR 23 on W	stone wall w/ iron gate small
612		16/5	dwelling		S Durham vic	Morrison Rd.	1.1 N of Old SR 23 on W	2s 5 bay clap VER
613		16/6	dwelling		S Durham vic	Morrison Rd.	1.1 N of Old SR 23 on E	2s 5 bay w/ cent cross gable
614		16/7 16/8	barn dwelling		S Durham vic	Old Tyler Rd.	-S of house /8 0.3 S of Sunside on W	1½s 5 bay w/ rear saltbox add
621	Presb. parsonage	15/29A	dwelling		Sunside	CR 20	S of bridge at SE corner	1½s 2 bay asym g-f GR NC
622	Bullock	15/30A	dwelling		Sunside	CR 20	S of bridge opposite corner	1s g-f FED w/ shed add

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623	[Oneil's]	16/16 16/17	com. com.		Sunside	Sunside Rd.	N of bridge on W N of bridge on W	1½s 5 bay GR 2s w/ wrap porch- altered
631		15/31A 15/32A	dwelling garage	E 20 C	Sunside vic.	CR 20	0.2 N of Sunside on E -in front of house to N	1s cobblestone - set back 1s 1 bay g-f w/ cobblestone
633	Van Orden	16/11 16/12	dwelling shed		Sunside vic	Sunside Rd.	0.1 E of Paddock on S -across road on N	1½s 5 bay cent gable w/ vinyl- NC 1s saltbox w/ clap
634	Olmsted	16/13	dwelling		Sunside vic	Sunside Rd.	0.1 W of Morrison on N	1½s 5 bay FED w/ rear wing
635		16/14	dwelling		Sunside vic	Sunside Rd.	0.1 W of Morrison on N	1½s 3 bay asym g-f w/ 2s wing
636		16/15	dwelling		Sunside vic	Sunside Rd.	SE corner of Morrison	1½s 5 bay w/ dormers
701	Ulla Darn Hestoria	7/1 xx 7/2	dwelling bh? barn		E Windham v	SR 23	0.4 SE of Hervey on W -N of house -N of Hestoria	2½s VICT w/ towers & wrap porch large 2s com w/ slate roof 1½s barn w/ thatch roof
702		7/3	dwelling		E Windham	SR 23	0.2 E of High Peak on N	1½s VER w/ art glass windows
703		7/4	dwelling		E Windham	SR 23	4th E of High Peak on S	2s g-f thatch roof w/ cupola
704		7/5	dwelling		E Windham	SR 23	3rd E of High Peak on S	2s VER w/ cross gable
705	[High Peak Realty]	7/6	dwelling		E Windham	SR 23	2nd E of High Peak on S	1½s g-f w/ cross gable & art glass
706		7/7	dwelling		E Windham	SR 23	SE corner of High Peak	1½s VER w/ scroll cut porch / NC
707	[Bellevue]	7/8	dwelling	L 19 C	E Windham v	SR 23 (old)	1.1 W of Cornwallville on S	2s Stick style VICT
708	[Lookout] ?	xx	com	L 19 C	E Windham v	SR 23	1.2 W of Cornwallville on N	2s frame restaurant tourist + shop
721		7/10	dwelling		Durso Corner	Durso Ave.	W of Cornwallville on S	2s VER w/ wrap porch
750	M Earle	xx	dwelling		Hervey St. vic	Stehl Rd.	W side of Hervey St. Rd	1½s 2 bay GR eyebrow- setback
751		15/8A	dwelling		Hervey St.	Hervey St. Rd.	W of bridge on W	2 family- 1s 6 bay VER
752	[Mohrin]	15/9A 15/10A 15/12A	dwelling shed dam	19 C	Hervey St.	Hervey St. Rd.	W of bridge on E -W of bridge at SE corner -behind house /9A to S	1s 4 bay VER w/ porch NC small remnant of stone dam
753	Hervey res & store	15/11A	dwl/com		Hervey St.	Hervey St. Rd.	2nd house W of bridge on N	1½s 4 bay FED w/ 1s rear wing
754	[Armstrong Farm]	15/17A 15/18A 15/19A	dwelling barn barn	c1862	Hervey St	Sunside Rd. Hervey St. Rd.	0.1 N of Hervey St. Rd on E -across road to W -across road to W and N	1½s 3 bay asym g-f GR English w/ gable end shed add English w/ clap + central entry
760	[Goff] Doty	15/4A 15/5A	dwelling barn	19 C	Hervey St. vic	Hervey St. Rd.	0.1 S of CR 20 on W -across road to E	1½s 5 bay VER GR w/ dormers center entry w/ clap

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761	J Haight	15/6A 15/7A	dwelling barn	19 C	Hervey St. vic	Hervey St. Rd.	0.3 S of CR 20 on W -across road to SE	1½s 5 bay w/ rear wing vinyl- NC English w/ clap
762		15/13A	dwelling		Hervey St. vic	Hervey St. Rd.	0.4 E of Goff Rd on N	1s 6 bay stone face MOD NC
763	[Ledda]	15/14A 15/15A	dwelling shop	19 C	Hervey St. vic	Hervey St. Rd.	0.2 E of Goff Rd on N -W of house	2s 5 bay w/ clap + picture window 1½s w/ clap
764	District school # 2	15/16A	dwelling	19 C	Hervey St. vic	Hervey St. Rd.	0.1 E of Goff Rd on N	1s altered- NC
765	* [Cornwallville Farm]	7/11 7/12-15 7/13 7/14	dwelling barn barn garage		Hervey St vic.	Cornwallville	0.6 N of SR 23 on W -across road to E -across rd/ set back to E -N of and set back to W	1½s FED w/ wrap porch horse barn w/ cupola 2s carriage barn w/ open front 2s stone garage
766	[Stenger]	7/16	dwelling		Hervey St vic	Cornwallville	0.3 S of Goff on E	1½s 5 bay w/ porch
767	[Dunn Farm]	7/17 7/18 7/19	dwelling watertwr garage		Hervey St vic	Cornwallville	0.1 N of Goff on W -S of house & S of stream behind house to W	1.5 s VICT w/ Doric columns square shingle tower on stone base carriage barn / converted to dwell.

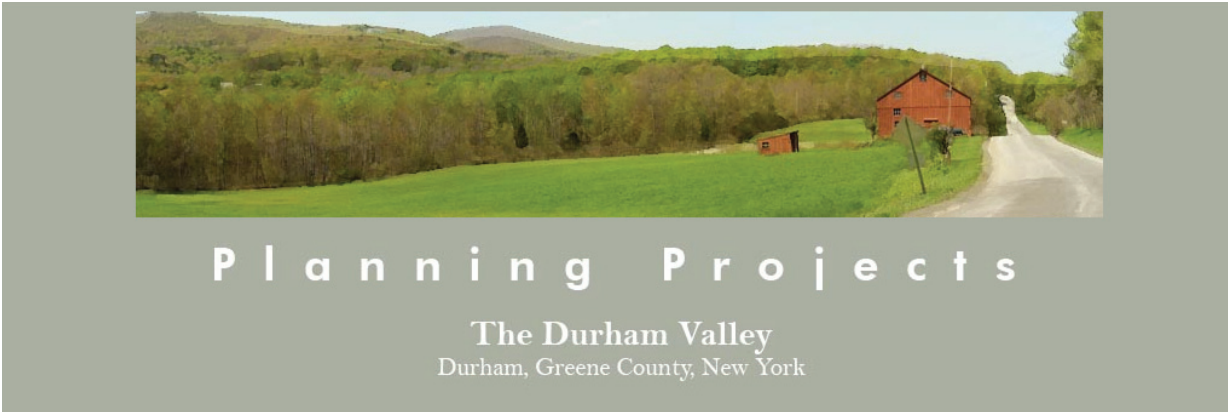
**Key to Abbreviations-** DATE: E = Early; M = Middle; L = Late; 19 C = 19th Century; c 1800 = circa 1800. DESCRIPTION: 1s = one-story; g-f = gable-front; FED = Federal; GR = Greek Revival; ITAL = Italianate; VICT = Victorian; CRAFT = Craftsman; VER = Vernacular; MOD = modern; NR = National Register listed; NRE = National Register Eligible by SHPO; NC = Non-contributing; (a)sym = (a)symmetrical; clap = clapboard; bd-btn = board & batten; ci = cast iron.





# Appendix C

## Durham Valley Scenic Byway Website





### Scenic Byway Corridor Management Plan

The Durham Valley Scenic Byway spotlights a region where mountains begin quite dramatically with the Catskill Escarpment rising up suddenly from the Hudson Valley. Designated as Scenic Route "of extraordinary scenic quality" by Environmental Conservation Commissioner Thomas C. Jorling in 1991, the Byway traverses a unique landscape. The corridor management plan will serve as a resource management guide and present strategies to conserve and interpret the Byway's diverse resources, as well as promote tourism and economic development.

Files

[Open House Meeting Notes September 27, 2008](#)



40.5kb



[Open House Presentation pdf](#)



3.5mb

[Planning Brochure pdf](#)



2.3 mb

Meeting Announcements

• [July 1, 2008](#) pdf file 300kb

• [September 27, 2008](#) pdf file 328kb

Maps

[1. Setting](#)



266 kb

[2. Sign Inventory](#)



269 kb

[3. Cultural and Historic Resources](#)



377 kb

[4. Viewshed Analysis-Forested](#)




358 kb

[5. Viewshed Analysis-Unforested](#)



642 kb

[6. Natural Resources-Forested Areas](#)




386 kb

[7. Natural Resources-Hydric Soils](#)




319 kb

[8. Resource Composite](#)




359kb

[9. Wayfinding](#)



296kb

[10. Agricultural Resources](#)



376kb

[Planning Projects](#)

[The Durham Valley](#)

[Agriculture & Open Space](#)

[Hudson River Headwaters Protection Plan](#)

Additional Links

[Town of Durham](#)

[New York State Scenic Byways Program](#)

[The National Scenic Byways Program](#)

[Client Access](#)





# Durham riding on a Rocky Mountain high

*By Sean Springer*

DURHAM—For once, town officials have deliberately created Rocky relations.

The Durham Town Board has hired a specialized Colorado planning firm to help it on three separate but related projects—farmland preservation, scenic byways management and the town's role in the Hudson River estuary system.

While a local land trust is entirely responsible for the byway project without town funding, the town has contracted with the same consultant, ERO Resources Corp. of Denver for the other two projects. Although grant-funded, the town would pay 20 percent, Supervisor Gary Hulbert said.

Through the town's agriculture and open spaces grant, the town is assessing its farmland and habitat, said Dr. Richard Goldstein, an active citizen on open space and other issues. ERO will help develop a farmland preservation and best practices guide for town farming;

the town Agriculture and Open Spaces Committee would be responsible for program content.

ERO also is handling a state Department of Conservation planning grant to evaluate the town's role as an estuary community that is part of the Hudson River Watershed. Goldstein said the town hasn't really considered its role, so far from the actual river, but town streams and wastewater wind up there. One requirement of this grant is to assess biodiversity, he said, and ERO will do the "boots on the ground" mapping, working with the Greene County Soil and Water Conservation District.

Both grants and projects were part of the same contract.

A third project ERO is handling for the town is developing the town's scenic byways corridor management plan, a requirement the town needs in order to seek additional grant funding to maintain the program, intended to preserve the scenic

*See Durham, page 16*

## Durham

*continued from front page*

beauty of a network of town hill/mountainside roads south of Route 81, in and around the Cornwallville area, but extending out to Durham hamlet, to the Windham town line, and almost to East Durham and Route 23.

The scenic byways project is in the hands of the Durham Valley Land Trust, which Goldstein represents on the Durham Scenic Byway Coordinating Committee. Two years ago, the town and the Trust began working to get federal funds for the byways program, and with state Department of Transportation support obtained them.

Project Manager Andy Cole of ERO said Durham's needs fit one of his company's niches, scenic corridors like a corridor management program for Chaffee County, CO, a scenic mountain corridor region with 14,000-foot peaks.

ERO's current and past project list ranges from city and county to federal jurisdictions, including evaluating water, vegetation and scenic resources, throughout the western U.S.





# Appendix E

## Sign Inventory

### Durham Valley Scenic Byway Sign Inventory

**Route or Road** 20; 22; Sutton Road; Cornwallville Road; Stone Bridge Road

**Date:** July 1, 2008

Photo	Route or Road	Location		Size		Legend and/or Owner
		Mile	Side	Length	Width	
1	20/20B	0.0	S	4'	2'	Tanglewood Ranch
2	20	0.1	S	4'	2'	Horseback Riding/Tanglewood Ranch
3	20	0.4	S	3.5'	2'	Durham Valley Farms
4	20	1.1	N	4'	3'	Horseback Riding/Tanglewood Ranch
5	20	4.1	Center Island	18"	18"	Organic Tomatoes
	20			12"	6"	Farm Stand
	20			12"	6"	Black Walnut Farm
6	20	4.3	S	2'	1.5'	Good Tidings Bible Conference
7	20	4.8	N	6'	4'	Hull-O Farms
8	20	7.4	S	4'	3'	North Winds
9	Sutton/Cunningham	0.0	W	12"	18"	State Land/State of New York
10	Sutton	1.4	S	3'	3'	Good Tidings Bible Conference
11	Sutton	1.4	S	2'	3'	Good Tidings Bible Conference
12	Sutton	1.5	S	8'	4'	Good Tidings Bible Conference
13	Sutton	2.1	S	30"	20"	Zoar Mtn. Hunt Club
14	Sutton	2.7	N	30"	20"	Zoar Mtn. Hunt Club
	Cornwallville/23	0.0				
15	Cornwallville	1.1	W	3'	2'	Tanglewood Ranch
16	Stone Bridge/20	0.0	S	4'	5'	Black Walnut Farms
17	Stone Bridge	0.2	S	10"	24"	Hull-O Farms
	22/20	0.0				
18	22	0.2	N	3'	4'	Durham-Oak Hill United Methodist Church







Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6





Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12





Photo 13



Photo 14



Photo 15



Photo 16



Photo 17

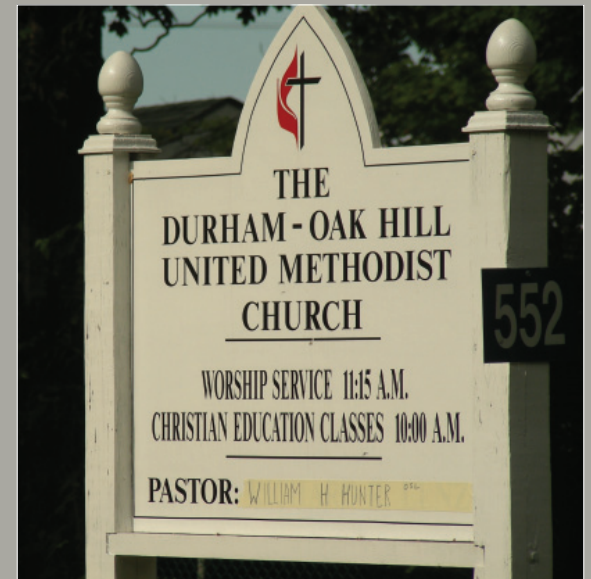


Photo 18





# Appendix F

## Five Year Strategic Plan

