

SECTION IV
PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

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The economic future of the Upper Delaware waterfront in the Town of Delaware depends on the continued use of land and water resources in a manner consistent with the tourist/recreation trade. While the development of businesses not linked to tourism should not be discounted and should be addressed regionally, the waterfront has long been linked to recreation and tourism and this sector of the economy holds the greatest potential for growth.

No drastic changes in land use or water use are proposed. As noted in earlier sections, the Town zoning law, developed to be consistent with the Upper Delaware *River Management Plan*, establishes the range of land uses permitted in the various zoning districts in the waterfront area. Water uses are in large part dictated by the character of the River itself, the shallow water precluding any type of commercial navigation which could lead to heavy commercial or industrial development. Instead, navigation is limited to small recreational watercraft.

In short, the revitalization program should focus on maintaining and improving the existing character of the waterfront. In the case of land use, this entails the careful enforcement of existing ordinances and updating ordinance standards to meet evolving conditions. Water-based recreation activities can be secured by preserving water quality.

A. Proposed Land Uses

Hamlet of Callicoon

Two zoning districts encompass the Hamlet, the CAL-R-1 and the CAL-B-1, which were

delineated to reflect the division of residential and commercial development, with consideration of adequate space for commercial expansion. Future land uses will be consistent with this pattern as governed by the zoning law, with commercial intrusions into residential areas minimized.

Commercial development proposed will be retail and service establishments. The revitalization effort will focus on maintaining and improving the historic character of the downtown area and developing the Town-owned waterfront land, where a passive recreation park is planned for picnicking, river viewing, nature watching, and similar activities. The recreation activities at the Youth Center will be continued and efforts will be made to effect the improvement of the existing DEC access area.

Balance of Waterfront Area

No specific land uses are proposed for the balance of the waterfront area which lies within the DR Zoning District. All development which occurs will be governed by the applicable zoning law provisions, which as noted previously, are in *substantial conformance* with the *Land and Water use Guidelines* of the *River Management Plan*.

B. Proposed Water Uses

The water uses in the entire waterfront area, the Hamlet and up and down-stream, will continue to be recreational boating and fishing. The *River Management Plan* also provides for the continuation of commercial eel harvesting with weirs in accord with state and federal regulations. No water uses inconsistent with this scenario are proposed.

C. Proposed Projects

A number of projects, which are discussed in this section, are key to the success of the revitalization program. Although this *Local Waterfront Revitalization Program Report* has been prepared by the Town Board of the Town of Delaware and the Town can be a partner in revitalization efforts, the program cannot succeed without strong community and business support and participation. The accomplishment of many elements of the program depend on organized private sector initiative and financial commitment.

Waterfront Park

Overview. . .

- Proposed on Town-owned land between A. Dorrer Drive and Callicoon Creek.
- Waterfront focal point and gathering spot for visitors and residents.
- Picnicking, river viewing, nature watching, and similar activities compatible with flood prone area.
- Potential for pedestrian and bicycle trail connection to Youth Center and DEC access area.
- Address vandalism concerns and long-term maintenance requirements.

Details. . .

The Town of Delaware owns three acres of land between Callicoon Creek and A. Dorrer Drive. Part of the land has been improved for a parking lot to serve the downtown, with a park planned for the balance of the parcel. See *Map II-2 - Downtown Existing Land Use*. The park will serve as the keystone for the improvement of the area between the rear of the downtown and the waterfront itself, which is the view first seen by travelers

crossing the bridge from Pennsylvania into the Hamlet. The visual impact of the area and buildings is currently less than appealing and the park will serve to stimulate improvements by creating a focal point of activity.

Given that the area lies within the floodplain, improvements will be limited to picnic tables, a playground, a boat launch and beach, with a possible trail connection to the Youth Center. A copy of the preliminary plan is included in the Appendix. The estimated cost of the park is \$40,000, and while initiation of the project is dependent on the availability of grants and other funding, completion of the park is anticipated in the next two years. (See *Appendix F - Site Plan Proposed Park.*)

Youth Center

Overview. . .

- Improve existing active recreation facilities -- focusing on the playground and community center building..
- Available to visitors and residents.
- Address long-term maintenance requirements.

Details. . .

The Youth Center serves as the focal point of community recreation and social activities. Community organizations gather at the center and youth sports use the fields. Improvement and the long-term use of these facilities will instill in residents the importance of the waterfront to the quality of life of the community. A \$163,000 grant has recently been obtained for the rehabilitation of the center building for use as a senior center, with completion anticipated by mid- 1999. The only other project currently being planned is the improvement of the playground to include a play system and swings, with impact surfaces at a total cost of some \$25,000. See



TOWN OF DELAWARE
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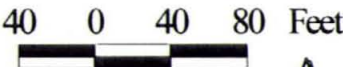
Local Waterfront
Revitalization Program

*Map IV-1- Downtown
Revitalization Area*

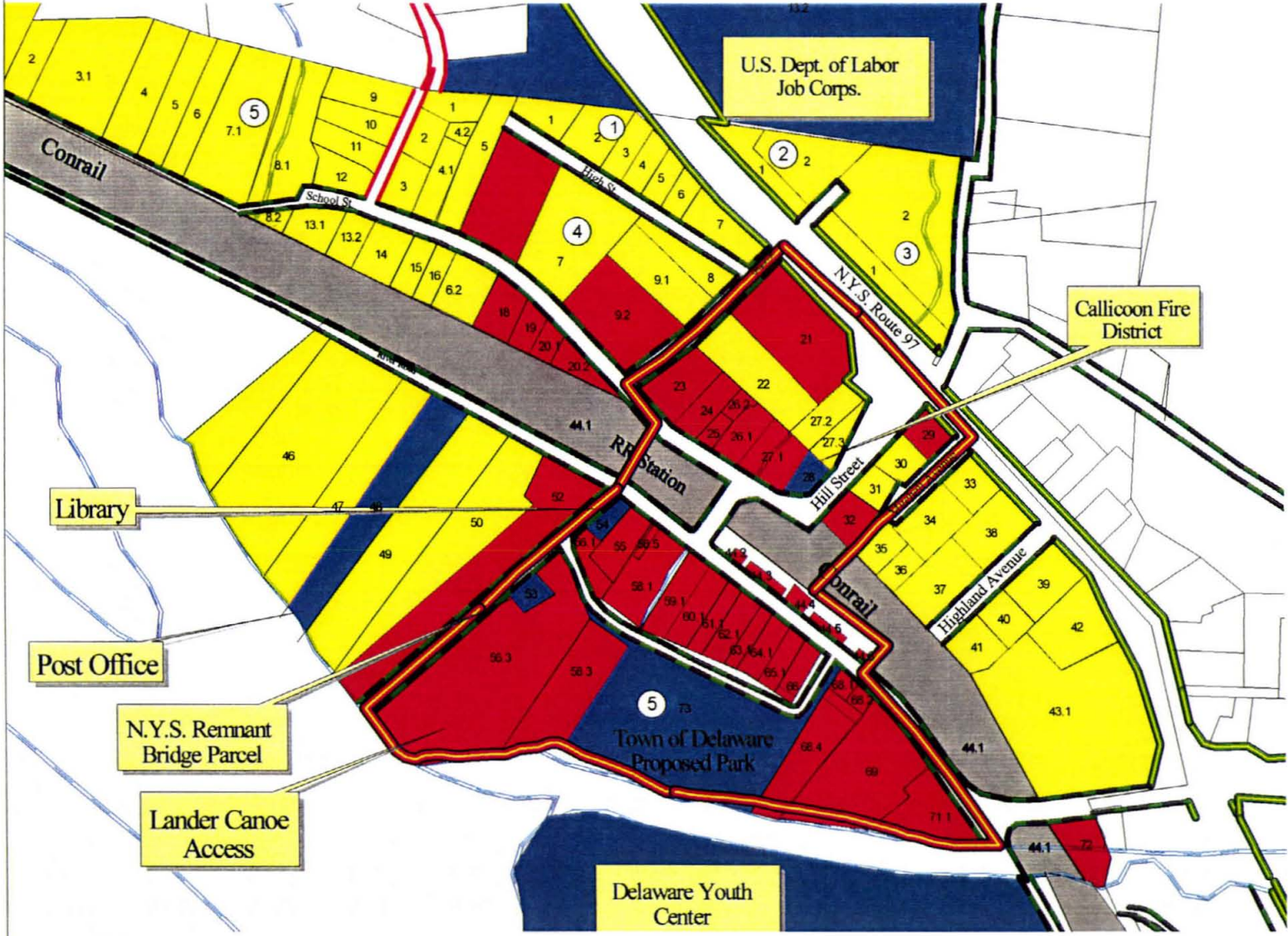
NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization

Legend

-  Revitalization Area
-  County Road
-  Parcel
-  State Road
-  Town Road
-  Rivers/Streams
-  Residential
-  Commercial
-  Conrail
-  Public/Civic



Sullivan County Division of Planning
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October 1998



Map II-4 – Downtown Fringe Land Ownership for the location of the Youth Center.

DEC River Access

Overview...

- Rehabilitate and improve the existing DEC River access to facilitate existing use and accommodate increased use.
- Upgrade access road.
- Increase public awareness of the access area by improving signs and other promotional material.
- Address vandalism concerns and long-term maintenance requirements.

Details...

The NYS DEC River Access serves as the only publically owned access to the Delaware in the waterfront revitalization area. This area, along with the proposed Town Park, will continue to provide the key public access to the River. Given its somewhat isolated location, the access is not used to the extent of many other public accesses. Nevertheless, as the number of tourists in the area increases, demand for River access will also increase. The proposal for the access simply includes the rehabilitation, improvement, and long-term maintenance of the existing facility. The acquisition of additional land area or large scale improvements are not anticipated. Project plans and cost estimates are not available pending discussions with DEC. See *Map II-4 – Downtown Fringe Land Ownership* for the location of the DEC Access.

Downtown Revitalization

Overview...

- Organize a community effort to revitalize the Callicoon downtown with the

rejuvenation of the Callicoon Business Association as a first step.

- Use the 1985 *Callicoon Main Street Improvement Study* and this *Local Waterfront Revitalization Program Report* as a base to identify *threats and opportunities* and develop a plan.
- Address the improvement of the rear of Main Street properties and coordinate with waterfront park improvements.
- Specifically include the Callicoon Railroad Station as a focal point of the plan.
- Public restrooms are not available downtown and should be considered as part of any revitalization effort.
- Address needed improvements for pedestrian and bicycle traffic, and bicycle loop from Scenic Route 17.
- Develop sign control and uniformity program.
- Address increased train traffic and related railroad crossing issues related to the recent take-over of Conrail by Norfolk Southern.
- Consider the formation of a Shade Tree Commission to address tree issues in the Hamlet.

Details...

The 1985 *Callicoon Main Street Improvement Study* clearly identified the importance of revitalizing the downtown area as a means of stimulating the local economy, and charted the course for its accomplishment. See *Map IV-1 – Downtown Revitalization Area*. While some of the recommendations made in 1985 have been accomplished, much remains to be

done. The improvement of the downtown area to restore and maintain its historic character is the essence of the overall revitalization program. A restored downtown, including the A. Dorrer Drive frontage, coupled with the Town Park, will attract tourists and serve as the base for business promotions. The Callicoon Business Association must take the lead role, integrating private funds and any available grants, to carry the recommendations of the 1985 *Callicoon Main Street Improvement Study* and this *Local Waterfront Revitalization Program Report* forward and develop a plan with goals and objectives, specific needed improvements, costs estimates and funding techniques, and a timetable.

River Road Erosion Control

River Road, owned and maintained by the Town, runs parallel to the Delaware and provides access to the waterfront area upstream of Callicoon. A number of areas along the road lie very close to the River and have suffered severe erosion from high River flows. Unless action is taken to limit continued erosion and protect the integrity of the road, it will be in danger of being completely undercut. Providing this erosion protection prior to severe damage will minimize long-term costs. Some 2.3 miles of riverbank is affected and the project would typically involve the placement of heavy rip-rap to widths of fifteen to forty feet to stabilize the banks with a total cost estimated at \$1,750,000. Prior to undertaking the project, alternative stabilization methods, such as natural flow stabilization and stream side management, will be investigated with the NYS Department of Transportation and the Sullivan County Water Quality Coordinating Committee. Action is needed as soon as possible to stabilize the most critical areas with the long term goal of

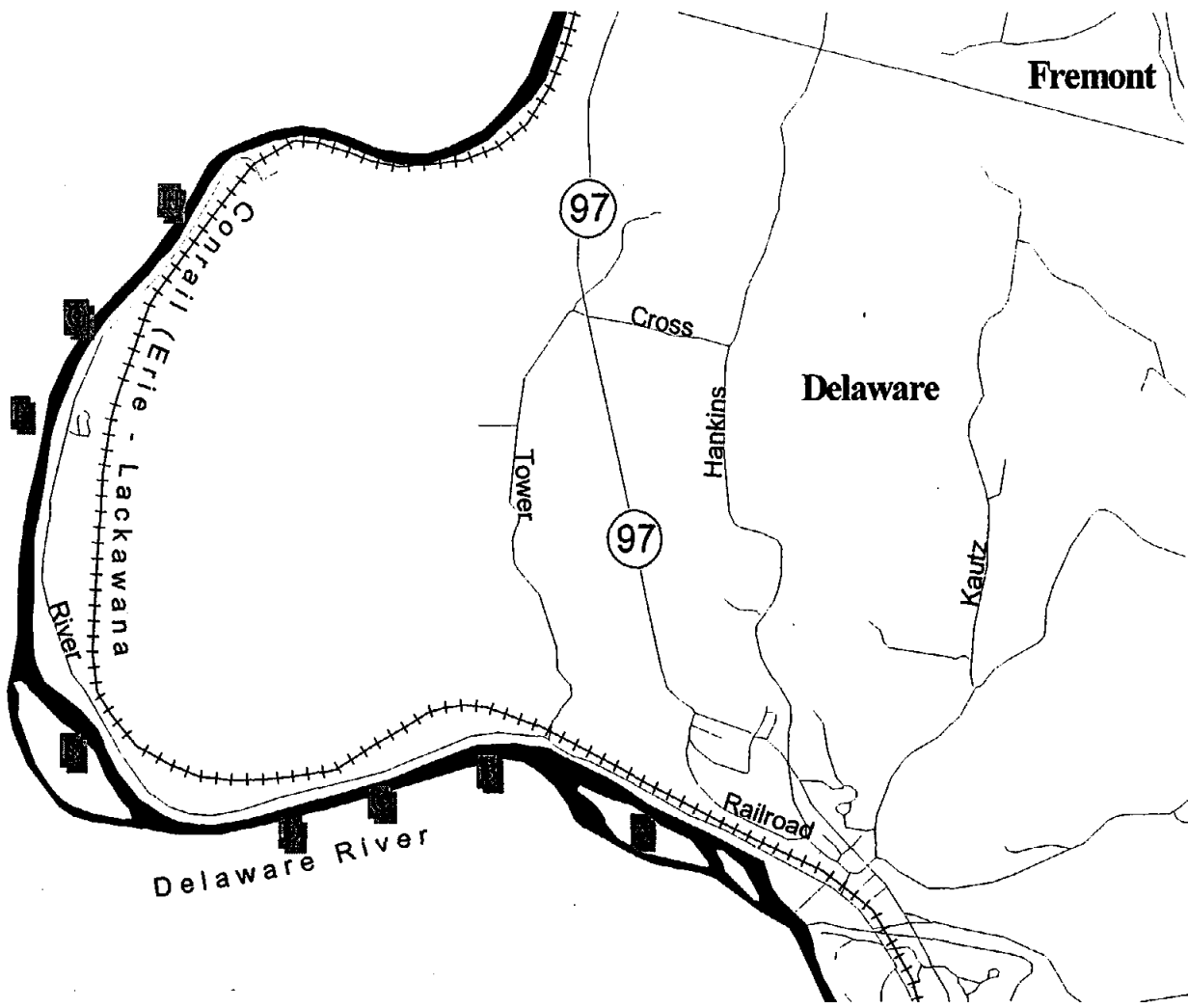
completing the entire project in five years. See *Map IV-2 – River Road Erosion Control*.

Improve Creek and River Access Across Private Lands

As previously noted, the DEC River Access and the proposed Town Park provide the only direct public access to the River. Fishing on the River is one of the key activities that attracts visitors to the area. By working with land owners, including individual property owners, the Youth Center and Norfolk Southern, to allow Creek and River access across private property the overall appeal of the waterfront area can be improved. The cooperative fishing areas established by DEC on many streams can serve as an example. No specific individually owned properties have been identified at this time. This project is expected to require a minimum of two years given the need for coordination with DEC, development of specific program objectives, and contacting and negotiating with property owners.

Route 97 Scenic Byway

The Town recently adopted a resolution supporting the Route 97 Scenic Byway, and pending receipt of federal funding via the NYS Department of Transportation, Sullivan County will be developing the required management plan. Upon completion of the plan, implementation will be the responsibility of the participating local municipalities. The Town should continue to participate in the process in anticipation of obtaining grants from the development of scenic overlooks, a uniform sign program and other related improvements.



TOWN OF DELAWARE
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Local Waterfront
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*Map IV - 2 River Road
Erosion Control*

NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization

Legend

- Streets
- Railroad
- Streams
- Delaware River
- Delaware

Erosion Control Areas

| | | | |
|---|-----|-------|--|
| A | .70 | 30 | Adjacent to Butternut Island |
| B | .05 | 30 | Tower Road upstream to his and hers Cottages |
| C | .10 | 40 | Between Cucci and Stewart Residences |
| D | .20 | 20 | Large Pine tree past Adams residence upstream to A-frame |
| E | .10 | 20 | Between large rock and Sycamore tree |
| F | .70 | 25 | Before Turner driveway upstream to Kratz driveway |
| G | .05 | 30 | Adjacent to Eschenberg residence |
| H | .40 | 15 | Upstream of Eschenberg residence to end of road |
| | 2.3 | TOTAL | |

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