

Town of Delaware Local Waterfront Revitalization Program

Adopted:
Town of Delaware Town Board, August 18, 1999

Approved:
NYS Secretary of State Alexander F. Treadwell, December 23, 1999



STATE OF NEW YORK
DEPARTMENT OF STATE
41 STATE STREET
ALBANY, NY 12231-0001

ALEXANDER F. TREADWELL
SECRETARY OF STATE

December 23, 1999

Honorable William Moran
Supervisor
Town of Delaware
P.O. Box 129
Hortonville, New York 12745

Dear Supervisor Moran:

It is with great pleasure that I inform you that the Department of State has approved the Town of Delaware Local Waterfront Revitalization Program pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act.

Everyone who participated in the preparation of this program is to be commended for developing a comprehensive management program that promotes the balanced preservation, enhancement and utilization of the valuable resources of the Town's Delaware River waterfront area. Enclosed is an approval certificate.

We have notified state agencies that the Department has approved the Town's Local Waterfront Revitalization Program and we are advising them that their activities must be undertaken in a manner consistent with the program to the maximum extent practicable.

I look forward to working with you and the Town as you revitalize and protect your waterfront. If you have any questions please contact George R. Stafford, Director of our Division of Coastal Resources, at 518-474-6000.

Sincerely,

A handwritten signature in cursive script that reads "Alexander F. Treadwell".

Alexander F. Treadwell

AFT:mc
Enclosure

TOWN BOARD
TOWN OF DELAWARE
SULLIVAN COUNTY, NEW YORK

RESOLUTION NO. 69-99

**Resolution Adopting
Local Waterfront Revitalization Program**

WHEREAS, the Town of Delaware initiated preparation of a Local Waterfront Revitalization Program in cooperation with the New York State Department of State, pursuant to Article 42 of the Executive Law; and,

WHEREAS, a Draft Local Waterfront Revitalization Program (LWRP) and related local laws were prepared under the guidance of the Town's Local Waterfront Revitalization Advisory Committee; and,

WHEREAS, a Full Environmental Assessment Form was prepared and considered for the Draft Local Waterfront Revitalization Program in accordance with the requirements of Part 617 of the implementing regulations for Article 8 of the Environmental Conservation Law; and,

WHEREAS, a Negative Declaration was subsequently issued by the Town Board as Lead Agency in accordance with the requirements of Part 617 of the implementing regulations for Article 8 of the Environmental Conservation Law; and

WHEREAS, a Draft LWRP, including all proposed local laws, were circulated by the Department of State to appropriate local, county, state, and federal agencies in accordance with the requirements of Executive Law, Article 42 and Part 617 of the implementing regulations for Article 8 of the Environmental Conservation Law; and

WHEREAS, all meetings of the Town's Local Waterfront Revitalization Program Advisory Committee were open to the public, and a public hearing was advertised and held by the Town Board on January 20, 1999 to receive and consider comments on the Draft LWRP, and all proposed local laws; and

WHEREAS, modifications were made to the Draft Local Waterfront Revitalization Program in response to comments received;

NOW THEREFORE, BE IT RESOLVED, by the Town Board of the Town of Delaware, Sullivan County, New York, that the Town of Delaware Local Waterfront Revitalization Program for the Town of Delaware is hereby approved and adopted.

BE IT FURTHER RESOLVED, that the Town Board of the Town of Delaware hereby directs the Supervisor of the Town to formally transmit the adopted LWRP, and all related local implementing laws, to the New York State Secretary of State for approval pursuant to Article 42 of the NYS Executive Law -- the Waterfront Revitalization of Coastal Areas and Inland Waterways Act.

Adopted on this 18th Day of August 1999, by the Town Board of the Town of Delaware, Sullivan County, New York.



Tess McBeath, Town Clerk

**TOWN OF DELAWARE
LOCAL WATERFRONT REVITALIZATION PROGRAM**

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ACKNOWLEDGMENTS

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INTRODUCTION

The approach to managing waterfront areas taken by New York State is significantly different from the approach used in other states. While state government can promote development and provide protection for critical resources, it is recognized that municipalities are in the best position to determine their own waterfront objectives and to adapt statewide approaches to specific local needs. Accordingly, the Department of State, pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act, has encouraged waterfront communities to prepare their own Local Waterfront Revitalization Programs.

A Local Waterfront Revitalization Program (LWRP) is a comprehensive program that refines legislatively established waterfront policies by incorporating local circumstances and objectives. It is a voluntary grass roots effort which brings together local and State governments, commerce and industry, environmental interests, private organizations, and community citizens to assess current opportunities and constraints and to build a consensus on the desired future of the community's waterfront. More importantly, the LWRP provides a strategy for achieving that vision.

In general, a LWRP is a detailed and realistic effort to promote and protect waterfront resources. By preparing a LWRP, a community has the opportunity to evaluate its waterfront resources and to develop and implement a management program for the best use and development of

those resources. Decision makers will then be able to respond with increased knowledge and purpose to future events affecting their waterfront area and to actively pursue an agreed upon program.

One of the components of such programs is the identification of long term uses along the waterfront and specific projects. These uses and projects, in conjunction with an established management program, can significantly increase a community's ability to attract development activities that will take best advantage of the unique cultural and natural characteristics of their waterfront. The LWRP also serves to enhance the conservation and protection of valuable natural resources. As such, the LWRP represents a balance between economic development and environmental protection that permits the beneficial use of waterfront resources, while preventing the loss of valuable resources and public access opportunities to the waterfront.

Once completed and approved by the New York State Secretary of State, a community has in place the local controls to guide waterfront development and -- a distinct benefit of a LWRP -- the legal ability to ensure that all State actions proposed for their waterfront only occur in the fashion prescribed in the LWRP. This *consistency* provision is a strong tool that assures that State and local governments work in unison, and not at cross purposes, to build a stronger economy and a healthier waterfront environment.

SECTION I
WATERFRONT REVITALIZATION AREA BOUNDARY

SECTION I WATERFRONT REVITALIZATION AREA BOUNDARY

A. Waterfront Revitalization Area Boundary

The Local Waterfront Revitalization Area in the Town of Delaware is defined by the Town of Delaware Zoning Map and includes the DR-Delaware River District, the CAL-B-1-Callicoon Business District and the CAL-R-1-Callicoon Residential District. See *Map I-1 -- Waterfront Revitalization Area, Zoning Districts, and Existing Land Use*.

B. Relationship to the Upper Delaware Scenic and Recreational River

The Town of Delaware waterfront revitalization area is closely linked to the boundary of the Upper Delaware Scenic and Recreational River. In 1978, the U.S. Congress included 73.4 miles of the Upper Delaware River in the National Wild and Scenic Rivers System. Following many years of cooperation and debate among local citizens and groups, the affected local municipalities, the affected counties, a river basin commission, two states and federal agencies, and a citizen's advisory council, a river management plan was adopted in 1986.

The *1986 Final River Management Plan, Executive Summary* suggests:

The River Management Plan will be the most important document for all future efforts and actions within the Upper Delaware area. It will provide the direction and the parameters for implementing the legislation and all actions of the participating organizations. Although the River Management Plan does not supersede the law, nor transfer or

delegate the legal responsibilities of the Secretary of the Interior, it does stipulate an agreement between all levels of government for implementing the Upper Delaware River legislation.

The *Executive Summary* goes on to note that the key provisions of the *Plan* include:

- 1. Retaining local control of the river corridor through the establishment of an Upper Delaware Council; the Council will have primary responsibility for coordinating and overseeing the plan*
- 2. Protection against over-regulation by using only existing local, state, and federal laws to protect the river; the plan makes it very clear that Title 36 of the Code of Federal Regulations does not apply to private lands within the corridor*
- 3. Providing landowners with protections against the use of eminent domain by implementing a multi-step process that must be followed before eminent domain may be used; this process safeguards against the arbitrary use of eminent domain and ensures that eminent domain may only be used as a last resort for proposed developments that would harm the river*
- 4. Emphasizing the need to maintain the local economy and tax base through the use of alternatives to fee title land acquisition*
- 5. Limiting the total amount of NPS land acquisition for management purposes to*

not more than 124 acres on a willing seller-willing buyer basis only

6. *Revision of the plan and guidelines to ensure continuation of such traditional activities as recreation, hunting, fishing, trapping, timbering, and agriculture*
7. *Providing the towns with alternatives and flexibility allowing them to meet the guidelines in their own way*

The Town of Delaware was an early participant in the Upper Delaware designation process and continues to participate in the Upper Delaware Council, which was established in response to the *River Management Plan*. Key elements of the *Plan* are the *Land and Water Use Guidelines* which serve as the basis for local land use control decisions. The *Executive Summary* describes the *Land and Water Use Guidelines* as follows:

The guidelines recognize the important role and contributions of local governments in land management and apply to the relevant activities of county, state, and federal agencies. Furthermore, the guidelines now relate directly to the objectives of the National Wild and Scenic Rivers Act, and will serve as the basis for conformance review. The (Upper Delaware) Council will contract with the Secretary for the review of local plans, laws and ordinances, and for monitoring land uses.

The provisions in the land use section of the guidelines seek to protect water quality, preserve natural features, provide for recreational uses, provide for the continuation of agriculture, conserve river resources, and maintain existing land use patterns. They do not limit the rights of owners to maintain lawfully established uses.

The water use portion of the Land and Water Use Guidelines, together with the water use section of this plan, provide an overall framework for managing the uses of the waters of the Upper Delaware River. The guidelines focus on managing the river through educating and informing the public, as well as through the strict enforcement of existing laws and regulations.

It was in this context that the Town revised its zoning law to be consistent with the *River Management Plan*, and more specifically, with the *Land and Water Use Guidelines*; and, in June 1993, the Upper Delaware Council and the Secretary of the Interior made the determination of consistency. This determination removes private land in the Town from the threat of federal condemnation in connection with the federal river designation, provided the use of the land complies with the Town zoning law.

A key element of the revision of the Town zoning law was the designation of Delaware River District to be consistent with the Upper Delaware Scenic and Recreational River boundary. The DR-Delaware River District zone permits only lower density residential development and limited agricultural/forestry and recreation related commercial uses, all of which are subject to zoning performance standards aimed at protecting the environmental quality and character of the river corridor. Concurrently, the Hamlet of Callicoon was defined as envisioned in the *River Management Plan* by delineating the CAL-B-1-Callicoon Business District and the CAL-R-1-Callicoon Residential District, where more intense residential and commercial development are permitted, also subject to performance standards.

C. Study Focus - Hamlet of Callicoon

Although the waterfront revitalization area includes the larger area upstream and downstream, the focus will be on the Hamlet of Callicoon. Given the effect of the Upper Delaware *Land and Water use Guidelines* and the Town zoning law on the types of land uses permitted in the DR District, the Town Board believes that the long term conservation and development concerns of that area are adequately addressed by both the *River Management Plan* and the Town zoning law.

D. Callicoon Main Street Improvement Study

The desire to see a revitalized, vibrant community was addressed in part in the *Callicoon Main Street Improvement Study* published in 1985. This study, which will be discussed in more detail in subsequent pages, identified a number of objectives and actions aimed at the revitalization of the downtown business center of the Hamlet. In all fairness, a review of this study demonstrates that a significant number of the preparatory, underlying tasks aimed at the goal of

revitalization have been achieved, and much of the background information and analysis remains valid today. Yet, with equal candor, it must be concluded that the mission set forth in this improvement plan has not been fully embraced by the whole of the community with whom the responsibility for its accomplishment rests, and its primary purpose remains as yet unrealized. As a consequence of this fact and evidence of its reality, one must consider the development which has occurred over the last thirteen years and its lack of focus on the intent and purpose of the improvement plan's goal of preserving and integrating new development with Callicoon's unique, historic appeal. Without an understanding, appreciation and integration of this purpose, so well stated in the 1985 *Improvement Study*, this unique, basic historic strength of the Hamlet and its potential for economic development will continue to erode and *go down the river*, both figuratively and literally. In short, the *Callicoon Main Street Improvement Study* should be used by the community as a companion document to supplement the information and goals in this local waterfront revitalization planning document.

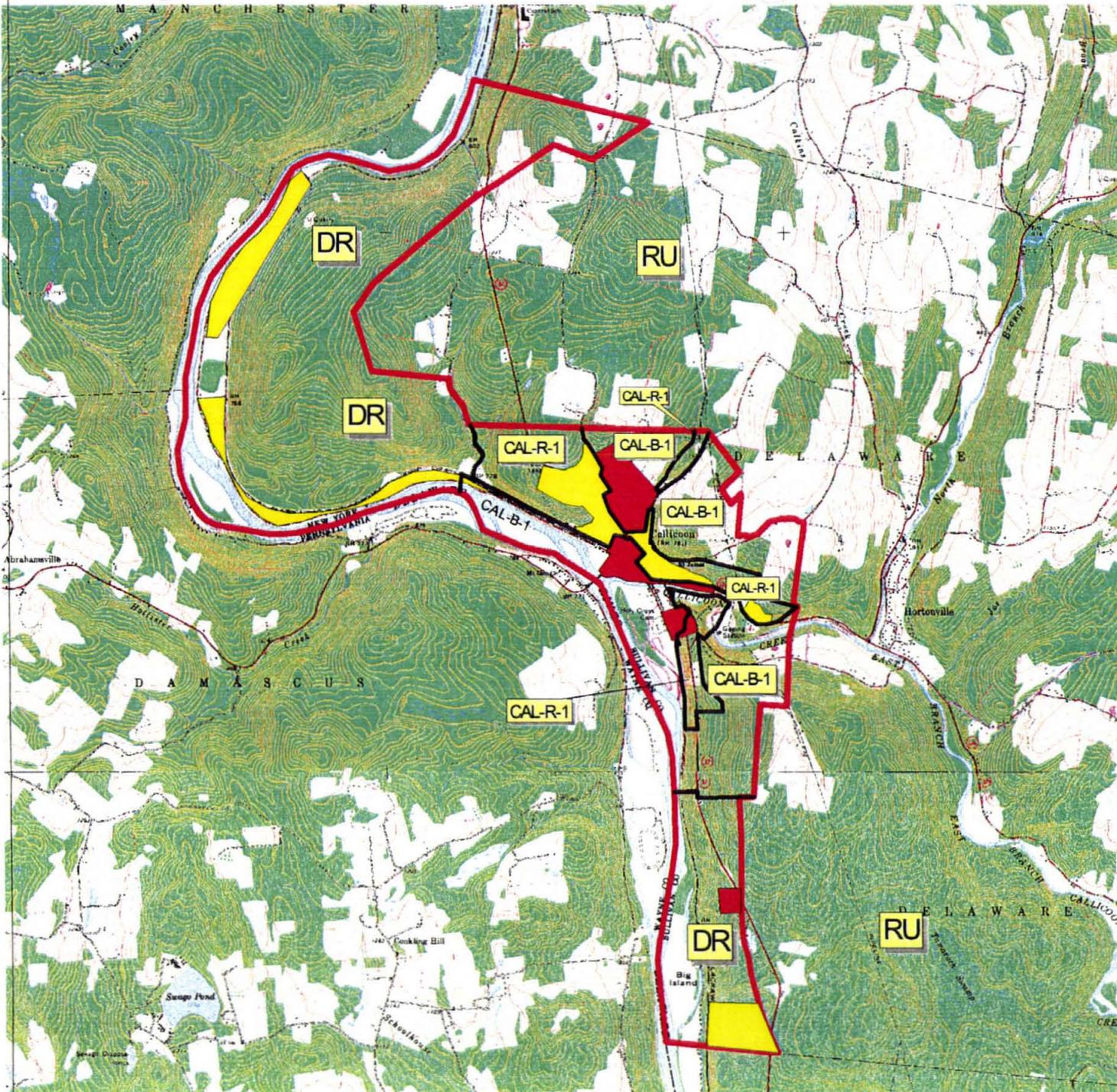
TOWN OF DELAWARE

Sullivan County, NY

Local Waterfront
Revitalization Program

*Map I - 1 - Waterfront Revitalization
Area, Zoning Districts and Existing
Land Use*

NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization



Legend

-  Zoning boundaries
-  Commercial
-  Residential
-  Open Land Boundary



Sullivan County Division of Planning
and Community Development

October 1998



SECTION II
INVENTORY AND ANALYSIS

SECTION II INVENTORY AND ANALYSIS

A. Regional Setting, History and Community Characteristics

Regional Setting - The Town of Delaware lies along the Delaware River in western Sullivan County and is bounded on the north by the Town of Fremont and the Town of Callicoon, on the east by the Town of Bethel and the south by the Town of Cohecton, and the Village of Jeffersonville adjoins the northeast corner of the Town.. To the west across the Delaware are Damascus Township and Manchester Township in Wayne County, Pennsylvania. See *Map II-1 -- Regional Location*.

The Hamlet of Callicoon, lying at the confluence of the Delaware River and Callicoon Creek, is the largest commercial center in the Town of Delaware. Hortonville, Kohlertown and Kenoza Lake also serve as village centers but have few commercial establishments in comparison. The Village of Jeffersonville also serves as a commerce center for many Town Residents.

History¹

It is very possible man first visited what is now known as the Town of Delaware, some 8,000 to 10,000 years ago when nomadic bands of Paleo-Indians wandered through the area in search of big game. We know from archeological research those people were present in the Upper Delaware River Valley and were succeeded by various aborigine cultures culminating with the Iroquois and Lenni-Lenape peoples who occupied the area when the first Europeans visited. There is

abundant evidence of long occupations by Archaic, Transitional and Woodland period Indians who inhabited the region pretty much continuously from 5000-4000 B.C. to 1600 A.D. Their chert and flint implements (most of which are at least 2000 years old or more) and pottery (most of which is 600-1000 years old) may be found throughout the Town of Delaware and especially along the Delaware River. White traders and settlers first appeared in the Town of Delaware during the mid-18th Century. Dutch visitors named the local stream "Kollikoonkill" which eventually became Callicoon Creek. There were settlers living at Callicoon and on Big Island as early as 1760.

According to tradition, the name Callicoon comes from Dutchmen of the Hudson Valley who hunted in the area in the 18th century. They called the local creek Kollikoonkill, in recognition of the many wild turkeys they found there.

It was some time later, about 1755 when Joseph Ross took up residence as Callicoon's first settler. Ross, who worked for absentee landowner Joseph Greswold, moved his family from Bound Brook, New Jersey, about 1760, and built a cabin on the flat land downstream from the Callicoon Creek.

Although no extended settlement appeared for nearly 100 years, the important timber rafting industry began within sight of the present village, before the Revolutionary War. It started with Daniel Skinner, who got the idea of lashing together pine logs and rafting them downriver for sale to the shipbuilders of Philadelphia. The idea grew and expanded. As logs and as sawed timber, thousands of

¹Town of Delaware Master Plan, 1983.

board-feet of timber floated down the Delaware to the saw mills and shipyards of Easton, Trenton and Philadelphia each year for more than a century. Just as the rafting era began here, it came to an end here, in 1921, when the last commercial raft on the river was delivered to the Martin Herman Lumber Company at Callicoon.

The history of the village really began with the coming of the railroad. Chartered in 1832, the New York and Erie Railroad Company went through a variety of financial problems and route changes before construction began on the Delaware Division more than a decade later. With the coming of the Erie, the new village of Callicoon Depot came into being.

In 1848, the first train moved over the tracks of the Delaware Division, and all of Callicoon Depot came out to watch. The train did not stop as scheduled, but it did slow enough for a local man to hand the brakeman a banner reading, "The Iron Horse from the Hudson is Welcome to Drink of the Waters of the Callicoon".

It was another three years (May 1851) before the Erie officially opened for business. To celebrate the occasion, the company ran an excursion train carrying such notables as President Millard Fillmore, Daniel Webster and local State Senator James Clark Curtis.

Life along the Upper Delaware had already begun to feel the impact of its new transportation system. Thousands of laborers, many of them new arrivals from Ireland and Italy, had been brought in to lay the tracks. Many of them, particularly the Irish, stayed on to incorporate their religion and culture into the local way of life.

However, the Irish and Italian influence was

small in comparison to that of the Germans. In 1840, even before the Erie provided ready transportation, a surveyor/land agent named Solomon Royce printed German language brochures promoting local real estate. This led to establishment of a major German community, with its own customs and churches.

All of these changes were seen locally as signs of great development to come. And, in 1869, with the growth of the area surrounding Callicoon Depot, local leaders convinced the county to split them away from the Town of Cochection, forming the new Town of Delaware.

High hopes notwithstanding, the winter of 1888 was a devastating one. On March 12, the Great Blizzard brought icy winds and deep snows to the northeastern states. But that was almost an anticlimax in Callicoon Depot, where residents were still reeling from a fire that destroyed most of Main Street two weeks earlier. Out of the wreckage of the fire, merchants began to rebuild Main Street, resulting in the 1880's architecture that still characterizes the street.

Despite the setbacks, the 1880's and 1890's were exhilarating times for the people of Callicoon Depot. The lumber business, feeding thriving rafting and nearby tannery industries, led to prosperity. The Erie had expanded to a double track, bringing in train loads of immigrants to populate the farmland and visitors to fill the boarding houses and hotels. There was a new interstate bridge across the Delaware (completed in 1899). A creamery (built in 1882) processed and shipped out milk from local farmers to New York consumers. Bluestone from nearby quarries made its way, via the Erie, to curbing and sidewalks of great cities throughout the Northeast.

Published in 1892, Graham's Callicoon Historian said of Callicoon Depot: "It is the principal business depot upon the line of the Erie Railway between Port Jervis and Susquehanna. A number of stage routes connect it with the large inland villages, and the amount of produce shipped from the station is immense." Graham listed four hotels, a jewelry store, two general stores, a furniture and hardware stores, two harness makers, a druggist, a dentist, a feed mill, a blacksmith, a grocery store, a lumber mill and a clothing store. There were also two newspapers.

The 1890's was also the time when the Franciscan Friars came into the river valley, taking over responsibility for local Catholic churches in 1895. Six years later, when their Province of the Most Holy Name came into being, they turned to Callicoon as a site for their new seminary. The Order purchased a large boarding house overlooking the valley -- on a hill inexplicably called The Aroma -- and converted it into a seminary and chapel. In 1908, they began construction of the massive bluestone school building which still dominates the Callicoon landscape. The architecturally remarkable Holy Cross Chapel was added in 1927.

Callicoon Depot soon outdistanced the nearby hamlet then known as Callicoon. In 1906, by act of the United States Postal Service, Callicoon Depot became Callicoon, and the neighboring town, which had formerly held that name, became Callicoon Center.

The boom-and-bust atmosphere that characterized the last half of the 19th century continued on into the first years of the 20th. In 1909, the uninsured Knapp Brothers Bank failed. According to contemporary newspaper accounts, local organizations, businesses and

individuals lost nearly \$350,000, the result of the private bank's management siphoning assets "into the insatiable maw of the Outing Publishing Company." Though devastating to some, it was but a temporary setback, with a new National Bank (now United National²) immediately organized and put into operation.

For the community's schools, 1909 was also a benchmark year, the year the first full class graduated from Callicoon High School. As far back as the mid-1840's there had been an elementary school at Callicoon, but it wasn't until 1908, when the Union School was renovated and expanded, that a full high school program could be provided.

More changes and community improvements -- centralization of the schools, establishment of a hospital, building of a youth center, development of a library, construction of Route 97 -- came along as the 20th century advanced. However, the general economic picture declined.

The automobile gradually replaced the railroad as the important means of transportation. Callicoon was no longer a station on the main route between New York and Chicago; instead it was at the end of everybody's delivery route. Rather than being "en route", it became "inaccessible".

Lumber and quarry based industries declined as raw materials were used up and needs changed. Boarding houses went out of business, when they couldn't compete with motels and resorts along main highways and near spectacular tourist attractions.

It wasn't until the 1960's, with beginnings of

²The United National Bank is now the Fleet Bank and a branch of the First National Bank of Jeffersonville has opened in Callicoon.

the canoe livery/campground industry, that new economic vitality was seen. The second home industry also began to show new life.

In 1978, the area became part of the Upper Delaware Scenic and Recreational River, a new component of the National Wild and Scenic Rivers System. In part, this designation was an effort to deal with the problems created by this new era of tourism, an effort to allow for recreational use of the river with its attendant economic benefits while protecting the natural and cultural resources that make it desirable.³

Community Characteristics

The demographic composition and community character of the Town of Delaware and Sullivan County has changed significantly over the past thirty years, moving from a very rural, agricultural community to a more second-home, recreation oriented community linked to the nearby metropolitan and suburban employment centers. Certainly, national and regional economic conditions can be expected to either stimulate or inhibit the short term development patterns of the region. Nevertheless, given the geographic location of the Town and County in relatively close proximity to metropolitan and suburban areas, with direct access to the interstate highway system, along with its rural character appeal for residential development, the continued long term, moderate growth of the Town and County seems inevitable. The rate of growth will also depend on the other economic and job opportunities which become available in the Town and region, as well as the appeal of the area as a place for retirement.

The historical population of the Town of Delaware, along with that of neighboring towns and the County, is presented in *Table II-1, Historical Population* and *Table II-2, Recent Population Growth*. The Town's population grew steadily between 1940 and 1980, increasing by almost 850 persons. The greatest period of increase occurred between 1970 and 1980 when the Town population grew by twenty-three percent. This large increase, almost 525 persons, coincided with an increase of some 160 housing units in the Town and the opening of the Delaware Valley Job Corps Center at the former Franciscan Seminary Compound. The effect of the Job Corps Center on the population of the Town is also reflected in the 1990 Census, which reported a loss of 150 people from the Town since 1980. The population age distribution data for the Town reveals that the number of individuals in the 15-24 year old age group declined by almost 200 between 1980 and 1990. While some of this decline can be explained by children leaving the area for college and employment, it is obvious that a change in the Job Corps Center residents contributed to the overall decline in the Town's population. The *1983 Master Plan* reported the group quarters population in 1980 as 430 persons, with the 1990 Census reporting 361 persons. The overall population decline of the Town is tempered somewhat when adjusted for the decline in the group quarters population.

³*Callicoon Main Street Improvement Study, 1985.*

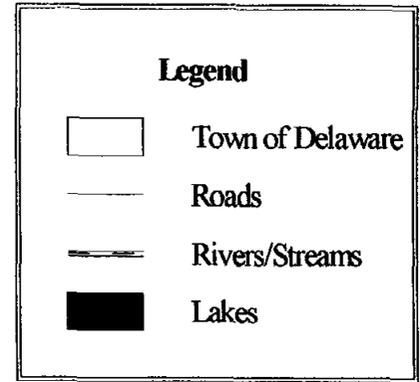
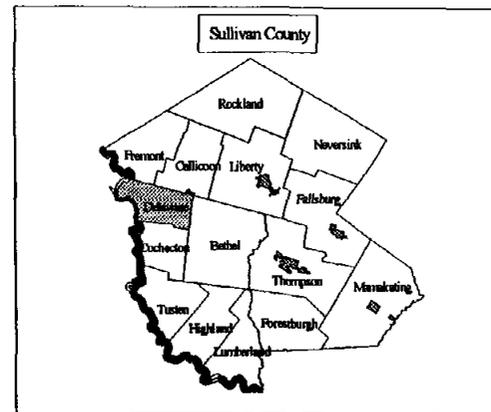
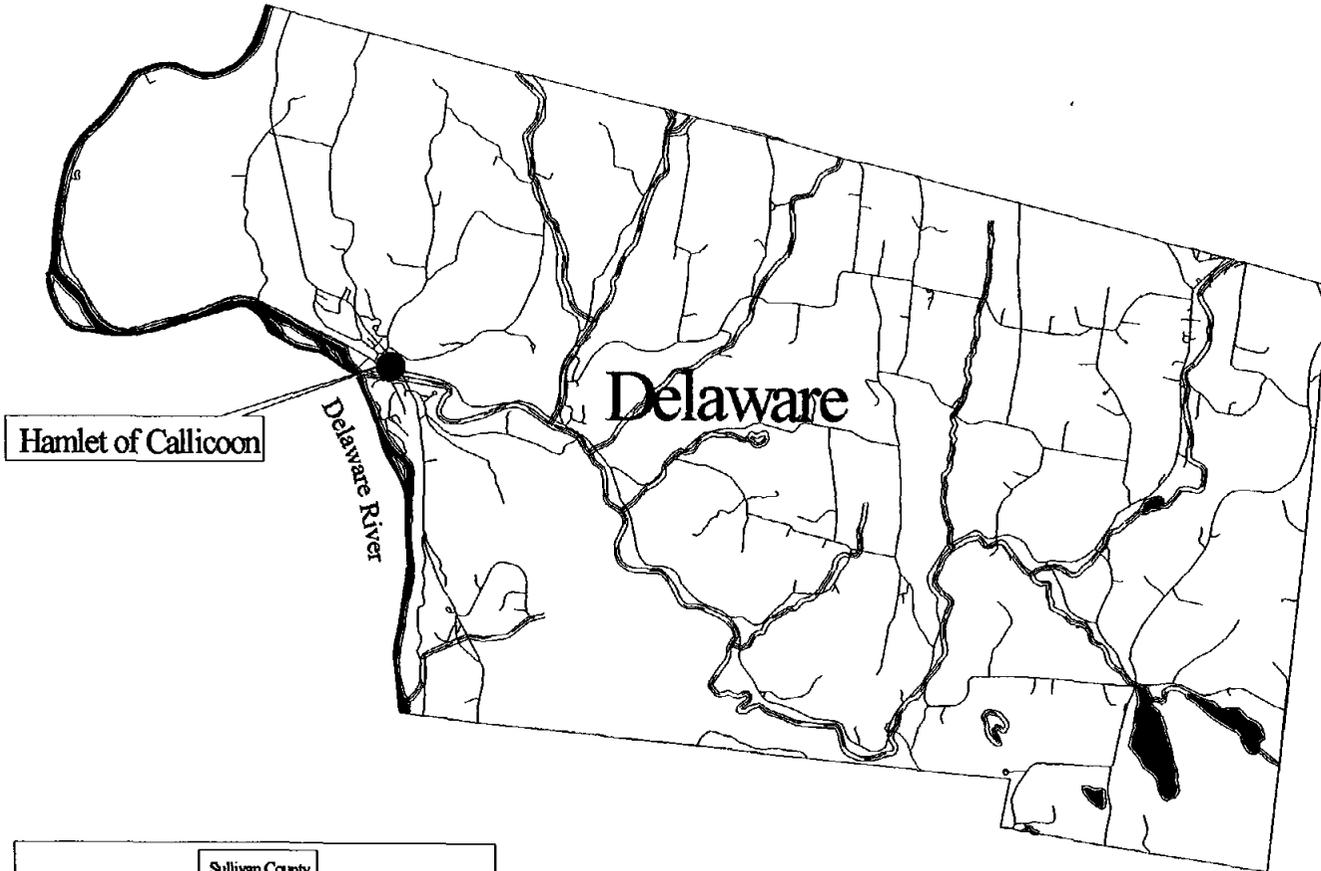
TOWN OF DELAWARE

Sullivan County, NY

Local Waterfront
Revitalization Program

*Map II-1 - Regional
Location Map*

NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization



1000 0 1000 2000 Feet



Sullivan County Division of Planning
and Community Development

October 1998



MUNICIPALITY	1940	1950	1960	1970	1980	1990
Bethel	2,321	2,351	2,366	2,763	3,335	3,693
Callicoon	2,092	2,134	2,176	2,398	2,998	3,024
Cochecton	1,934	1,136	1,070	1,181	1,330	1,318
Delaware	1,934	2,089	2,141	2,260	2,783	2,633
Fremont	1,251	1,170	1,047	1,047	1,346	1,332
Sullivan Co	37,909	40,731	45,272	52,580	65,155	69,277

Municipality	1960	%60-70	1970	%70-80	1980	%80-90	1990	1994*
Bethel	2,366	16.8%	2,763	20.7%	3,335	10.7%	3,693	3,783
Callicoon	2,176	10.2%	2,398	25.0%	2,998	0.9%	3,024	2,958
Cochecton	1,070	10.4%	1,181	12.6%	1,330	-0.9%	1,318	1,479
Delaware	2,141	5.6%	2,260	23.1%	2,783	-5.4%	2,633	2,525
Fremont	1,047	0.0%	1,047	28.6%	1,346	-1.0%	1,332	1,378
Sullivan Co	45,272	16.1%	52,580	23.9%	65,155	6.3%	69,277	70,336

*Estimate by the New York State Data Center

Town records indicate that almost 80 building permits for single-family housing units have been issued since 1990, and about 40 multi-family units. Unless most of these housing units and the 73 unit increase between 1980 and 1990 are for seasonal use, which is highly unlikely, the data suggest that the decline in population between 1980 and 1990 was linked to a change at the Job Corps Center suggesting that the projection for continued decline in

population may be incorrect. The 1983 *Master Plan* projected the Town's permanent population to reach 3,060 persons by 1990 and 3,340 persons by 2010. Population projections prepared by the NYS Department of Environmental Conservation and Department of Commerce in 1985 also were optimistic, predicting a constant growth for the Town of Delaware, with the population increasing to 3,400 persons by 2010. (See

Table II-3, Population Projections.) The fact that the Town population declined by 150 persons between 1980 and 1990 demonstrates that population projections must be considered only in general terms for planning purposes given the small population base, the effect of the institutional population, and the volatile nature of population growth in areas so affected by the market forces of proximate metropolitan areas or a facility like the Job

Corps Center. Given the 1980-1990 decline in population and the only minor gains in previous decades (discounting the large 1979-1980 increase registered due to the Job Corps Center), it is unlikely the Town will experience significant population increases over the next ten to fifteen years. Instead, should population growth occur, it can be expected to be slow, or moderate at the greatest.

TABLE I-3 TOWN OF DELAWARE POPULATION PROJECTIONS						
SOURCE	1985	1990	1995	2000	2005	2010
<i>1983 Master Plan</i>	2,920	3,060	NA	3,340	NA	NA
NYS DEC/Commerce	2,900	3,000	3,100	3,200	3,300	3,400

B. Upper Delaware Scenic and Recreational River

Much of the area's economy is based on recreation and tourism, and the Delaware River has long been a key element of the area's attraction to second home owners and visitors. As noted earlier, the Upper Delaware was designated to the National Wild and Scenic Rivers System in 1978. Although focusing on the conservation of the River Valley's natural and community assets, the designation and the subsequent involvement of the National Park Service, the development of the *River Management Plan*, and the operation of the Upper Delaware Council, have increased the level of tourism. In fact, the National Park Service estimates that some 500,000 people visit the area each year. These visitors canoe and tube down the River; fish for trout, smallmouth bass, and walleyed pike; enjoy the scenery; and look for wintering bald eagles along the 73.4 miles of the River included in the designation. This level of visitation holds great economic potential for

the waterfront area in the Town of Delaware and any revitalization efforts must consider tourism.

C. Existing Land and Water Use

(See *Map I-1 -- Waterfront Revitalization Area and Existing Land Use* for generalized land use, and *Map II-2 -- Downtown Existing Land Use* for land use in the core Hamlet area.)

Hamlet of Callicoon

The Hamlet of Callicoon is a picturesque community which largely evolved as a permanent settlement during the early railroad era in the 1830's. Much of its developmental history, predominately of the late 1800's and early 1900's, is retained today in surprising measure and quality in the historic commercial architecture within the Hamlet's center along Main Street and Academy Street. Several structures along the southern end of Main Street, which survived the devastating fire in 1888, continue to represent an even earlier period of history. Adding to this

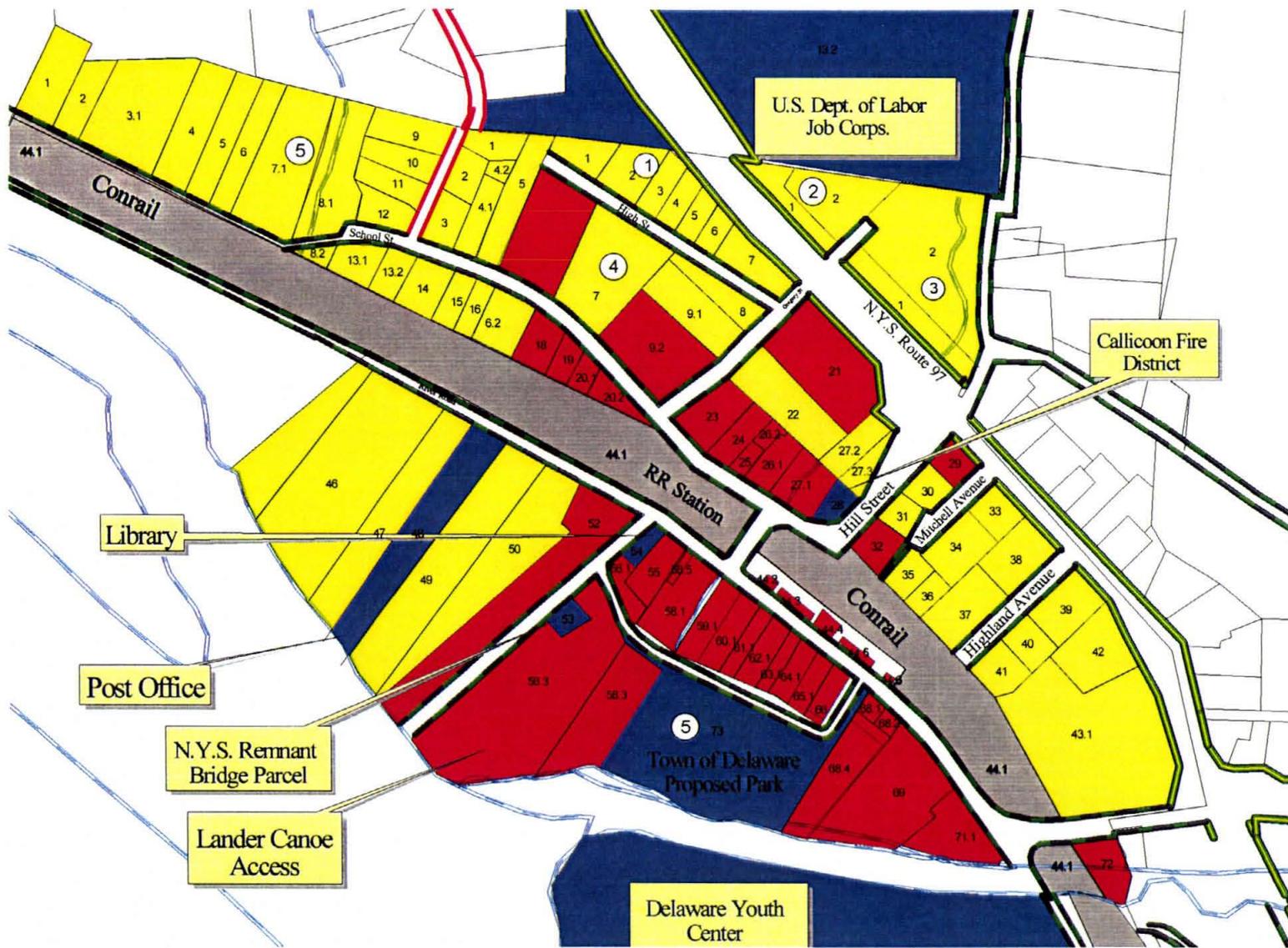
TOWN OF DELAWARE

Sullivan County, NY

Local Waterfront
Revitalization Program

*Map II-2 - Downtown
Existing Land Use*

NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization



Legend

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

30 0 30 60 Feet



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notable architectural heritage is the impressive presence of the former Franciscan Seminary Compound, located on fifty acres on the upslope overlooking northern end of the Hamlet along Route 97. the Hamlet, today the site of the Job Corp Training Center.

To envision the potential which this community holds for revitalization and waterfront development, one need only stop to view the panorama surrounding the Hamlet of Callicoon from the southern entranceway to town at the Route 97 bridge (in itself an impressive engineering sight) with its open vista upstream along the Callicoon Creek and downstream to the ever-present Delaware River. The compact Hamlet of Callicoon spans the active Norfolk Southern railroad line and is nestled into the hills rising from River's edge to the promontory crested by the seminary bell tower.

The details provided in the 1985 *Main Street Improvement Study* about land use show that the number and types of businesses have changed little since then. The 1985 *Study* noted that:

Callicoon has a very distinct separation of residential uses from commercial uses with almost all commercial activities occurring on School (Academy) Street and Main Street. Approximately thirty businesses exist in the Callicoon vicinity, many occupying buildings of historic significance. A variety of commercial uses are present in the downtown area. These include: a canoe livery, hotel, restaurants, movie theater, supermarket, retail establishments, service establishments consisting of a bank, library, laundromat and newspaper and professional offices. Also included in the downtown area is a post office and fire station.

The commercial area in the Hamlet continues

to be centered along Main Street and Academy Street and is composed of the same mix of small retail and service establishments. Two key River related businesses front the River in the Hamlet area. The privately operated Upper Delaware Campgrounds is situated on thirty-four acres just downstream of the Callicoon Youth Center, and the Lander Canoe Base lies along the intersection of A. Dorrer Drive and Bridge Street and the confluence of the River and Callicoon Creek. A number of other businesses are located outside the core area and include somewhat larger commercial operations such as a car dealership on Route 97 and one on Route 17B, the bowling alley on Route 97, and the Agway on Viaduct Street.

One of the prominent land uses in the Hamlet, and along the entire length of the waterfront area, is the railroad right-of-way which runs parallel to the Delaware and bisects the Hamlet. The railroad, which was so vital to the development of the Hamlet and Town of Delaware as a whole, continues to be a key factor in the character of the community, yet now plays little economic role, the five or six daily trains using the line serving commercial shippers far to the north and south.⁴ Associated with the railroad line, and also owned by Norfolk Southern, is the old railroad station which currently is used only for maintenance.

The Callicoon Creek, which flows into the Delaware just downstream of the core business area, is another prominent feature of the Hamlet. Downstream of the confluence of the River and Creek, Delaware Youth Center, Inc., formerly known as the Callicoon Aid

⁴At the time of preparation of this report, the purchase of the railroad line by Norfolk-Southern Railroad was pending, with daily traffic expected to increase to approximately eighteen trains.

Center, owns fifteen acres of riverfront property which includes the Callicoon Youth Center and the NYS Department of Environmental Conservation river access.

The residential areas of the Hamlet are composed primarily of single-family residences which are generally in good condition. Older residences on smaller lots about the commercial area with more recently developed, larger lots found in the northwest section of the hamlet. Multi-family housing units are interspersed with commercial uses and in many cases are situated on the upper floors of commercial buildings. The 1990 Census reported some sixty multi-family dwellings in the entire Town with many of this total located in the Hamlet of Callicoon.

Balance of Waterfront Area

Land use in the balance of the waterfront area is a mix of single-family residential dwellings and open land. Riverfront land north of the Hamlet along River Road, lying between the Delaware and the Norfolk Southern line, has been largely subdivided into residential lots from one-fourth to five acres in size. Riverfront land upstream from the end of River road and upland from the Norfolk Southern tracks is held in large forested parcels with limited agricultural land, these parcels ranging in size from twenty to 280 acres.

Moving downstream from the Hamlet, with the exception of about fifty acres adjacent to the Youth Center parcel, little useable land is situated between the railroad and the River. The waterfront boundary area narrows in this direction and most of the land between the railroad and Route 97 is very steep and not conducive for development. This is also the case for the land between Route 97 and the ridge top between the Hamlet and the Club 97 area. Farther south along Route 97 are

scattered a number of residences, and the Community hospital is located on fifty acres between Route 97 and the railroad. At the extreme southern end of the waterfront area, lying between the railroad and Route 97 is the Delaware Acres development which is comprised of about twenty residential lots ranging from one to three and one-half acres in size. About ten lots in Top of the World Estates, all about five acres, are also within the waterfront boundary.

Future Development Considerations

The principal concern to development of the Hamlet riverfront and lower creek side areas is the low-lying topography of much of this area and its corresponding vulnerability to seasonal flooding. This is made evident by the 1996 *Flood Line* painted on one of the Community Center storage buildings several feet up from the base. This building lays several hundred yards from the normal river channel. The flooding problem is also exacerbated by the high natural banking along the Pennsylvania side of the River. The frontage area of the River and lower creek is heavily overgrown and contains a number of downed trees. Clearance and clean-up of this area would require considerable manpower and time and presents the additional problems of material removal and disposal. Additional development/use of privately owned areas for public use would require negotiation of easements and use rights with private property owners.

The portion of the River north of the PA/NY bridge with its many small islands and multi-channel course exhibits a unique natural character and environment and could provide for exciting and novel, promotional River event confined to the immediate Callicoon area. An example is a *River Rat Race*, where canoe teams have to negotiate a designated river obstacle course in and around the maze

of small islands and water channels. Such an event could be the centerpiece of a day-long or weekend promotional event in the Hamlet sponsored by local organizations and/or the canoe rental business. Various team categories and course distances would help to attract a diverse group of participants and the concentration of activity to the immediate Callicoon area would foster use of the Hamlet's businesses and amenities.

The sensitive development of activity areas, picnic sites, community outdoor barbecue pits, performance amphitheater or stage, low-maintenance recreational sites and trails on available public waterfront lands could provide greater recreational opportunities for local residents, families and organizations, facilitate tourist and visitor appeal, and enhance promotional events. The development and maintenance of these areas could be used to create valuable training programs and experience in landscaping, grounds keeping, design and construction, recreational and environmental planning in cooperation with the Job Corps Center and the Sullivan County BOCES Vo-Tech Program.

Development and use of marginal areas along the River and Creek must also be sensitive to the need for soil stabilization and identification of environmentally delicate or important elements. Facilities incorporated in new recreational areas should be designed to be low-cost, easy maintenance, low-impact structures because of the potential for flood damage. Labor intensive projects and on-going maintenance needs for new public facilities will place additional demands on local government resources and taxpayers.

D. Zoning

The Town Zoning Law, as applied to the waterfront area, is based on the Land and

Water Use Guidelines contained in the *Upper Delaware River Management Plan*. The Guidelines represent the culmination of a decade long planning process undertaken by the National Park Service and cooperating local municipalities to develop land use controls aimed at sustaining the unique character of the river corridor and the many villages nestled along the River. Adopted in 1996, the Town's current zoning law includes provisions deemed in substantial conformance with the *Upper Delaware River Management Plan* by the Upper Delaware Council and the secretary of the Interior. The zoning districts established by the zoning law largely mirror the Upper Delaware River Corridor, and established the boundaries of the Callicoon Hamlet Area as envisioned by the *River Management Plan*. (See *Appendix D* for the Schedule of District Regulations for each zoning district.) Given the long term planning effort and level of Town commitment to the process, this plan affirms the current zoning district boundaries as the most appropriate means of achieving long term compatibility with the Upper Delaware Land and Water Use Guidelines and the overall intent of the *River Management Plan*. This approach will limit commercial development in the DR - Delaware River District and the CAL-R-1 - Callicoon Residential District, but will allow sufficient flexibility for commercial and other non-residential development in the CAL-B-1 - Callicoon Business District to implement any of the recommendations of the Waterfront Revitalization Program.

The CAL-R-1 District and the CAL-B-1 District comprise the hamlet area and the DR District encompasses the balance of the waterfront area, north from Tower Road and south from near the upstream tip of Big Island. The DR District intent included in the zoning law states:

The DR-Delaware River District is intended to provide land uses substantially in accord with the provisions and purposes of the Upper Delaware Scenic and Recreational River (UDSRR) corridor as defined and designated as a "Scenic Segment" or "Recreational Segment" in the November 1986, Upper Delaware Final River Management Plan (RMP) prepared by the Conference of Upper Delaware Townships in cooperation with the National Park Service. This District is further intended to preserve the scenic integrity of that portion of the Upper Delaware River Corridor within the Town of Delaware, while allowing recreational use and development of the area, to the extent which would remain compatible with the aforementioned RMP.

The DR District establishes a minimum lot size of two acres and allows one and two-family dwellings and agricultural and recreational uses. Intensive recreational uses such as boat liveries, RV parks and campgrounds, and golf courses are not permitted in the DR District and no recreational uses are permitted in Scenic Segments of the River corridor, which includes most of the upstream DR District. However, all types of commercial and public recreational facilities are permitted in the CAL-B-1 District, while RV parks and campgrounds are permitted only in RU Districts none of which are designated in the waterfront area.

The two zoning districts which define the Hamlet area are also intended to be consistent with the *River Management Plan*. The CAL-R-1 District is intended to *provide for the same type of residential district uses in the Callicoon Hamlet Area as in other residential areas of the Town of Delaware; but, to make such uses subject to the other requirements of this Law which are applied to the Upper Delaware Scenic and Recreational River*

Corridor Area. The District sets a residential density of one unit per 40,000 square feet of lot area, with a reduction to 20,000 square feet with central water and central sewer. Many of the single-family dwellings in the Hamlet constructed prior to 1940 which are very large and architecturally distinct in comparison to later residential dwellings constructed in times of smaller families and increasing energy costs. These nineteenth and early twentieth century structures share common characteristics of scale, style, materials, setbacks and landscaping and are a vital element of the Town's historic character and add appeal to the recreation and tourism economy so important to the Town. Zoning Law Section 616 allows the adaptive use of older, existing residential structures in the CAL-R-1 District to encourage the preservation of such structures which may, due to their size and associated maintenance and energy costs, fall into disrepair, deteriorate and diminish tax revenues or otherwise affect the welfare of the Town. Low intensity commercial uses such as offices, studios and galleries are permitted provided the structure was erected prior to 1940 and the exterior appearance is maintained.

The CAL-B-1 District *recognizes the unique character of the Callicoon Hamlet Area and provides for future commercial development in the Hamlet Area; and at the same time, provides for the substantial conformance to the River Management Plan*. The District provides for a variety of commercial uses and classifies uses which may have greater community impact as special uses which gives the Planning Board the opportunity to carefully review project proposals and establish conditions of approval to minimize impacts. Given the existing character of the core business area, the Town identified the need for special standards governing the

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*Map II-3- Downtown
Zoning Overlay District*

NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization



Legend

-  County Road
-  Parcel
-  State Road
-  Town Road
-  Water
-  Overlay district
-  Parcels

30 0 30 60 Feet



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erection of new buildings and the alteration, addition to and enlargement of existing buildings, and established an overlay district with special standards. See *Map II-3 -- Downtown Zoning Overlay District*. The standards are intended to allow the reasonable expansion of existing businesses and the development of new business in character with existing development; front setbacks are reduced to zero, off-street parking is not required, and maximum building coverage and lot coverage are set at eighty-five and one hundred percent, respectively.

Section 613 of the zoning law sets additional performance standards for development in the three waterfront area zoning districts. Special use approval is required for timber clearcutting and any structure or use within one hundred feet of the ridgeline designated in the *River Management Plan* or which is otherwise visible from the River. Buildings and structures must be no less than one hundred feet from the River's normal high water mark and new lots fronting the River must be platted with a minimum river frontage of two hundred feet.

The zoning law also establishes the Floodplain Overlay District which is coterminous with the Special Flood Hazard Areas delineated on the Flood Insurance Rate Maps and Flood Insurance Study issued by the Federal Emergency Management Agency. In addition to all other applicable standards in the zoning law, development in the overlay district is subject to the requirements of the Town Flood Damage Prevention Law. Adopted in 1998, the Flood Damage Prevention Law is consistent with the NYS DEC model law. On streams with a regulatory floodway as shown on the Flood Insurance Rate Map, which includes the Delaware River and Callicoon Creek in the waterfront area, no new construction,

substantial improvements or other development in the floodway (including fill) shall be permitted unless a technical evaluation by a licensed professional engineer shows that such an encroachment shall not result in any increase in flood levels during occurrence of the base flood. The Law includes specific standards for anchoring and elevating structures, with the option of floodproofing non-residential structures, and to limit the production or storage of hazardous materials in areas of special flood hazard.

E. Land Ownership Patterns

(See *Map II-2 -- Downtown Existing Land Use* for core Hamlet area, and *Map II-4 -- Downtown Fringe Land Ownership* for adjoining areas.)

Most land in the waterfront area is privately owned. The publicly owned land is held by the Town of Delaware, New York State and the U.S. Department of Labor Job Corps Center. Town owned land includes two acres along Viaduct Road on which the Town sewage treatment plant is located and three acres between A. Dorrer Drive and Callicoon Creek. The three-acre parcel on A. Dorrer Drive was recently acquired by donation and has been developed for parking, with the balance of the parcel, largely in the floodplain, part of the focus of this study. A plan for a park in this area has been prepared and includes picnic tables, a playground, a beach, and a boat launch. The park plan will be evaluated in terms of implementing the recommendations of this study.

The State of New York owns a small parcel on the south side of Bridge Street which is a remnant parcel from the former state-owned bridge which crossed the River prior to the erection of the new structure; and was the location of the toll house associated with the

earlier bridge. As previously noted, the Job Corps Center is located on the former seminary property, a fifty-acre parcel owned by the U.S. Department of Labor. Although not immediately on the waterfront and unavailable for development, the presence of the Job Corps Center in the Town is a potential resource for plan implementation given the Center's past willingness to assist with community improvement projects.

Although not publicly owned, the recreation facilities owned and maintained between Creamery Road, Callicoon Creek and the River by the non-profit, Delaware Youth Center, Inc., are a key community asset and hold additional potential for revitalization of the waterfront area. Included on this fifteen acres is the NYS DEC river access leased from Delaware Youth Center, Inc. The Holy Cross Cemetery and a nondenominational cemetery owned by the Callicoon Cemetery Association, consisting of two parcels totaling two and one-half acres, are located along Creamery Road just south of the Community Center. Another community based organization, the Callicoon Fire District, owns a lot at the corner of School and Hill Streets where the District maintains its fire department facilities.

Norfolk Southern land is also a predominate feature along the entire length of the waterfront. As is the case with many of the hamlets along the River, the Hamlet of Callicoon developed in conjunction with the railroad, and the Norfolk Southern lines and former station are an integral part of the Hamlet's character. Running up-river parallel to River Road, the Norfolk Southern line lies to the rear of river-front properties and poses no problem to River access. North of River Road, the railroad hugs the bank of the River and presents an access barrier to upland properties. The same can be said for the

waterfront below the Hamlet beginning just downstream of the Upper Delaware Campground south to the Town of Cochecton line.

The waterfront areas also includes two significant Delaware River islands. Ninety-acre Big Island, at the southern end of the waterfront, is privately owned; and, thirty-six-acre Butternut Island, lying near the upriver end of River Road, was recently donated by its owner to The Nature Conservancy, which has contracted with the Delaware Highlands Conservancy to maintain the island. Both islands are undeveloped; the Conservancy ownership of Butternut island will certainly preserve its undeveloped state, and Big Island is governed by the Town Flood Damage Prevention Law which is discussed in a later section.

F. Public Access and Recreational Resources

The only formal public River access in the waterfront area is the NYS DEC operated boat launch on the Youth Center property. (See *Map II-4 -- Downtown Fringe Land Ownership.*) The access road leading to the site and the parking and launch area itself are in need of improvement. The steep banks and tangle of vegetation and debris makes access across the Town-owned land along A. Dorrer Drive difficult. Nevertheless, the improvement of the undeveloped riverfront and creek side areas would enhance the scenic beauty and appeal of the Hamlet and promote a stronger community image, consistent with outdoor, nature-related, *eco-tourism*, one of the fastest growing travel markets. River users, primarily fishermen, access the River at a number of informal accesses across private property including areas along River Road and under the PA/NY bridge. A private canoe rental business is located near the PA/NY

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Map II-4- Downtown Fringe
Land Ownership

NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization

Legend

-  Sewege Treatment Plant
-  Youth center
-  River access
- Fringe Land**
-  Dept Labor/Youth Center
-  Delaware Campground
-  Conrail

-  County Road
-  Parcel
-  State Road
-  Town Road
-  Water

200 0 200 400 Feet



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bridge and the commercial campground provides access to the River for its patrons. The issue of public access to the River is currently being debated in the region and hinges on the complicated question of who controls the land under the River -- private property owners or the State of New York.

Callicoon has a number of non-river related opportunities for recreational pursuits: a movie theater, bowling alley, roller skating rink, community youth center, free library, restaurants and taverns, musical entertainment, visitor lodging and campgrounds, antique shops and flea markets. In addition, NYS Route 97 and NYS Route 17 (now I-86) have each been designated as a Bike-Way and the Delaware River has been nominated for designation as an American Heritage River, both of which hold great potential for increased tourism. Although the River was not approved, subsequent nominations are anticipated. As stated by President Clinton, the American Heritage Rivers Initiative is a federal program aimed at assisting local communities to revitalize their waterfronts and clean up pollution.

The nature of Callicoon's business mix, recreational opportunities, and availability of over-night accommodations suggest that the nature of most tourism and visitation is short-term, single day, or on-route to destination, with limited extended and vacation destination appeal. Many of Callicoon's recreational attractions are *fair weather* activities which limit its year-round potential to attract visitors. Additional and diversified recreational facilities and opportunities would strengthen Callicoon's revitalization efforts, its consumer and destination appeal, its opportunities for residents, and stimulate new residential and commercial growth. However, it is important to note that the Hamlet's proximity to year-round recreational opportunities and other

communities of interest place it in a competitive market area in which it must keep pace and develop its own unique niche to be successful. Another option would be to cooperate with other nearby River communities and organizations to promote tourism.

G. Infrastructure - Water, Sewer, Solid Waste, Transportation

The term infrastructure generally refers to the physical systems within a community which provide the necessary services and capabilities for the conduct of that community's essential activities. A reliable, potable water supply, adequate sewage and solid waste disposal, and well maintained roads are critical to the economic success of any community. In the 1985 *Callicoon Main Street Improvement Study*, three infrastructure deficiencies were identified as impediments to Callicoon's central business district development: lack of a central sewage system, Main Street surface drainage problems, and inadequate storm-water drainage via the central culvert system. While these issues have been addressed, certain infrastructure concerns remain to be addressed.

The completion of the infrastructure improvement projects is a significant and demonstrable indication of the willingness of state and local government and local taxpayers to make substantial investments in community improvements which contribute to local economic development. This willingness and demonstration establish a "track record" which can further the community's attempts to acquire additional governmental and community support, grant assistance and private/public funding, and attract new business. Further, such accomplishments illustrate the community's ability to identify local problems, develop corrective strategies

and plans, and implement those plans effectively.

Two key questions related to the significant infrastructure improvements outlined here are raised in consideration of a revitalization program: 1) Have these precursory improvements been sufficiently integrated into an overall strategy of economic development in the Hamlet of Callicoon, or are they simply unrelated accomplishments in and of themselves? 2) As the additional steps necessary for such a revitalization will depend proportionately more on local community support, planning, implementation and financing than these infrastructure improvements have, is such a commitment possible?

Water Supply

The entire waterfront area is served by groundwater supplies. The Callicoon Water Company, a private, commercial operation, provides water to the Hamlet while the outlying areas are served by on-site wells. Groundwater is generally of good quality and of sufficient quantity to meet foreseeable needs given that residential and retail/service establishment are the principal types of development anticipated.

Sewage Disposal

The central sewage collection and treatment system operated by the Town serves the Hamlet area. Completed in 1992, the system is in good condition and with flows averaging about fifty percent of the daily capacity of 120,000 gallons, the system will certainly be adequate to meet expected demand for many years. Provided the system is maintained and operated in accord with NYS DEC requirements, it should continue to contribute to improved water quality for the Callicoon Creek and the Delaware River in the immediate vicinity of the Hamlet of

Callicoon. Access to centralized sewage may be an inducement for the location of new business and light industry, provided that the associated costs are reasonably contained and/or are subsidized or pro-rated to encourage such development. Sewage disposal in areas not served by the central system is provided by on-site sewage systems. New systems must be installed in accord with state health department requirements. While many of the older systems would not meet current health department requirements, the lower density of development in these areas has likely minimized detrimental effects on water quality.

Solid Waste Disposal

The Town provides no sanitation services and solid waste throughout the waterfront area is collected and disposed of by private waste haulers contracted by individual property owners and residents. The National Park Service and NYS DEC, via cooperative agreements with the Towns in the Upper Delaware corridor, provide some funding for trash pick-up. The waste is hauled to state-approved landfills including the Sullivan County Landfill in Monticello and the Keystone Landfill near Scranton, Pennsylvania.

Transportation

The improved Route 97 provides excellent highway access to Callicoon as does the PA/NY bridge from the Pennsylvania side. Access to and from I-86 (formerly NYS Route 17) at Monticello is only about fifteen miles via Route 17A & 17B or at Liberty via Route 52. Though not discussed in the 1985 *Improvement Study*, the replacement of the Route 97 overpass-bridge is a major accomplishment which enhances Route 97 as a major thoroughfare through the region and to Callicoon, and the bridge is an impressive structure to add to the community's

transportation history. Main Street and the other central streets of the Hamlet have been adequately resurfaced and are in good condition. While the resurfacing of Main Street has been completed, the drainage problem along Main Street and sidewalks need improvement to eliminate the accumulation of ice build-up on sidewalk surfaces during the winter months. Road surface improvements and the Route 97 bridge replacement means basic modern access to the Hamlet and its business district is maintained and does not present unnecessary impediments to future development and increased trade and tourism.

A. Dorrer Drive, behind the west side of Main Street, has recently been paved and serves as an alternate access to and from Peck's Market parking lot and the rear parking area behind Main Street which has been developed by the Town. With the relocation of Lander's River Trips and the construction of the River Mart convenience store and gas pumps, the accompanying increase of traffic in this area makes for a somewhat haphazard traffic flow and can create dusty or muddy conditions along this drive. The paving of A. Dorrer Drive has improved traffic flow, lessened congestion on Main Street, improved access to existing businesses and private parking areas, provided additional on-street parking, and created new street-side locations for permanent businesses or seasonal and event-related kiosks or booths. Attractive and complimentary amenities along the improved drive would enhance pedestrian traffic and afford additional scenic access to the River, businesses and new recreational areas.

The 1985 *Main Street Improvement Study* identified parking and traffic circulation as problems in the core business center. The relocation of Lander's Canoe Trips to the rear of Main Street along A. Dorrer Drive, as

suggested in the 1985 study, has helped to consolidate parking with this business away from Main Street. Some additional public parking has been added by improving the parking area on Norfolk Southern property and the lot developed by the Town behind Main Street along Dorrer Drive. Significant space remains for additional parking at the rear of businesses along the west side of Main Street. The narrowness of Main and Academy (School) Streets in the center of town and their associated parking spaces still make parking and traffic flow problematic. Traffic direction and business location signs, identified in the 1985 study as inadequate, is still not uniform, clear and adequate to assist a smooth flow of traffic, particularly in the case of out-of-town visitors. Uniform and consolidated traffic and destination signs would reduce congestion, help orient and direct visitor and tourist traffic, and designate central business areas and recreational facilities.

Pedestrian foot-traffic in the Hamlet remains largely unprovided for, as identified in the 1985 *Improvement Study*, in the traffic intersection between Main and School Streets and along Main Street connecting with Peck's Market. The condition of the sidewalks along the west side of Main Street still lacks uniformity of condition, construction and materials, and consistent, integrated provision of public amenities. The use of sandwich board signs in front of businesses constricts the already narrow sidewalk.

Services and facilities required for bicycle traffic and cyclists are also lacking in the Hamlet. The recent designation of Route 97 as part of State Bike Route 17 and NYS Department of Transportation efforts to promote bicycle use provide an opportunity to the Town to encourage bicycle use and attract additional tourists by providing bicycle racks, restroom facilities and bicycle route signs.

Grant programs could provide much of the funding for this effort.

Continuing traffic, parking and pedestrian constraints will inhibit the Hamlet from maximizing its potential for economic and community revitalization. Successful revitalization will create greater pressure on traffic systems and parking facilities which will demand effective solutions and appropriate development; yet, the associated costs of improvements will strain local financial resources and will require thoughtful, creative solutions and strong community support.

Public transportation is unavailable in the waterfront area or anywhere in the Town. The Norfolk Southern line certainly holds great potential for passenger service connection to outside the region and can serve the shipping needs of any business or industry in the community. The nearest freight siding is located at Cocheton Mill. However, as noted earlier, the railroad line also presents a significant barrier to River access, and given its prominent and disruptive location in the center of the Hamlet it may complicate revitalization efforts focused on increased tourism.

H. Historic Resources

Much of the Hamlet's potential for revitalization resides in its architectural strength. In many cases, this strength can be maintained on an affordable schedule of preservation and appropriate rehabilitation of existing structures. Without a method of preserving the existing architectural heritage of the central business district and redirecting new commercial development to other areas, Callicoon will lose much of its current appeal and potential for revitalization to become a community of buildings and businesses with

no centralizing theme. Efforts to establish historic areas and design guidelines often meet with misunderstanding and resistance from many in the community, local government and property owners. Successful efforts require solutions which are equitable to all concerned and a good deal of public education and negotiation. Consensus is often developed by emphasizing both individual and community benefits and gains. State, federal and non-profit organization assistance with historic preservation is readily available and should be employed by the Town and local businesses. However, participating government agency expertise and technical assistance must be provided in a manner which is appreciative of the property owner's interests, vision, knowledge and resources.

The Hamlet of Callicoon possesses a wealth of historic and commercial buildings, approximately twenty-five in number, in its existing downtown area. Most of the storefronts are occupied by businesses and many of the upper-story spaces are utilized. Most of these structures were built in the late 1800's to the 1920's, exhibit a strong sense of design and place in time, and are concentrated along the west side of Main Street and the east side of School Street. The 1898 Erie Railroad Station is located centrally between these two streets and is key to the historic character of the Hamlet. Unfortunately, development of the station and its grounds for a productive community use continues to meet with a lack of enthusiasm and cooperation from its current owner. This is an important ingredient critical to the Hamlet's revitalization and reservations to its integration into such a plan must be overcome via all available avenues.

Many of these structures retain their original architectural points or have been adapted along reasonably appropriate and consistent points of their original design. However,

some recent construction and renovations in the downtown have opted for contemporary designs which conflict with the overall architectural themes of the surrounding buildings. Several storefronts have been remodeled without proper consideration of materials and design which could have preserved the architectural unity of the building and storefront without appreciably adding to renovation costs. In a number of these cases where renovation or re-adaptation has not been consistent with the original structural detail, corrective measures would not have to be extensive or prohibitively expensive. Several additional buildings could currently benefit from appropriate facade improvements which would equally benefit the overall appeal of the business center. Many property owners will opt for appropriate solutions once they become knowledgeable of proper design issues, techniques, affordability, and the economic benefits of such improvements.

Improvement of the Main Street sidewalk, addition of uniform public amenities (street lights, trash receptacles, flower boxes and planters), and elimination of sandwich board signs, would add to the historic charm of the downtown area and encourage pedestrian use. Delaying improvements along A. Dorrer Drive and the Main Street sidewalk, Callicoon will continue to project an uneven image of historic and natural charm in the midst of deterioration and lack of planning and development of cohesive, modern public access and amenities critical to attracting new businesses, consumers, and visitors.

The Town of Delaware Master Plan (1996) has created a "downtown overlay district" in the central area of Callicoon to accommodate previously non-conforming characteristics of reduced setbacks, maximum lot and building coverage, off-street parking and loading area

requirements; and this approach has been instituted by the zoning law. Nevertheless, increased sensitivity to historic preservation in development zoning in and around the Hamlet can preserve the architectural uniqueness of the downtown area and still encourage new economic development and more contemporary and commercial design in adjacent areas of the Town.

In addition to the central business district, there are a number of other unique examples of other architectural styles and time periods within the Hamlet: the 1940's style movie theater, the 1908 School building, several churches, the Seminary (Job Corps Center) compound, and several structures which pre-date the 1888 fire. The coal silos and associated buildings are interesting and may have significant historic potential, but rehabilitation could be difficult and expensive. No historic sites have been inventoried outside the hamlet area.

The 1985 *Improvement Study* discussed the value of designation of properties to the National Register of Historic Places noting that:

The National Register of Historic Places is simply a list of the nation's important historic sites. It is referred to as a "planning document", and puts no restrictions on an owner's use of his or her property. The owner can add on, remodel or repaint it, regardless of its historic designation. Designation does offer some advantages, including:

1. *Funding eligibility - Little public funding is now available for historic preservation. The federal program currently concentrates on tax credits for restoration projects. Some funding is also available from foundations but relies upon a highly competitive process. Hope of receiving such monies is enhanced by*

official historic designation.

2. Protection - The National Register designation blocks federally funded projects, such as new highways, that threaten to destroy or disturb historic projects. All such projects must go through a lengthy federal review process in which steps are taken to avert or alleviate negative impact upon historic properties.

3. Prestige - Public recognition as a National Register property alone tends to encourage an owner to maintain and rehabilitate a property. Prestige may also be utilized for the marketing of both individual stores and the Main Street area in general.

4. Increased Property Value - Generally speaking, properties designated as historically significant and properties within officially, designated historic districts increase in value. This is especially evident in cases where property owners capitalize on the historic qualities of their property by proper preservation and maintenance.

5. Community Pride - Low community self-esteem can be a serious problem to small towns which have been through a long period of economic depression. Recognition of local history and glorification of the community's heritage are powerful tools for fighting this psychological enemy. Designation of historic sites and districts, particularly when coupled with a program of restoration and rehabilitation, is an excellent way to draw attention to that heritage.

Four properties in the Town of Delaware are listed on the State and National Registers -- the Callicoon Methodist Church and Chapel, Church Street (Route 97), the Saint James Episcopal Church and Rectory on Mill Street, the Delaware Free Library on Main Street, and

the Saint Joseph's Seminary property (Job Corps Center). The New York State Office of Historic Preservation completed a Multiple Property Inventory and identified several other properties eligible for the National Register all of which are located in the Hamlet. (See *Appendix E.*) The Inventory determined that no area in the Hamlet qualifies for an historic district and identified no properties in the central business area as eligible for the National Register. However, the Delaware House, given its recent rehabilitation, may now qualify, and with certain facade improvements the downtown may qualify for an historic district designation. In addition, the Callicoon Railroad Station is eligible.

The 1985 *Improvement Study* noted that *the community may wish to look into the possibility of locally designated historic sites. Only on the local level can any restrictions be placed upon private property owners. At such time as the area is upgraded and restored, residents may wish to "put some teeth into" such designations, in order to protect their own property values from uncaring or destructive property owners. Such action, it should be emphasized, is purely a local prerogative and can be as restrictive or non-restrictive as the community chooses.* The Upper Delaware Heritage Alliance maintains an Old House Registry of residences at least seventy-five years in age. Homeowners request inclusion and the residence is reviewed by a panel of Alliance members. Several residences in the Hamlet are listed on the registry.

I. Signs & Accessory Amenities

Improved signs is an affordable and achievable first-step for businesses and the community which will contribute to improved traffic flow, customer interest, visitor

orientation and promotion, and community image. Amenities, trees and plants, and urban landscaping which cater to pedestrians, shoppers and visitors also add warmth and appeal to a downtown area and would help tie the commercial district to the natural surroundings of the River, Creek and hillsides. Such improvements can be planned to be made over a multi-year period to offset costs, create sustained interest and community self-esteem, and provide visible evidence of accomplishment and progress. As with building and facade improvement, some property owners may not initially embrace or may fail to recognize the benefits of sign improvements and additional amenities. Sign design guidelines should be developed and disseminated, and helpful, responsive, non-threatening expertise and assistance should be provided. In addition, changes may be necessary in existing codes related to signs.

The major entrance ways to Callicoon, Route 97, the PA/NY bridge and Route 17A lack eye-catching and inviting *WELCOME* signs which could help to create a warm, positive community image, to promote tourism and to increase visitation and business. Many such signs incorporate a distinctive logo or visual representative of a community's unique attraction. At major intersections, South Main and Main Streets for example, signs are cluttered and piecemeal. At such locations, unified, uniform and subtle signs would aid in providing useful directional information to the business district and points of interest without being visually distracting and unsightly.

A number of business signs in the Hamlet are well designed and consistent with the style of their associated buildings and businesses. However, some signs in the downtown area lack the basic elements which attract customers and add to a business's image: appropriate scale of sign size and lettering;

color and lettering which coordinates with and compliments the associated buildings; proper location on storefronts; and use of external lighting--not backlighting or neon, and painted or made of natural materials--not plastic. Primary business signs should be flush with the buildings and storefronts. If projecting or overhanging signs are permitted in keeping with the original architectural period of the building, they should be restricted in size and overhang distance from the building. Historically, overhanging signs usually depicted a business logo or graphic associated with a particular business; this can enhance the uniqueness of a business. Again such signs should be in keeping with the building's style--no plastic, back lighted or neon signs. Doorways and windows should not be cluttered with signs, posters, etc., which are distracting, lessen visual appeal and interfere with generating customer interest in a business, its window displays and merchandise. Doors and windows of businesses can be easily cleared of clutter, inappropriate signs, posters and banners. Clean windows and attractive displays only require a little manual labor and creativity and are the best single way to attract customers into an establishment. Given the narrow sidewalks on Main Street, sidewalk sandwich board signs are not practical. *Ghost* signs, those that remain after businesses no longer exist or have relocated, confuse, frustrate and discourage customers and visitors new to the area, and should be removed.

The compact nature, *closeness* and business mix of the downtown area is conducive to pedestrian interest and pace of activity. However, this characteristic does limit the amount of open space in the downtown and along pedestrian walkways. Much of the downtown area is absent of flower boxes or planters, trees and landscaped areas, attractive trash receptacles, benches, period-style

lighting and other amenities that could warm the Hamlet's image and which shoppers and visitors enjoy. Nevertheless, there are several areas that would lend themselves well to public amenities like benches, trash receptacles, period streetlights, and trees and landscaping: the Train Station grounds and rail bed, south end of Main Street near Peck's Market, the Community Center grounds, and open areas between buildings. Another concern raised by the business community is the need for public restrooms in the downtown area. An improved A. Dorrer Drive is another area that could accommodate these types of amenities.

J. Business Development & Diversification

Callicoon has a strong base of dining and entertainment establishments, antique shops and flea markets, and a canoe rental/river excursion business which attract tourist business. A number of local consumer needs are provided for by a large grocery store, convenience store, bank, real estate office, insurance and legal services, car dealership and service stations, health care services, pharmacy, funeral home, laundromat and car wash, florist, a home and building center, a farm and garden center, and other recreational businesses identified earlier.

All of these businesses are dependent on seasonal consumer activity or the limited local population, which also makes new business creation and diversification difficult. In addition, much local retail and service spending is drawn from Callicoon to other local market areas like Liberty, Monticello, Middletown, Narrowsburg, Hancock, and Honesdale, and major metropolitan areas such as Binghamton, Scranton and New York City. Adding to the dilemma is the fact that small and first-time business owners have the highest business failure rates, the majority

occurring in the first year of operation. Lack of experience, insufficient knowledge of customer needs, inadequate promotion and marketing, and financial constraints can all contribute to failure. Local business support systems are vital to successful business development.

The Hamlet could benefit from a number of relatively inexpensive methods of identifying consumer needs and potential business niches ripe for development. For example, customer and local resident surveys can identify unsatisfied needs for products and services, and can also identify promising new, in-home or fledgling businesses and entrepreneurs which could be successfully developed and relocated to the downtown. Business product and service checklists can identify gaps in the local business mix and potential areas for diversification. Consumer market studies can be purchased inexpensively which provide a wealth of information about local consumer demographics, income levels, purchasing patterns and emerging needs and trends. The identification and initiation of these actions would best be accomplished via a comprehensive business plan for the Callicoon business district. However, such a plan can only be accomplished with concerted, unified and sustained initiative by the business community.

K. Marketing & Promotion

There are two basic promotional strategies: event promotion and institutional or *image* promotion. A number of events promote interest in the Hamlet of Callicoon: the July Street Fair and Tractor parade, the Halloween Parade and Thanksgiving Arts & Crafts Show, the Library book sale, and other functions at the Youth Center. Downtown retail sales and contests are other examples of event promotion. *Image* or institutional promotions

focus on drawing attention and customer interest to the business district as a distinct, identifiable area. This type of promotion lends itself well to incorporating historic preservation efforts, facade and sign improvements, new recreational facilities and public amenities, and other revitalization efforts into creating *name brand* identification and loyalty with consumers. Callicoon offers a wealth of opportunities for this type of promotion. Improved recreational facilities and locations would provide greater opportunity for new promotional ideas and events that hold participants and their purchasing power in the immediate business district and improve the riverfront's position as a visitor destination. However, deterioration or lack of progress in downtown and waterfront revitalization will generate its own negative image promotion.

The Callicoon Business Association has created and disseminated an attractive and informative brochure to promote the Hamlet and its attractions. Again, the initiative of an organized business community cannot be overemphasized as the key to success of any marketing and promotion effort. The current event schedule needs strengthening and diversification into activities that will appeal to affluent segments of the emerging consumer market. However, *bigger and better* events and promotions require effective organization, coordination, cooperation and participation on the part of local business, government and community groups. In short, big events, to be successful, demand increased time and local effort. Increased visitor levels and improved business for a day or weekend must be balanced by the fact that such events may not appreciably improve annual sales and business volume.

Sales promotions need to be coordinated business-wide and incorporate group

advertising and merchandising. Many revitalization groups adopt downtown logos and slogans which are incorporated in collective advertising, letterheads, brochures, business cards and promotional items like coffee mugs, T-shirts, caps, shopping bags, etc. The sale of such promotional items can offset their cost and generate revenue for additional events and products while fostering interest and awareness of the downtown and riverfront. In addition, marketing efforts must better identify consumer groups, their needs and interests and find better ways to reach these groups; Job Corps students, second home owners and part-time residents are good examples.

The presence of local news media, the Library book sale, such as *The Sullivan County Democrat*, *The River Reporter* and various radio stations is ideal for local news coverage that focuses on revitalization efforts, building and sign improvements, historic preservation, recreational facilities development, new business openings or expansion, events coverage, etc., and promotes the Hamlet's image. The media can also help develop coordinated advertising packages and offer reduced cost, group advertising plans.

L. Scenic Resources

The Upper Delaware's scenic beauty played a key role in the River's designation as a National Scenic and Recreational River. The *River Management Plan* states:

The Upper Delaware River is the most outstanding remaining example of a free-flowing, relatively undeveloped river in its section of the Appalachian Plateau physiographic region. There is a marked diversity of unique landforms throughout the river corridor. The Delaware River Gorge has been identified by the Pennsylvania Bureau of Topographic and Geologic Survey

as one of the outstanding scenic geologic features in the state. The gorge begins above Matamoras and runs north throughout most of the river segment, ranging between two and three thousand feet in width. A series of river-cut promontories within the gorge contrast with the gently rolling hills of the regional landscape. . . Unique land resources such as the rock promontories and waterfalls of the Upper Delaware River corridor are examples of the important geological features of a river valley which the Wild and Scenic Rivers Act is required to protect. Similar to the entire corridor, the Delaware River valley in the Town of Delaware is characterized by broad vistas of the River as it flows between forested ridges. Outside of the hamlet, the goals of the River Management Plan, as implemented by the Town Zoning law, are aimed at conserving the scenic resources of the corridor while allowing reasonable levels of residential development.

M. Water Quality

The water quality of the Delaware River is good to excellent as evidenced by the varied and thriving fish populations; coldwater species in the northern reaches and warmwater species in the lower reaches. The Delaware River Basin Commission (DRBC), as authorized by the Delaware River Basin Compact and the Water Code of the Delaware River Basin, has established and enforces interstate water quality standards. The Delaware is classified as *outstanding basin waters* by the DRBC and NYS DEC classifies the River as an *AT* protected stream. Pollutant discharge criteria assure antidegradation of water quality. For example, the antidegradation criteria are applied to the Callicoon Sewer District treatment plant which discharges to the Callicoon Creek a short distance upstream from the Delaware. Water quality in Callicoon Creek is also good, with a DEC classification of *CT*, and local

volunteers monitor water quality in cooperation with the Sullivan County Water Quality Coordinating Committee, the NYS Department of Environmental Conservation, the National Park Service and the National Resource Conservation Service.

N. Flooding and Storm Water Control

As noted in an earlier section, the Town Flood Damage Prevention Law regulates development in floodplain. Most of the Hamlet area is outside the 100-year flood hazard area delineated by the National Flood Insurance Program Flood Insurance Rate Map. Areas within the floodplain include the low-lying area along Callicoon Creek, the Youth Center property and campground. (See the Hamlet section of the Flood Insurance Rate Map in the Appendix for details.) South of the Hamlet the floodplain falls below the railroad line. River Road north of the hamlet generally defines the floodplain boundary to the southern tip of Butternut Island, where the one hundred-year flood area extends beyond the road in many areas. North of the terminus of River Road, the railroad bed again defines the floodplain line. The Town's waterfront area has had its share of flooding and those areas lying within the floodplain will certainly be again inundated. However, all revitalization efforts must consider protection of public investments. Non-flood related capital improvement projects should not be undertaken in the floodplain and private development will be controlled in accord with the Flood Damage Prevention Law in accord with state and federal requirements.

A critical capital improvement project has been recently completed in the Hamlet. Historically, the Hamlet has struggled with a storm water problem through the center of the downtown area, the flow of water arising from the heights and causing flooding at the lower elevation. An unusual storm and snow melt in

1996 resulted in the failure of the culvert system and severe erosion at Main Street and A. Dorrer Drive. The new system was installed cooperatively by the Town and County with the assistance of federal flood disaster funds.

O. Fish and Wildlife

Fish and wildlife populations in the non-Hamlet areas of the waterfront include the typical animals and birds found in Sullivan County, and hunting and fishing constitute an important part of the local economy. As noted earlier, the River supports an abundant fish population, with the Town of Delaware section part of the transition area from coldwater to warmwater species. In terms of federally identified threatened and endangered species, the bald eagle, recently moved from endangered to threatened, is a frequent visitor to the River corridor. In 1986, the *River Management Plan* reported that *the area near the reservoirs associated with the lower Mongaup River and the Upper Delaware River supports up to fifty bald eagles between November and March each year and is one of the most significant bald eagle wintering areas in the northeast United States. The corridor is also used regularly during the summer months by eagles from the south, probably nesting in Florida.* Over the past several years, six to eight nesting pairs of bald eagles have been reported in the region, with at least two pairs nesting within the Upper Delaware Corridor. The exact locations of eagle nests are not publicized in order to minimize human disturbance, therefore eagle nesting in the Town of Delaware waterfront area has not been confirmed.

P. Important Agricultural Lands

Agriculture in the waterfront area is minimal with no active dairy operations. Only a small portion of the waterfront area, located at the northern boundary of the Town where no

revitalization projects are anticipated, is included in a state-approved agricultural district, and the only agricultural activity in this area is somewhat less than one hundred acres of hay fields. Situated at the southern end of the waterfront area, is Tamarack Flats where about forty acres are cultivated primarily for corn; again, no revitalization projects are proposed for this area.

SECTION III
WATERFRONT REVITALIZATION POLICIES

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 WATERFRONT REVITALIZATION POLICIES**

A. Summary of Key Waterfront Issues

ISSUES	TOWN INTENT	RELATED POLICIES (see §III,B)
1. The waterfront's regional setting and association with the Upper Delaware National Scenic and Recreational River provide the opportunity to attract additional tourists.	Cooperate with the Upper Delaware Council and area organizations to enhance tourism.	1, 2, 5, 8, 9 10, 19, 20
2. Existing land and water uses are consistent with the River Management Plan and the Town Zoning Law substantially conforms to the Land and Water Use Guidelines which serve to set the course for future development and protect the existing character of the waterfront.	Update the Zoning Law to meet changing land use control needs and consider the waterfront in all zoning matters.	2, 4, 10, 19
3. Town zoning limits the development of the waterfront upstream and downstream of the Hamlet to tourist recreation facilities, agricultural and forestry enterprises, and low-density, residential development.	Maintain current zoning to preserve the character of these areas.	4, 10, 11, 19
4. Waterfront land is primarily in private ownership, with the exception of the Town-owned land and the Youth Center parcel in the Hamlet.	Respect private property rights while encouraging landowners to permit public access.	8, 19, 20
5. Public access to the River is limited, but the Town owned land and the existing DEC access on the Youth Center property hold great potential for improved public access.	Work with the Delaware Youth Center and DEC to improve these facilities.	1, 2, 8
6. The Norfolk Southern railroad line is a significant feature affecting current and future use of the waterfront.	Recognize that the railroad will continue to operate and work with the owner to minimize the impact on the waterfront and improve tourism opportunities.	1, 8, 9, 10
7. Water supply and sewage disposal are adequate for any type of development anticipated in the Hamlet.	Monitor water supply and sewage disposal needs and maintain current facilities.	4, 12, 13, 15, 19

ISSUES	TOWN INTENT	RELATED POLICIES (see §III,B)
<p>8. Route 97 and the PA-NY Bridge provide adequate access to the waterfront from outside the area. However, street, traffic signs, parking, and pedestrian access improvements are necessary.</p>	<p>Assess condition of existing facilities and plan for needed improvements.</p>	<p>1, 4, 9, 14</p>
<p>9. No area of the Hamlet or waterfront qualifies for a National Historic District, and the Library is the only downtown structure listed on the State and National Registers. The only other building in the downtown area which qualifies is the Railroad Station, and the recently refurbished Delaware House may qualify. Nevertheless, many of the downtown structures retain original architectural details or have been repaired along reasonably appropriate designs.</p> <p>A. Making appropriate facade improvements could change the National Register status.</p> <p>B. Continued vigilance in maintaining the historic charm of the hamlet is key to long-term economic improvement.</p> <p>C. A consolidated plan is needed to address historically sensitive development and building rehabilitation, uniform signs, pedestrian access, and coordinated street accessories (benches, lighting, trash receptacles, etc.)</p>	<p>Work with the business community, Town of Delaware Heritage Alliance, Upper Delaware heritage Alliance, NPS, and other organizations to develop a strategy to conserve and enhance historic character.</p>	<p>1, 9, 10, 20</p>
<p>10. The coordination of the use of Town land along A. Dorrer Drive with the improvement of the rear of businesses is of particular concern.</p>	<p>Continue to improve this area.</p>	<p>1, 2, 4, 8, 9, 10, 20</p>

ISSUES	TOWN INTENT	RELATED POLICIES (see §III,B)
<p>11. An active business community via a vigorous business association is vital to the initiation and success of any revitalization program and any local or area wide marketing and promotion effort. Without such private participation Town officials can do little to effect any waterfront revitalization program.</p> <p>A. The 1985 <i>Callicoon Main Street Improvement Study</i> provides an excellent base for the actions necessary for revitalization of the Hamlet's downtown with many of its recommendations still valid yet unimplemented. The <i>Improvement Study</i> is an invaluable resource that should be used to full advantage.</p> <p>B. The lack of enthusiasm and participation of the business community, evidenced by the minimal response to the 1985 <i>Callicoon Main Street Improvement Study</i>, appears to be a continuing problem.</p>	<p>Encourage the efforts of the Business Association as a key element of the revitalization process.</p>	<p>1, 20</p>
<p>12. Water quality of the River and Callicoon Creek is good and must be maintained in order to sustain the area's tourist appeal so closely linked to water-based recreation activities.</p>	<p>Assess all Town and Town regulated actions in terms of protecting water quality.</p>	<p>5, 6, 7, 12, 13, 14, 15, 17, 18, 19, 20</p>
<p>13. The downtown area lies outside the 100-year floodplain, but part of the Town land is within the floodplain and any development must be appropriate in terms of limiting capital costs and potential flood damage.</p>	<p>Enforce updated floodplain regulations meeting state and federal requirements.</p>	<p>4, 5, 6, 19</p>

B. Policies for the Conservation and Development of the Waterfront

Policy 1

Revitalize deteriorated and underutilized waterfront areas for commercial, cultural, recreational, and other compatible uses.

The revitalization of once dynamic waterfront areas is one of the most effective means of encouraging economic growth in the State, without consuming valuable open space outside of these developed waterfront areas. Many communities within the State developed along various waterways, and the waterfronts are often the oldest and, unfortunately, most deteriorated portions of these communities. As described in the Inventory and Analysis Section, the waterfront area in the Hamlet is characterized by either unrealized economic potential of the downtown and underutilized open space lands adjacent to the Delaware. The Town's waterfront revitalization will focus on downtown area of the Hamlet and adjoining Town-owned land aimed at:

1. Maintenance of buildings now in good condition and re-use, rehabilitation, and improvement of vacant and underutilized commercial buildings and land in the downtown.
2. Redevelopment of the immediate shoreline area in the Hamlet to include a focus on passive recreation on Town lands, recreational boating via the existing NYS DEC River access facility, and other public access opportunities.
3. The provision of better access to the shoreline within the Hamlet focusing on Town owned lands adjacent to A. Dorrer Drive and the DEC access. Outside the Hamlet improved access will be dependent on the cooperation of specific

property owners.

4. The preservation and enhancement of the historic character of the Hamlet.

Proposed long-term land uses, as well as specific projects, are fully described in Section IV.

Policy 2

Facilitate the siting of water-dependent uses and facilities on or adjacent to waterways.

It can be reasonably expected that the demand for waterfront space will intensify in the long-term. The traditional method of land allocation, the real estate market, with or without local land use controls, offers little assurance that uses which require a waterfront site will, in fact, have access to such locations. To ensure that such water-dependent uses can be accommodated, Town and State agencies will avoid undertaking, funding, or approving the siting of non-water-dependent uses along the waterfront which would pre-empt the foreseeable development of water-dependent uses.

Within the Hamlet, the principal water-dependent uses to be encouraged are recreational boating and fishing. Presently, little, if any, demand exists for the siting of water-dependent industry, which is in any case, limited to light manufacturing by the zoning law. Water-enhanced recreational facilities, such as parks and trails are acceptable uses for virtually any portion of the waterfront, although direct public shoreline access in most areas is precluded by private land ownership. In addition, intensive commercial recreation development such as boat liveries and campgrounds are prohibited by the Town Zoning Law outside the Hamlet.

Policy 3

The state waterfront revitalization policy about strengthening small harbors is not applicable to the Town of Delaware.

Policy 4

Encourage the location of commercial development in areas where public facilities and services are adequate and encourage commercial development design to be compatible with the existing character of the hamlet and the tourism/recreation trade.

In order to foster orderly patterns of growth, development should be located in areas with adequate infrastructure, or support services. A major expansion of public water supply, sewage disposal, and road systems is costly and would place a considerable financial burden on the Town. Fortunately, the Hamlet's waterfront area is served by all of the necessary support systems. The Town Zoning Law directs commercial development to the CAL-B-1 Zoning District and the Town will work with local groups to stimulate interest in historic preservation with the aim of the establishment of guidelines for development and building rehabilitation consistent with the character of the Hamlet.

In addition, the level of waterfront development set forth in Section IV is not of the magnitude which would strain existing services. A key to the success of the revitalization program is the enhancement of the Hamlet's tourist and recreation appeal which can best be accomplished by careful integration of new development with the existing community character.

Policy 5

Protect and preserve significant fish and wildlife habitats.

Habitat protection is recognized as fundamental to assuring the survival of fish and wildlife populations. In order to protect and preserve a habitat, activities and development which would destroy or significantly impair the viability of a habitat will not be undertaken. Habitat destruction is defined as the loss of fish or wildlife use through direct physical alteration, disturbance, or pollution of a designated area, or through the indirect effects of these actions on a designated area. Significant impairment is defined as a reduction in vital resources (e.g. food, shelter, living space) or change in environmental conditions (e.g. temperature, flow, chemistry) beyond the tolerance range of an organism.

As described in *Section O - Fish and Wildlife* of the *Inventory and Analysis*, the Delaware River and Callicoon Creek support abundant and diverse fish populations. Fishing is a popular activity and important to the local economy. Activities should not be undertaken which adversely impact fish populations. Such activities include, but are not limited to, the following: those which increase sedimentation or erosion, the point and non-point discharge of toxic substances, and the disturbance of wetlands, which serve as important nursery and feeding areas for fish and wildlife.

Policy 6

In order to minimize damage to natural resources and property from flooding, development will be directed away from flood prone areas whenever practical and appropriate development standards will be applied.

The Federal Emergency Management Agency (FEMA) has designated floodways and flood hazard areas along the Callicoon Creek and Delaware River. In order to minimize property damage resulting from flooding, development will be discouraged from locating within such areas or appropriately flood-proofed. Within floodways, as identified by FEMA, only open space uses will be allowed. Within flood hazard areas, development will be undertaken in accordance with the following guidelines:

1. All structures shall be designed and anchored to prevent flotation, collapse or lateral movement due to flood water related forces.
2. All construction materials and utility equipment used shall be resistant to flood damage.
3. Construction practices and methods shall be employed which minimize potential flood damage.
4. All public utilities and facilities shall be located and constructed to minimize or eliminate potential flood damage.
5. Adequate drainage shall be provided to reduce exposure to flood hazards.
6. All water supply and sewage disposal systems shall be designed to minimize or eliminate flood water infiltration or discharges into the flood waters.

7. All new residential construction or substantial improvements to residential structures shall have the lowest floor (including basement) elevated to at least one foot above the water level of the one hundred- year flood.
8. All new non-residential construction or substantial improvements to such non-residential structures shall have the lowest floor (including basement) elevated to at least one foot above the water level of the one hundred-year flood or, as an alternative, be flood-proofed up to that same water level, including attendant utility and sanitary facilities.
9. No use shall be permitted, including fill, dredging or excavation activity, unless the applicant has demonstrated that the proposed use, in combination with all other existing and anticipated uses, will not raise the water level of the one hundred-year flood more than one foot at any point.

Policy 7

In order to minimize damage to natural resources and property from erosion, development will be directed away from steeply sloped areas whenever practical and non-structural protective measures shall be used whenever possible.

Appropriate development standards will be applied to all new development and erosion protection structures will be constructed only if necessary to protect human life, existing development, public facilities, or new water-dependent development and such protection measures will result in no measurable increase in erosion or flooding at other locations. Public funds should only be used where the public benefits outweigh the long term costs. Shoreline erosion is not presently a pervasive

problem within the waterfront area. However, several areas along River Road north of the Hamlet must be addressed. The road in some areas is very near the River and, without stabilization, the road is in danger of falling into the River. Generally, two methods can be used to stabilize eroding areas: the construction of bulkheads and the installation of revetments, or rip-rap. Bulkheads would be used, for the most part, along stretches where development abuts the shoreline, while rip-rap would be used along open space or undeveloped portions of the shoreline.

Policy 8

Maximize public access and recreational opportunities to the shoreline and the Creek and River.

The provision of additional public access and recreational opportunities to the Callicoon Creek and Delaware River and shorelines in the Hamlet is one of the key elements of the waterfront revitalization program. Concurrently, the rights of the owners of the private property which comprises the bulk of the waterfront area must be recognized. Providing improved public access can be a means of reducing private/public access conflicts. Possibilities for improved public access are:

1. Improvement of the existing NYS DEC boat launch ramp.
2. Development of a Town waterfront park on the Town-owned land between A. Dorrer Drive and the Callicoon Creek. The park would include a picnic area and other non-capital intensive uses.
3. Agreements with private land owners for public fishing access.

Policy 9

Protect, enhance and/or restore structures, districts, and sites that are significant to the history, architecture, archeology or culture of the State, its communities or the nation.

Among the most valuable community resources are those structures or areas which are of historic, archeological, or cultural significance. The protection of these resources must include concern not only with specific sites, but with areas of significance and the area around specific sites. The provisions of this policy apply primarily to the Hamlet downtown, but must be applied to any structure or site of historical or archeological sensitivity identified throughout the waterfront. (*See Section II,G - Historic Resources* for a detailed description of historic resources.)

The rehabilitation of structures within these areas should be undertaken in a manner which preserves historic elements and character. New construction should be generally compatible in terms of design and materials with the historic character of the area to the maximum extent practicable. In addition, the rehabilitation and adaptive re-use of vacant commercial structures represents a key component in the revitalization of the Hamlet. With respect to activities which involve excavation of land within zones of archeological sensitivity, public agencies will contact the New York State Office of Parks, Recreation and Historic Preservation to determine appropriate protective measures for archeological resources.

Policy 10

Protect and improve the visual quality of the waterfront.

A primary factor in the designation of the Upper Delaware as a National Scenic and Recreational River is the River valley's visual quality. As noted earlier, the scenic beauty of the corridor continues to be a primary asset in attracting visitors to the Town of Delaware, and the *River Management Plan* and Town zoning law are aimed at preserving this character by setting development standards. In the Hamlet, the most important visual concerns include deteriorated structures and unkempt parcels. This is of particular concern along A. Dorrer Drive. When considering a proposed action, the protection and enhancement of the overall visual quality of the waterfront must be considered.

Policy 11

To conserve and protect agricultural lands in the waterfront area, an action shall not result in loss, nor impair the productivity, of important agricultural lands. Loss or impairment would adversely affect the viability of agriculture in an agricultural district, or if there is no agricultural district, in the area surrounding such lands.

As noted in Section II,P, given the limited amount of agricultural land in the waterfront area, and with no projects proposed on agricultural land, little impact on such land is anticipated. Nevertheless, NYS waterfront revitalization policy defines important agricultural land as *all land within an agricultural district or subject to an eight-year commitment which has been farmed within at least two years of the last five years, or any land farmed within at least two of the five years in soil groups 1-4 as classified by the Land Classification System established by the NYS Department of Agriculture and*

Markets, or any land farmed within at least two of the last five years which is influenced by climate conditions which support the growth of high value crops.

Policy 12

Municipal, industrial and commercial discharge of effluent and pollutants, including, but not limited to toxic and hazardous substances, into water bodies will conform to state and national water quality standards.

Industrial and commercial effluent discharges do not present a problem at this time, and given the rural character of the area and Town zoning law requirements, toxic and hazardous discharge problems are not anticipated. All new development in the waterfront with any significant discharges would be directed to the CAL-B-1 Zoning District and would be connected to the Town sewage treatment system. Pre-treatment of any toxic and hazardous wastes would be required of any commercial or industrial use. The Town owned sewage treatment plant is relatively new and will be operated and maintained in accord with applicable standards.

Policy 13

Policies and management of approved local waterfront revitalization programs will be considered while reviewing water body classifications and while modifying water quality standards; however, those waters already overburdened with contaminants will be recognized as being a development constraint.

Pursuant to the federal Clean Water Act, the State has classified waterways in accordance with considerations of best usage in the interest of the public and has adopted water quality standards for each class of waters. These classifications and standards can be

considered at least every three years for possible revision or amendment. Water quality ratings for all waterways in the state have been established by the New York State Department of Environmental Conservation. The Delaware is classified as an *AT* protected stream and the Callicoon Creek as *CT*, both suitable for trout propagation, with the River having the higher *A* ranking. The present water quality classifications are consistent with the proposed land and water uses. Conversely, the uses proposed for the waterfront area are consistent with the provisions of the water quality ratings.

Policy 14

Best management practices will be used to ensure the control of stormwater runoff, combined sewer overflows, and the non-point discharge of excess nutrients, organics, and eroded soils into state waterways.

Non-point source pollution is pollution which enters waterways from diffuse sources. It is caused by rainfall or snowmelt which carries pollutants into waterways from a number of ground sources, such as streets, parking lots, and agricultural fields. Best management practices to be utilized to minimize non-point source pollution include the following:

1. Retain as much of the natural vegetation as possible and avoid mass clearing of sites to be developed.
2. Use grading methods which impede vertical runoff and provide maximum runoff infiltration capacity.
3. Locate large graded areas on the most level portion of the site and avoid the development of steep slopes.
4. Conduct grading and clearance activities

outside of floodplain.

5. Use porous pavements in the construction of parking areas.
6. Protect inlets to storm sewers with suitable filtering devices during construction.
7. Runoff from parking lots, fueling areas, and large building sites should be collected and detained in sediment basins, oil and grease filtering catch basins, or retention areas to trap pollutants which would otherwise be transported from the site.

Policy 15

Given the high cost of conventional sewage collection and treatment compared to the tax base of undeveloped areas, encourage the use of alternative or innovative sanitary waste systems where the existing Town system is not available.

Although the Town sewage system has existing capacity, the cost of extending collection lines to developed areas is high, and such extensions can stimulate development. This would also remove capacity from the core area of the waterfront. Alternative systems include individual septic tanks and other subsurface disposal systems, dual systems, small systems serving clusters of households or commercial users, and pressure or vacuum sewers. These types of systems are often more cost effective in smaller, less densely populated areas for which conventional facilities are too expensive and will be encouraged in areas outside the service area of the Town disposal system.

Policy 16

The state waterfront revitalization policy on the discharge of waste materials into State waters from vessels subject to state jurisdiction is not applicable given that navigation on the Creek and River is limited to canoes and small boats.

Although canoes and small boats do not have on-board waste facilities, there is an obvious need to provide public restrooms near the waterfront for River users and area visitors. The spread of zebra mussels to the River from infected boats and bait buckets from other areas is also a concern

Policy 17

Excavation, dredging, and dredge spoil disposal will be undertaken in a manner which protects fish and wildlife habitats, scenic resources, natural protective features, important agricultural land, and wetlands, and does not cause an increase in the erosion of such land.

No dredging is anticipated as part of the revitalization program. Nevertheless, should any dredging be undertaken, this policy will be applied.

Policy 18

Preserve and protect wetlands and the benefits derived from these resources.

Wetlands provide numerous benefits, including, but not limited to, the following: habitat for fish and wildlife; erosion and flood control; natural pollution treatment; groundwater protection; and aesthetic open space. As such, their protection is critical and regulated through the State's Freshwater Wetlands Act and Protection of Waters Act. Actions proposed within one hundred feet of such wetlands shall first be reviewed to examine potential impacts and designed in a

manner to avoid degradation.

Policy 19

Continue to support the goals of the Upper Delaware River Management Plan by enforcing the town zoning law and updating its provisions as necessary to address changing development concerns.

The DR Zoning District is intended to maintain the scenic and recreation character of those areas of the waterfront outside the Hamlet. Commercial, industrial, higher density and other incompatible uses will be directed to other areas of the Town not encompassed by the DR District. This will preclude any intensive waterfront revitalization efforts outside the Hamlet. Commercial development in the Hamlet will be limited to retail and service establishments, research and development, light manufacturing and other compatible uses.

Policy 20

Involve the public and local business owners in all revitalization efforts, particularly in any downtown improvement where such participation is essential to success.

Revitalization efforts must be a joint public and private effort. Town officials can serve as a conduit for access to government programs and can adopt policies and regulations conducive to revitalization. However, without committed and concerted effort by the private sector, revitalization cannot succeed. The focus of this policy will be the Hamlet, where all capital improvements, development projects and building rehabilitation associated with revitalization are planned.

SECTION IV
PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

SECTION IV PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

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
Sullivan County, NY

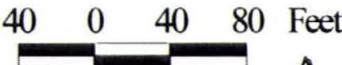
Local Waterfront
Revitalization Program

*Map IV-1- Downtown
Revitalization Area*

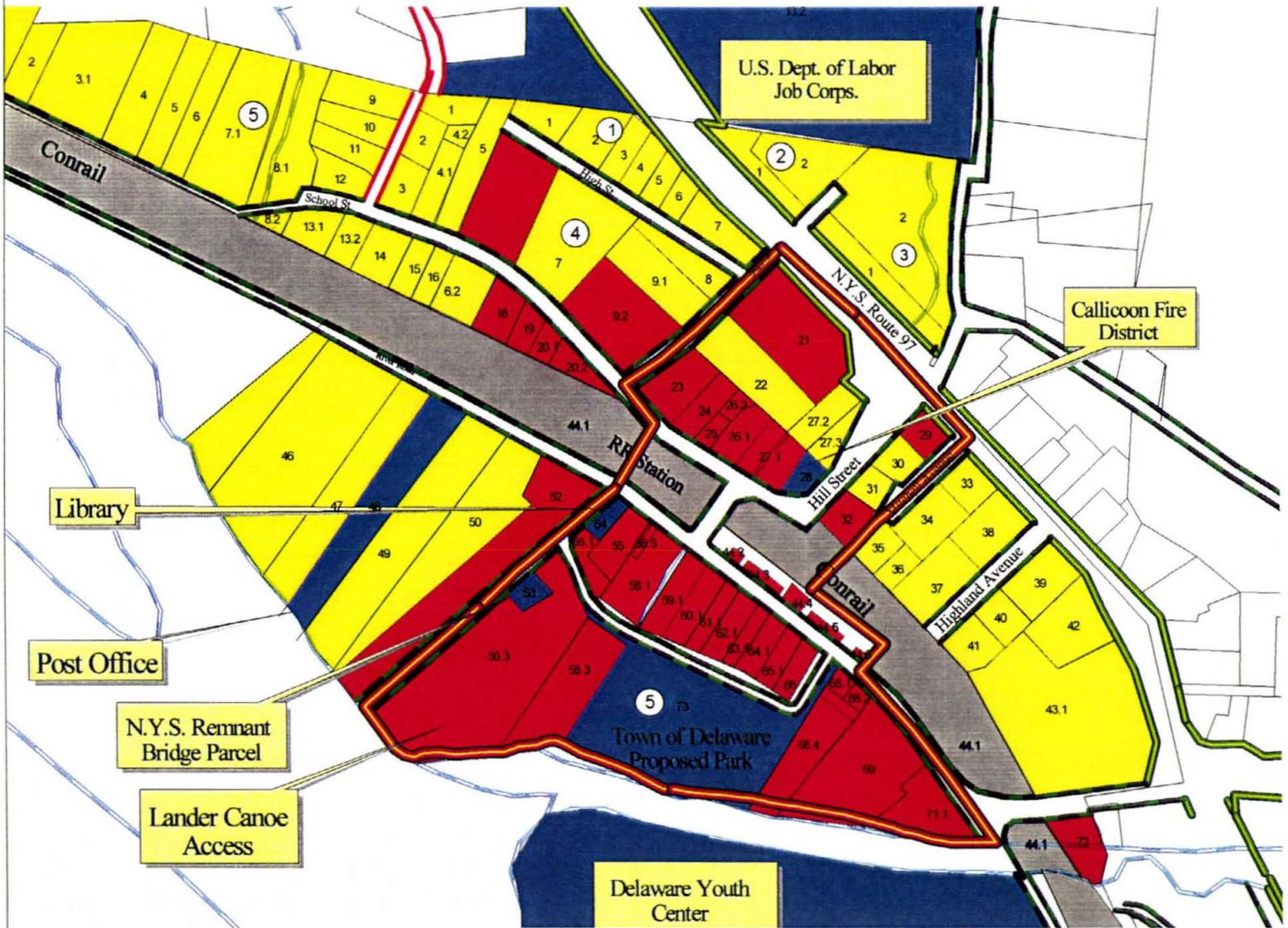
NYS Department of State Division
of Coastal Resources and
Waterfront Revitalization

Legend

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



Sullivan County Division of Planning
and Community Development
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

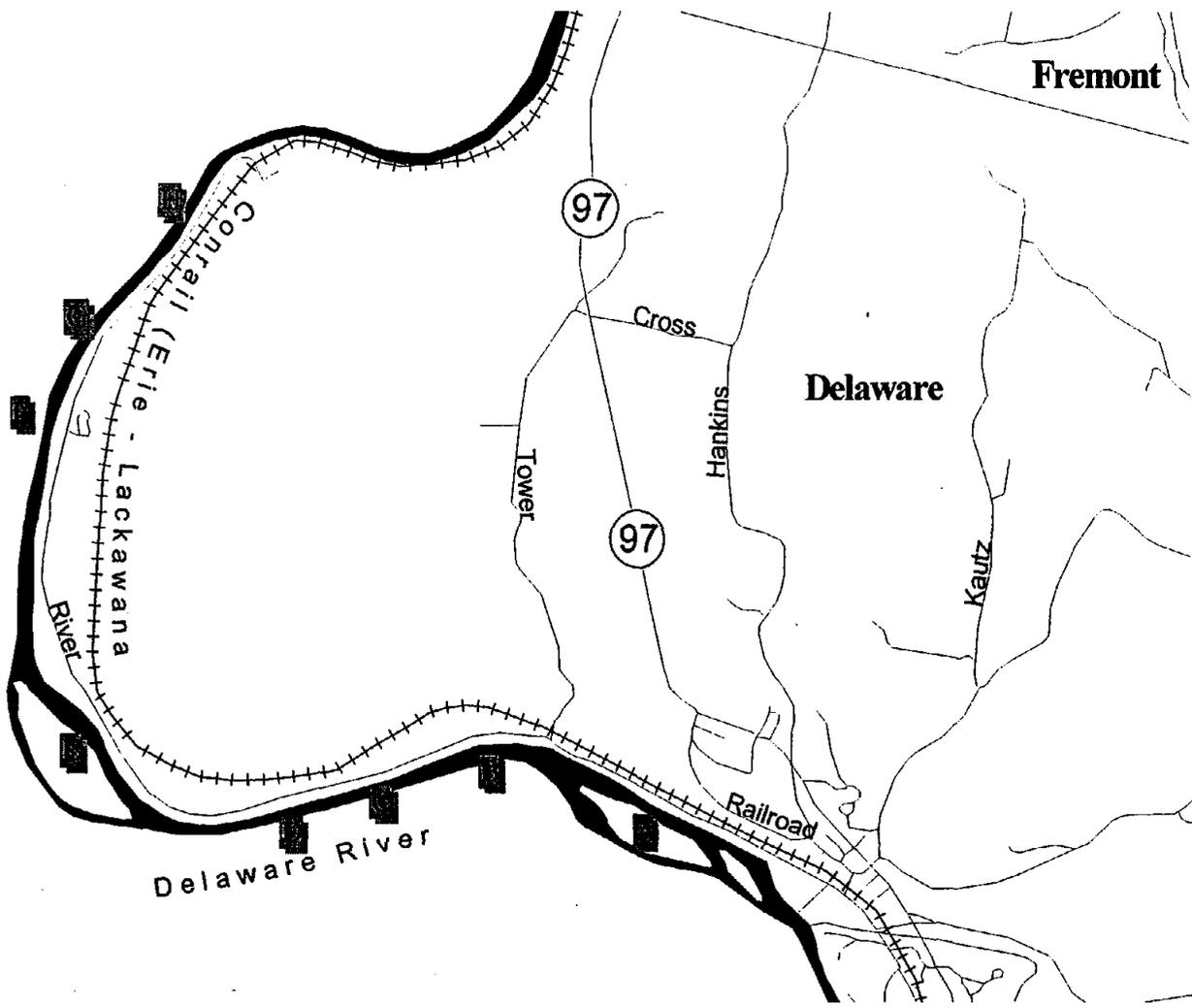
completing the entire project in five years. See *Map IV-2 - River Road Erosion Control*.

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
Sullivan County, NY

Local Waterfront
Revitalization Program

*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

Table 1: 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	

Sullivan County Division of Planning
and Community Development

October 1998



SECTION V
LOCAL IMPLEMENTATION
OF THE LOCAL WATERFRONT REVITALIZATION PROGRAM
ACTIONS NECESSARY TO IMPLEMENT THE LWRP

**SECTION V
LOCAL IMPLEMENTATION
OF THE LOCAL WATERFRONT REVITALIZATION PROGRAM**

ACTIONS NECESSARY TO IMPLEMENT THE LWRP

A. Local Laws and Regulations

Zoning Law - The Town zoning law and will serve as the key local law necessary to implement the waterfront revitalization program. Discussed in detail in Section II,D, the zoning law was recently updated and is in substantial conformance with the *Upper Delaware River Land and Water Use Guidelines*, resulting in the implementation of Policy 19 with respect to the goals of the *River Management Plan*. In addition, the Town Planning Board and Town Board have consistently developed new standards and amended the law as changing community conditions dictate.

The law establishes districts specific to the waterfront area and includes a broad range of standards to regulate growth and development. In accord with Policy 2 and Policy 4, respectively, the Law can be used to direct water-dependent uses to the waterfront area, and locate development where facilities and services are adequate. The Law also includes regulations governing size, height and placement of business and institutional signs, and provisions for erosion controls, stormwater management and wetlands protection which are applicable to new development. (Policies 1, 7, 14, and 18.)

Flood Damage Prevention Law - The Town Board recently adopted an updated flood damage prevention law which meets NYS DEC requirements. This local law will specifically implement Policy 6 within the waterfront area.

LWRP Consistency Law - This local law, which will be adopted by the Town Board, requires that actions which are directly undertaken, funded or permitted by the Town be consistent with the local waterfront revitalization program. The law will serve to implement all of the waterfront policies adopted by the Town by establishing a LWRP Advisory Committee to review all Town and Town Agency actions in accord with the established policies. (See *Appendix A* for the text of the law.)

Historic District Law - Should the restoration of buildings in the downtown area proceed to the point that an historic district can be designated, a law could be adopted to require that all new structures and rehabilitation of existing structures are consistent with the historic character of the district. This would be accomplished by architectural and other design standards and the creation of a review board to assure conformance. Such an law would address Policy 9 dealing with the restoration of historic structures and Policy 10 dealing with visual quality.

B. Other Public and Private Actions

Town

- Waterfront Park - Serve as the project sponsor and direct the design, funding, construction and maintenance of the park.

- River Road Erosion Control - Serve as the project sponsor and direct the design, funding, construction and maintenance of the project.
- Other Projects - Serve as the catalyst for community, business owner, county and state participation in project implementation; and, as a conduit for grants and other funding.
- Advisory Committee - Authorize the continued work of the LWRP Advisory Committee as the body to review proposed actions within the waterfront area to assure consistency with the revitalization program and involve the public and local business owners in the process.

New York State

- DEC River Access - Rehabilitate and improve the existing access and provide funds for long-term maintenance.
- River Road Erosion Control - Assist the Town in the design, funding, construction and maintenance of the project.
- Bicycle Access - Assist the Town in developing a bicycle loop into the Hamlet and provide signs, bike racks and other facilities for cyclists.

Other

- Callicoon Business Association - Reorganize and undertake the downtown revitalization program. Work with the Town to promote and sustain interest in the revitalization project.
- Delaware Youth Center, Inc. - Cooperate with the Town and Business Association to improve Youth Center facilities and

improve public access to the Callicoon Creek and the River.

- Sullivan County - Prepare management plan and coordinate local efforts for the development of the Route 97 Scenic Byway.
- Upper Delaware Council - Continue to coordinate actions affecting the River Corridor and serve as information clearinghouse.
- Norfolk Southern - Cooperation with the community to assure the preservation of the Callicoon Railroad Station.

C. Management Structure

The Town Board formed the LWRP Advisory Committee to oversee preparation of the Local Waterfront Revitalization Program. In addition, the Committee will continue to serve to review proposed actions within the waterfront area to assure their consistency with the LWRP. Prior to undertaking, approving, permitting, or funding a Type I or Unlisted Action, as defined by the State Environmental Quality Review Act, Town agencies, including the Planning Board, will determine that the action is consistent with the provisions of the LWRP. In making the determination of consistency, Town agencies will first obtain the recommendation of the LWRP Advisory Committee. In the event that the agency undertaking the action disagrees with the recommendation of the Committee, the Town Board will render a consistency determination. (See *Appendix A* for the text of the LWRP Consistency Law which details the local review process.)

Proposed State actions within the waterfront will be reviewed in accord with guidelines established by the New York State Department of State. (See *Appendix B* for the

full text of the guidelines.)

D. Financial Resources

The implementation of the projects set forth in this Local Waterfront Revitalization Program will require an undetermined amount of public funds, as follows:

Town

An obligation of Town funds may be necessary for construction of the waterfront park and the River Road erosion control project. The Town will seek outside grant funds for these projects, and a cost estimate for each project will be part of the design process. The Town will also seek grant funds for other LWRP projects where such funds are available. State

Funding for the improvement and maintenance of the DEC River access will be required. The project is vital to enhancing recreational boating, fishing and river access. The state, via the Department of Transportation, can provide funding for bicycle access improvements and the development of the Route 97 Scenic Byway.

Upper Delaware Council

Technical assistance funding for additional planning related to implementation of the Upper Delaware Scenic and Recreational River Management Plan.

SECTION VI
STATE ACTIONS AND PROGRAMS LIKELY TO AFFECT
IMPLEMENTATION OF THE LOCAL WATERFRONT REVITALIZATION
PROGRAM

SECTION VI
STATE ACTIONS AND PROGRAMS LIKELY TO AFFECT
IMPLEMENTATION OF THE LOCAL WATERFRONT REVITALIZATION
PROGRAM

State actions will affect and be affected by implementation of the LWRP. Under State law certain State actions within or affecting the local waterfront area must be *consistent* or *consistent to the maximum extent practicable* with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions and helps to prevent detrimental actions from occurring and future options from being needlessly foreclosed. At the same time, the active participation of State agencies is also likely to be necessary to implement specific provisions of the LWRP. It is also important to note that on March 22, 1993, New York Governor Mario M. Cuomo signed Executive Order No. 169 which requires that *All State agencies shall act consistently with the (Upper Delaware Scenic and Recreational) River Management Plan to the extent permitted by applicable law.* The continued cooperation of local and state agencies with the Upper Delaware Council will be vital to the success of the LWRP.

The first part of this section identifies the actions and programs of State agencies which should be undertaken in a manner consistent with the LWRP. This is a generic list of actions and programs, as identified by the NYS Department of State; therefore, some of the actions and programs listed may not be relevant to this LWRP. Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State individually and separately notifies affected State agencies

of those agency actions and programs which are to be undertaken in a manner consistent with approved LWRPs. The list of State actions and programs which follows is informational only and does not represent or substitute for the required identification and notification procedures. The current official list of actions subject to State consistency requirements may be obtained from the NYS Department of State.

The second part of this section is a more focused and descriptive list of State agency actions which are necessary to further implement the LWRP. It is recognized that a State agency's ability to undertake such actions is subject to a variety of factors and considerations; that the consistency provisions referred to above may not apply; and that the consistency requirements cannot be used to require a State agency to undertake an action it could not undertake pursuant to other provisions of law. Reference should be made to Section IV and Section V, which also discuss State assistance needed to implement the LWRP.

**A. State Actions and Programs Which
Should be Undertaken in a Manner
Consistent with the LWRP**

OFFICE FOR THE AGING

- 1.00 Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

**DEPARTMENT OF AGRICULTURE AND
MARKETS**

- 1.00 Agricultural Districts Program
- 2.00 Rural Development Program
- 3.00 Farm Worker Services Programs.
- 4.00 Permit and approval programs:
 - 4.01 Custom Slaughters/Processor Permit
 - 4.02 Processing Plant License
 - 4.03 Refrigerated Warehouse and/or Locker Plant License

**DIVISION OF ALCOHOLIC BEVERAGE
CONTROL/STATE LIQUOR AUTHORITY**

- 1.00 Permit and Approval Programs:
 - 1.01 Ball Park - Stadium License
 - 1.02 Bottle Club License
 - 1.03 Bottling Permits
 - 1.04 Brewer's Licenses and Permits
 - 1.05 Brewer's Retail Beer License
 - 1.06 Catering Establishment Liquor License
 - 1.07 Cider Producer's and Wholesaler's Licenses
 - 1.08 Club Beer, Liquor, and Wine Licenses
 - 1.09 Distiller's Licenses
 - 1.10 Drug Store, Eating Place, and Grocery Store Beer Licenses
 - 1.11 Farm Winery and Winery Licenses
 - 1.12 Hotel Beer, Wine, and Liquor Licenses
 - 1.13 Industrial Alcohol Manufacturer's Permits
 - 1.14 Liquor Store License
 - 1.15 On-Premises Liquor Licenses
 - 1.16 Plenary Permit (Miscellaneous-Annual)
 - 1.17 Summer Beer and Liquor Licenses
 - 1.18 Tavern/Restaurant and Restaurant Wine Licenses
 - 1.19 Vessel Beer and Liquor Licenses
 - 1.20 Warehouse Permit
 - 1.21 Wine Store License
 - 1.22 Winter Beer and Liquor Licenses
 - 1.23 Wholesale Beer, Wine, and Liquor Licenses

**DIVISION OF ALCOHOLISM AND
SUBSTANCE ABUSE SERVICES**

- 1.00 Facilities, construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Certificate of approval (Substance Abuse Services Program)
- 3.00 Permit and approval:
 - 3.01 Letter Approval for Certificate of Need
 - 3.02 Operating Certificate (Alcoholism Facility)
 - 3.03 Operating Certificate (Community Residence)
 - 3.04 Operating Certificate (Outpatient Facility)
 - 3.05 Operating Certificate (Sobering-Up Station)

COUNCIL ON THE ARTS

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Architecture and environmental arts program.

DEPARTMENT OF BANKING

- 1.00 Permit and approval programs:
 - 1.01 Authorization Certificate (Bank Branch)
 - 1.02 Authorization Certificate (Bank Change of Location)
 - 1.03 Authorization Certificate (Bank Charter)
 - 1.04 Authorization Certificate (Credit Union Change of Location)
 - 1.05 Authorization Certificate (Credit Union Charter)
 - 1.06 Authorization Certificate (Credit Union Station)
 - 1.07 Authorization Certificate (Foreign Banking Corporation Change of Location)
 - 1.08 Authorization Certificate (Foreign Banking Corporation Public Accommodations Office)
 - 1.09 Authorization Certificate (Investment Company Branch)
 - 1.10 Authorization Certificate (Investment Company Change of Location)
 - 1.11 Authorization Certificate (Investment Company Charter)
 - 1.12 Authorization Certificate (Licensed Lender Change of Location)
 - 1.13 Authorization Certificate (Mutual Trust)

- Company Charter)
- 1.14 Authorization Certificate (Private Banker Charter)
 - 1.15 Authorization Certificate (Public Accommodation Office - Banks)
 - 1.16 Authorization Certificate (Safe Deposit Company Branch)
 - 1.17 Authorization Certificate (Safe Deposit Company Change of Location)
 - 1.18 Authorization Certificate (Safe Deposit Company Charter)
 - 1.19 Authorization Certificate (Savings Bank Charter)
 - 1.20 Authorization Certificate (Savings Bank De Novo Branch Office)
 - 1.21 Authorization Certificate (Savings Bank Public Accommodations Office)
 - 1.22 Authorization Certificate (Savings and Loan Association Branch)
 - 1.23 Authorization Certificate (Savings and Loan Association Change of Location)
 - 1.24 Authorization Certificate (Savings and Loan Association Charter)
 - 1.25 Authorization Certificate (Subsidiary Trust Company Charter)
 - 1.26 Authorization Certificate (Trust Company Branch)
 - 1.27 Authorization Certificate (Trust Company-Change of Location)
 - 1.28 Authorization Certificate (Trust Company Charter)
 - 1.29 Authorization Certificate (Trust Company Public Accommodations Office)
 - 1.30 Authorization to Establish a Life Insurance Agency
 - 1.31 License as a Licensed Lender
 - 1.32 License for a Foreign Banking Corporation Branch

DEPARTMENT OF CORRECTIONAL SERVICES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DORMITORY AUTHORITY OF THE STATE OF NEW YORK

- 1.00 Financing of higher education and health care facilities.
- 2.00 Planning and design services assistance program.

EMPIRE STATE DEVELOPMENT/EMPIRE STATE DEVELOPMENT CORPORATION

- 1.00 Preparation or revision of statewide or specific plans to address State economic development needs.
- 2.00 Allocation of the state tax-free bonding reserve.

EDUCATION DEPARTMENT

- 1.00 Facilities construction, rehabilitation, expansion, demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Certification of Incorporation (Regents Charter)
 - 2.02 Private Business School Registration
 - 2.03 Private School License
 - 2.04 Registered Manufacturer of Drugs and/or Devices
 - 2.05 Registered Pharmacy Certificate
 - 2.06 Registered Wholesale of Drugs and/or Devices
 - 2.07 Registered Wholesaler-Repacker of Drugs and/or Devices
 - 2.08 Storekeeper's Certificate

NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

- 1.00 Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of lands under the jurisdiction of the Department.
- 2.00 Classification of Waters Program; classification of land areas under the Clean Air Act.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 4.00 Financial assistance/grant programs:
 - 4.01 Capital projects for limiting air pollution
 - 4.02 Cleanup of toxic waste dumps
 - 4.03 Flood control, beach erosion and other water resource projects
 - 4.04 Operating aid to municipal wastewater treatment facilities
 - 4.05 Resource recovery and solid waste management capital projects

- 4.06 Wastewater treatment facilities
- 5.00 Funding assistance for issuance of permits and other regulatory activities (New York City only).
- 6.00 Implementation of the Environmental Quality Bond Act of 1972, including:
 - (a) Water Quality Improvement Projects
 - (b) Land Preservation and Improvement Projects including Wetland Preservation and Restoration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects and Waterways Projects.
- 7.00 Marine Finfish and Shellfish Programs.
- 8.00 New York Harbor Drift Removal Project.
- 9.00 Permit and approval programs:

Air Resources

- 9.01 Certificate of Approval for Air Pollution Episode Action Plan
- 9.02 Certificate of Compliance for Tax Relief - Air Pollution Control Facility
- 9.03 Certificate to Operate: Stationary Combustion Installation; Incinerator; Process, Exhaust or Ventilation System
- 9.04 Permit for Burial of Radioactive Material
- 9.05 Permit for Discharge of Radioactive Material to Sanitary Sewer
- 9.06 Permit for Restricted Burning
- 9.07 Permit to Construct: a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

Construction Management

- 9.08 Approval of Plans and Specifications for Wastewater Treatment Facilities

Fish and Wildlife

- 9.09 Certificate to Possess and Sell Hatchery Trout in New York State
- 9.10 Commercial Inland Fisheries Licenses
- 9.11 Fishing Preserve License
- 9.12 Fur Breeder's License
- 9.13 Game Dealer's License
- 9.14 Licenses to Breed Domestic Game Animals
- 9.15 License to Possess and Sell Live Game
- 9.16 Permit to Import, Transport and/or Export under Section 184.1 (11-0511)
- 9.17 Permit to Raise and Sell Trout
- 9.18 Private Bass Hatchery Permit
- 9.19 Shooting Preserve Licenses
- 9.20 Taxidermy License
- 9.21 Permit - Article 15, (Protection of

Water) - Dredge or Deposit Material in a Waterway

- 9.22 Permit - Article 15, (Protection of Water) - Stream Bed or Bank Disturbance
- 9.23 Permit - Article 24, (Freshwater Wetlands)

Hazardous Substances

- 9.24 Permit to Use Chemicals for the Control or Elimination of Aquatic Insects
- 9.25 Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation
- 9.26 Permit to Use Chemicals for the Control or Extermination of Undesirable Fish

Lands and Forest

- 9.27 Certificate of Environmental Safety (Liquid Natural Gas and Liquid Petroleum Gas)
- 9.28 Floating Object Permit
- 9.29 Marine Regatta Permit
- 9.30 Navigation Aid Permit

Marine Resources

- 9.31 Digger's Permit (Shellfish)
- 9.32 License of Menhaden Fishing Vessel
- 9.33 License for Non-Resident Food Fishing Vessel
- 9.34 Non-Resident Lobster Permit
- 9.35 Marine Hatchery and/or Off-Bottom Culture Shellfish Permits
- 9.36 Permits to Take Blue-Claw Crabs
- 9.37 Permit to Use Pond or Trap Net
- 9.38 Resident Commercial Lobster Permit
- 9.39 Shellfish Bed Permit
- 9.40 Shellfish Shipper's Permits
- 9.41 Special Permit to Take Surf Clams from Waters other than the Atlantic Ocean
- 9.42 Permit - Article 25, (Tidal Wetlands)

Mineral Resources

- 9.43 Mining Permit
- 9.44 Permit to Plug and Abandon (a non-commercial, oil, gas or solution mining well)
- 9.45 Underground Storage Permit (Gas)
- 9.46 Well Drilling Permit (Oil, Gas, and Solution Salt Mining)

Solid Wastes

- 9.47 Permit to Construct and/or Operate a Solid Waste Management Facility
- 9.48 Septic Tank Cleaner and Industrial Waste Collector Permit

Water Resources

- 9.49 Approval of Plans for Wastewater Disposal Systems
- 9.50 Certificate of Approval of Realty

Subdivision Plans

- 9.51 Certificate of Compliance (Industrial Wastewater Treatment Facility)
- 9.52 Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan
- 9.53 Permit - Article 36, (Construction in Flood Hazard Areas)
- 9.54 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas
- 9.55 State Pollutant Discharge Elimination System (SPDES) Permit
- 9.56 Approval - Drainage Improvement District
- 9.57 Approval - Water (Diversion for) Power
- 9.58 Approval of Well System and Permit to Operate
- 9.59 Permit - Article 15, (Protection of Water) - Dam
- 9.60 Permit - Article 15, Title 15 (Water Supply)
- 9.61 River Improvement District Approvals
- 9.62 River Regulatory District Approvals
- 9.63 Well Drilling Certificate of Registration
- 9.64 401 Water Quality Certification

- 10.00 Preparation and revision of Air Pollution State Implementation Plan.
- 11.00 Preparation and revision of Continuous Executive Program Plan.
- 12.00 Preparation and revision of Statewide Environmental Plan.
- 13.00 Protection of Natural and Man-made Beauty Program.
- 14.00 Urban Fisheries Program.
- 15.00 Urban Forestry Program.
- 16.00 Urban Wildlife Program.

ENVIRONMENTAL FACILITIES CORPORATION

- 1.00 Financing program for pollution control facilities for industrial firms and small businesses.

FACILITIES DEVELOPMENT CORPORATION

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

OFFICE OF GENERAL SERVICES

- 1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, and oil and gas leases for exploration and development.
- 2.00 Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition.
- 4.00 Administration of Article 5, Section 233, Sub 5 of the Education Law on removal of archeological and paleontological objects under the waters of State water bodies.
- 5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.

DEPARTMENT OF HEALTH

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Approval of Completed Works for Public Water Supply Improvements
 - 2.02 Approval of Plans for Public Water Supply Improvements.
 - 2.03 Certificate of Need (Health Related Facility - except Hospitals)
 - 2.04 Certificate of Need (Hospitals)
 - 2.05 Operating Certificate (Diagnostic and Treatment Center)
 - 2.06 Operating Certificate (Health Related Facility)
 - 2.07 Operating Certificate (Hospice)
 - 2.08 Operating Certificate (Hospital)
 - 2.09 Operating Certificate (Nursing Home)
 - 2.10 Permit to Operate a Children's Overnight or Day Camp
 - 2.11 Permit to Operate a Migrant Labor Camp
 - 2.12 Permit to Operate as a Retail Frozen Dessert Manufacturer
 - 2.13 Permit to Operate a Service Food Establishment
 - 2.14 Permit to Operate a Temporary Residence/Mass Gathering
 - 2.15 Permit to Operate or Maintain a Swimming Pool or Public Bathing Beach

- 2.16 Permit to Operate Sanitary Facilities for Realty Subdivisions
- 2.17 Shared Health Facility Registration Certificate

DIVISION OF HOUSING AND COMMUNITY RENEWAL AND ITS SUBSIDIARIES AND AFFILIATES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition.
- 2.00 Financial assistance/grant programs:
 - 2.01 Federal Housing Assistance Payments Programs (Section 8 Programs)
 - 2.02 Housing Development Fund Programs
 - 2.03 Neighborhood Preservation Companies Program
 - 2.04 Public Housing Programs
 - 2.05 Rural Initiatives Grant Program
 - 2.06 Rural Preservation Companies Program
 - 2.07 Rural Rental Assistance Program
 - 2.08 Special Needs Demonstration Projects
 - 2.09 Urban Initiatives Grant Program
 - 2.10 Urban Renewal Programs
- 3.00 Preparation and implementation of plans to address housing and community renewal needs.

HOUSING FINANCE AGENCY

- 1.00 Funding programs for the construction, rehabilitation, or expansion of facilities.
- 2.00 Affordable Housing Corporation

MEDICAL CARE FACILITIES FINANCING AGENCY

- 1.00 Financing of medical care facilities.

OFFICE OF MENTAL HEALTH

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Operating Certificate (Community Residence)
 - 2.02 Operating Certificate (Family Care Homes)
 - 2.03 Operating Certificate (Inpatient Facility)
 - 2.04 Operating Certificate (Outpatient Facility)

OFFICE OF MENTAL RETARDATION AND DEVELOPMENT DISABILITIES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Establishment and Construction Prior Approval
 - 2.02 Operating Certificate Community Residence
 - 2.03 Outpatient Facility Operating Certificate

DIVISION OF MILITARY AND NAVAL AFFAIRS

- 1.00 Preparation and implementation of the State Disaster Preparedness Plan.

NATURAL HERITAGE TRUST

- 1.00 Funding program for natural heritage institutions.

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION (including Regional State Park Commission)

- 1.00 Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Office.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 3.00 Funding program for recreational boating, safety and enforcement.
- 4.00 Funding program for State and local historic preservation projects.
- 5.00 Land and Water Conservation Fund programs.
- 6.00 Nomination of properties to the Federal and/or State Register of Historic Places.
- 7.00 Permit and approval programs:
 - 7.01 Floating Objects Permit
 - 7.02 Marine Regatta Permit
 - 7.03 Navigation Aide Permit
 - 7.04 Posting of Signs Outside State Parks
- 8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.
- 9.00 Recreation services program.
- 10.00 Urban Cultural Parks Program.

**POWER AUTHORITY OF THE STATE OF
NEW YORK**

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition.

**NEW YORK STATE SCIENCE AND
TECHNOLOGY FOUNDATION**

- 1.00 Corporation for Innovation Development Program.
- 2.00 Center for Advanced Technology Program.

DEPARTMENT OF SOCIAL SERVICES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Homeless Housing and Assistance Program.
- 3.00 Permit and approval programs:
 - 3.01 Certificate of Incorporation (Adult Residential Care Facilities)
 - 3.02 Operating Certificate (Children's Services)
 - 3.03 Operating Certificate (Enriched Housing Program)
 - 3.04 Operating Certificate (Home for Adults)
 - 3.05 Operating Certificate (Proprietary Home)
 - 3.06 Operating Certificate (Public Home)
 - 3.07 Operating Certificate (Special Care Home)
 - 3.08 Permit to Operate a Day Care Center

DEPARTMENT OF STATE

- 1.00 Appalachian Regional Development Program.
- 2.00 Coastal Management Program.
- 3.00 Community Services Block Grant Program.
- 4.00 Permit and approval programs:
 - 4.01 Billiard Room License
 - 4.02 Cemetery Operator
 - 4.03 Uniform Fire Prevention and Building Code

STATE UNIVERSITY CONSTRUCTION FUND

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

STATE UNIVERSITY OF NEW YORK

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of

the University.

- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DEPARTMENT OF TRANSPORTATION

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.
- 2.00 Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:
 - (a) Highways and parkways
 - (b) Bridges on the State highways system
 - (c) Highway and parkway maintenance facilities
 - (d) Rail facilities
- 3.00 Financial assistance/grant programs:
 - 3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
 - 3.02 Not applicable -- Funding programs for development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York
 - 3.03 Funding programs for rehabilitation and replacement of municipal bridges
 - 3.04 Subsidies program for marginal branchlines abandoned by Conrail
 - 3.05 Subsidies program for passenger rail service
- 4.00 Permits and approval programs:
 - 4.01 Approval of applications for airport improvements (construction projects)
 - 4.02 Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
 - 4.03 Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities
 - 4.04 Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities
 - 4.05 Certificate of Convenience and Necessity to Operate a Railroad
 - 4.06 Highway Work Permits

- 4.07 License to Operate Major Petroleum Facilities
- 4.08 Outdoor Advertising Permit (for off-premises advertising signs adjacent to interstate and primary highway)
- 4.09 Real Property Division Permit for Use of State-Owned Property
- 5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.
- 6.00 Water Operation and Maintenance Program-- Activities related to the containment of petroleum spills and development of an emergency oil-spill control network.

DIVISION OF YOUTH

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding or approval of such activities.

B. State and Federal Actions and Programs Necessary to Further the LWRP

State Actions

Office of General Services

Prior to any development occurring in the water or on the immediate waterfront, OGS should be consulted for a determination of the State's interest in underwater or formerly underwater lands and for authorization to use and occupy these lands.

Empire State Development Corporation

Any action or provision of funds for the development or promotion of tourism related activities or development.

Department of Environmental Conservation

- 1. Planning, development, construction, major renovation, or expansion of facilities in waterfront, including the existing River access and any proposed recreational improvement projects.
- 2. Assistance with planning, development, and construction of River bank stabilization project.

Division of Housing And Community Renewal

- 1. Provision of funding under the Rural Preservation Company Program.
- 2. Approval of funding for Rural Area Revitalization Program projects.

Office of Parks, Recreation and Historic Preservation

- 1. Planning, development, construction, major renovation or expansion of recreational facilities or the provision of funding for such facilities.
- 2. Provision of funding for State and local activities from the Land and Water Conservation Fund.
- 3. Planning, development, implementation or the provision of funding for recreation services programs.
- 4. Certification of properties for the State and National Registers.
- 5. Provision of funding for State and local historic preservation activities.

Department of State

- 1. Provision of funding for the implementation of an approved LWRP.
- 2. Provision of funding under the Community Services Block Grant program.

Council on the Arts

Assistance from the Architecture and Environmental Arts program for a waterfront plan.

Department of Transportation

- 1. Assistance for street repairs through the Consolidated Highway Improvements Program.
- 2. Assistance with improved signs for direction of visitors.
- 3. Assistance and funding for improved bicycle access and facilities.
- 4. Assistance with Route 97 Scenic Byway planning and development process.

Federal Actions and Programs

National Park Service

Cooperate and participate in the revitalization program.

SECTION VII
LOCAL COMMITMENT & CONSULTATION

SECTION VII LOCAL COMMITMENT & CONSULTATION

A. Local Commitment

LWRP Advisory Committee

The Town Board appointed an Advisory Committee comprised of Town residents to develop the Local Waterfront Revitalization Program. Committee membership reflected a cross section of the community including business owners, local historian, Town Board member, representative to the Upper Delaware Council, and citizens. The Town Supervisor and the Town Building Inspector also participated, providing additional communication between the Committee and the Town Board and Planning Board. The Committee met regularly with the project consultant and communicated frequently with the assigned representative of the NYS Department of State to identify and define waterfront issues and assure that the LWRP would meet Department requirements.

Public Opinion Survey

The Advisory Committee conducted a public opinion survey of waterfront area residents and property owners to identify issues, assess priorities and evaluate specific projects. Almost 170 of the 400 mail-out surveys were returned, a forty-two percent return rate. The results of the survey are included in *Appendix C*.

Community Meetings

The Advisory Committee conducted two public meetings during the development of the LWRP. The first meeting served to report on the results of the public opinion survey and solicit additional public comment. The second meeting was conducted to obtain public comment on the draft LWRP and Draft Generic Environmental Impact Statement.

The Advisory Committee also met with the Callicoon Business Association to review the draft and detail the importance of private commitment to the revitalization effort.

B. Consultation

The Advisory Committee regularly invited participation in the development of the LWRP from the Town Board and other Town agencies. As previously noted, interagency communication was fostered by the Committee membership structure. In addition, the Draft LWRP (with Draft Generic Environmental Impact Statement) was reviewed and approved by the Town Board and forwarded to the New York State Department of State. The Department of State then initiated a sixty-day review of the Draft LWRP pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act and the State Environmental Quality Review Act. Copies of the Draft LWRP were distributed to all potentially affected State agencies, Sullivan County, the Upper Delaware Council, the National Park Service, and the Town of Cochection and the Town of Fremont, adjacent waterfront communities. Comments received on the Draft LWRP were reviewed by the Town and the Department of State, and changes made to the LWRP as warranted.

APPENDIX A

WATERFRONT CONSISTENCY LAW

Town of Delaware

Local Law No. _____ of the year 199__

Be it enacted by the Town Board of the Town of Delaware as follows:

GENERAL PROVISIONS

I. Title

This Local Law will be known as the **Town of Delaware Waterfront Consistency Review Law**.

II. Authority and Purpose:

1. This Local Law is adopted under the authority of the Municipal Home Rule Law and the Waterfront Revitalization of Coastal Areas and Inland Waterways Act of the State of New York (Article 42 of the Executive Law).
2. The purpose of this Local Law is to provide a framework for agencies of the Town of Delaware to consider the policies and purposes contained in the Town of Delaware Local Waterfront Revitalization Program when reviewing applications for actions or direct agency actions located in the coastal area; and to assure that such actions and direct actions are consistent with the said policies and purposes.
3. It is the intention of the Town of Delaware that the preservation, enhancement, and utilization of the natural and manmade resources of the unique coastal area of the Town take place in a coordinated and comprehensive manner to ensure a proper balance between natural resources and the need to accommodate population growth, economic development, and attract the traveling public. Accordingly, this Local Law is intended to achieve such a balance, permitting the beneficial use of coastal resources while preventing: loss of living estuarine resources and wildlife; diminution of open space areas or public accesses to the waterfront; erosion of shoreline; impairment of scenic beauty; losses due to flooding, erosion and sedimentation; or permanent adverse changes to ecological systems.
4. The substantive provisions of this Local Law shall only apply while there is in existence a Town of Delaware Local Waterfront Revitalization Program which has been adopted in accordance with Article 42 of the Executive Law of the State of New York.

III. **Definitions:**

1. "Actions" mean either Type I or unlisted actions as defined in SEQRA regulations (6 N.Y.C.R.R. 617.2) which are undertaken by an agency and which include:

- (1) projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure, that:
 - (i) are directly undertaken by an agency; or
 - (ii) involve funding by an agency; or
 - (iii) require one or more new or modified approvals from an agency or agencies;
- (2) agency planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions;
- (3) adoption of agency rules, regulations and procedures, including Local Laws, codes, ordinances, executive orders and resolutions that may affect the environment;
- (4) Any proposed action within the Town's Local Waterfront Revitalization Area that requires Site Plan Review and Approval by the Town of Delaware; and
- (5) any combinations of the above.

This law does not apply to Type II, excluded or exempt actions as defined in the S.E.Q.R.A. regulations 6 N.Y.C.R.R. Part 617.

2. "Agency" means any board, agency, department, office, other body, or officer of the Town of Delaware.

3. "Coastal area" means that portion of New York State coastal waters and adjacent shorelands as defined in Article 42 of the Executive Law which is located within the boundaries of the Town of Delaware, as shown on the Coastal Area map on file in the office of the Secretary of State and as delineated in the Town of Delaware Local Waterfront Revitalization Program.

4. "Coastal Assessment Form (CAF)" means the form used by an agency to assist it in determining the consistency of an action with the Town of Delaware Local Waterfront Revitalization Program.

5. "Consistent" means that the action will fully comply with the LWRP policy standards and conditions and, whenever practicable, will advance one or more of them.

6. "Direct Actions" mean actions planned and proposed for implementation by an agency, such as, but not limited to a capital project, rule making, procedure making and policy making.

7. "Local Waterfront Revitalization Program (LWRP)" means the Local Waterfront Revitalization Program of the Town of Delaware, approved by the Secretary of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), a copy of which is on file in the Office of the Clerk of the Town of Delaware.

8. "Town of Delaware Local Waterfront Revitalization Program (LWRP) Advisory Committee" means the LWRP Advisory Committee of the Town of Delaware.

IV. Town of Delaware Local Waterfront Revitalization Program (LWRP) Advisory Committee

The LWRP Advisory Committee is authorized to review and make recommendations to appropriate agencies regarding the consistency of proposed actions with the Town of Delaware Local Waterfront Revitalization Program policy standards and conditions.

V. Review of Actions:

1. Whenever a proposed action is located within the Town's Coastal Area, an agency shall, prior to approving, funding or undertaking the action, make a determination that it is consistent with the LWRP policy standards and conditions set forth in Paragraph 10 herein.

2. Each agency of the Town shall be responsible for making its own consistency determinations.

3. Where more than one local agency is involved in reviewing a proposed action, the "lead agency" (as that term is defined in the SEQRA regulations) shall be responsible for making the determination that the proposed action is consistent with the LWRP policy standards and conditions set forth in Paragraph 10 herein.

4. The consistency determination process required by this local law shall be coordinated with the environmental review process set forth in SEQRA to the greatest extent possible.

5. Whenever an agency receives an application for approval or funding of an action or as early as possible in the agency's formulation of a direct action to be located in the Coastal Area, the applicant, or in the case of a direct action, the agency, shall prepare a Coastal Assessment Form (CAF) to assist with the consistency review of the proposed action.

6. The agency shall refer a copy of the completed CAF to the LWRP Advisory Committee within ten (10) days of its submission and prior to making its determination, shall consider the recommendation of the LWRP Advisory Committee with reference to the consistency of the proposed action with the Town's Local Waterfront Revitalization Program.

7. After referral from an agency, the LWRP Advisory Committee shall consider whether the proposed action is consistent with the LWRP policy standards and conditions set forth in Paragraph 10 herein. The LWRP Advisory Committee shall require the applicant to submit all completed applications, CAFs and any other information deemed to be necessary to its consistency review and recommendation.

8. The LWRP Advisory Committee shall render its written recommendation to the agency within thirty (30) days following referral of the CAF from the agency, unless extended by mutual agreement of the LWRP Advisory Committee and the applicant or in the case of direct action, the agency. The recommendation shall indicate whether, in the opinion of the LWRP Advisory Committee, the proposed action is consistent with or inconsistent with one or more of the LWRP policy standards or conditions and shall elaborate in writing the basis for its opinion.

The LWRP Advisory Committee shall, along with its consistency recommendation, make any

suggestions to the agency concerning modification, of the proposed action to make it consistent with LWRP policy standards and conditions or to greater advance them.

In the event that the LWRP Advisory Committee's recommendation is not forthcoming within the specified time, the referring agency shall make its decision without the benefit of the LWRP Advisory Committee's recommendation.

9. The agency shall make the determination of consistency based on the CAF, SEQRA documents, the application and project documentation, the LWRP Advisory Committee recommendation and relevant recommendations from other agencies, and such other information as is deemed to be necessary in its determination. The agency shall issue its determination within thirty (30) days following receipt of the LWRP Advisory Committee's recommendation and submission by the applicant of any additional required information. The agency shall have the authority, in its finding of consistency, to impose practicable and reasonable conditions on an action to ensure that it is carried out in accordance with this Local Law.

10. Actions to be undertaken within the Town of Delaware Coastal Area shall be evaluated for consistency in accordance with the following LWRP policy standards and conditions, which are derived from and further explained and described in Section III of the Town of Delaware LWRP, a copy of which is on file in the Town Clerk's office and available for inspection during normal business hours. Agencies which undertake direct actions shall also consult with Section IV of the LWRP in making their consistency determination. The action shall be consistent with the policy to:

- (1) Revitalize the deteriorated and underutilized waterfront areas of the Town of Delaware (Policy 1).
- (2) Facilitate the siting of water-dependent uses and facilities on or adjacent to the coastal waters of the Town of Delaware (Policy 2).
- (3) Ensure that development occurs where adequate public infrastructure is available to reduce health and pollution hazards (Policy 4).
- (4) Protect, preserve, and where practicable, restore significant and locally important fish and wildlife habitats so as to maintain their viability as habitats and prevent human disruption and chemical contamination (Policy 5).
- (5) Minimize flooding hazards through non-structural means, carefully-selected, long-term structural measures, and appropriate siting of structures (Policy 6).
- (6) Minimize erosion damage to natural resources and damage to property from erosion by directing development away from steeply sloped areas and through non-structural measures whenever possible (Policy 7).
- (7) Maintain and improve public access to the shoreline and the water-related recreational facilities while protecting the environment (Policy 8).
- (8) Protect and restore historic and archeological resources (Policy 9).
- (9) Protect and improve the visual quality of the waterfront area (Policy 10).

- (10) Conserve and protect agricultural lands in the waterfront area (Policy 11).
- (11) Municipal, industrial, and commercial discharge of effluent and pollutants into water bodies will conform to State and national water quality standards (Policy 12).
- (12) The Town of Delaware's Local Waterfront Revitalization Program will be considered while reviewing State water body classifications and while modifying water quality standards (Policy 13).
- (13) Best management practices will be used to ensure control of stormwater runoff, combined sewer outflows, and non-point discharge of excess nutrients, organics, and eroded soils into State waterways (Policy 14).
- (14) Encourage use of innovative sanitary waste systems where existing Town systems are not available (Policy 15).
- (15) Ensure that excavation, dredging, and dredge spoil disposal are undertaken in such a manner that protects fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and does not cause an increase in the erosion of such land (Policy 17).
- (16) Preserve and protect wetlands and the benefits derived from these resources (Policy 18).
- (17) Continue to support the goals of the Upper Delaware River Management Plan by enforcing the Town Zoning Law and updating its provisions as necessary to address changing development concerns (Policy 19).
- (18) Involve the public and local business owners in all revitalization efforts, particularly in any downtown improvement where such participation is essential to success (Policy 20).

8. If the agency determines that the action would not be consistent with one or more of the LWRP policy standards and conditions, such action shall not be undertaken unless the agency makes a written finding with respect to the proposed action that:

- (1) No reasonable alternatives exist which would permit the action to be undertaken in a manner which will not substantially hinder the achievement of such LWRP policy standards and conditions.
- (2) The action would be undertaken in a manner which will minimize all adverse effects on such LWRP policy standards and conditions.
- (3) The action will advance one or more of the other LWRP policy standards and conditions: and
- (4) The action will result in an overriding Town, regional or state-wide public benefit.

Such a finding shall constitute a determination that the action is consistent with the LWRP policy standards and conditions.

9. Each agency shall maintain a file for each action made the subject of a consistency determination, including any recommendations received from the LWRP Advisory Committee. Such files shall be made available for public inspection upon request.

VI. **Enforcement:**

The Town Zoning Enforcement Officer shall be responsible for enforcing this Local Law. No work or activity on a project in the Coastal Area which is subject to review under this Local Law shall be commenced or undertaken until the Zoning Enforcement Officer has been presented with a written determination from an agency that the action is consistent with the Town's LWRP policy standards and conditions. In the event that an activity is not being performed in accordance with this Local Law or any conditions imposed thereunder, the Zoning Enforcement Officer shall issue a stop work order and all work shall immediately cease. No further work or activity shall be undertaken on the project so long as a stop work order is in effect.

VII. **Violations:**

1. A person who violates any of the provisions of, or who fails to comply with any conditions imposed by this Local Law shall have committed a violation, punishable by a fine not exceeding five hundred dollars for a conviction of a first offense and punishable by a fine of one thousand dollars for a conviction of a second or subsequent offense. For the purpose of conferring jurisdiction upon courts and judicial officers, each week of continuing violation shall constitute a separate additional offense.

2. The Town Attorney is authorized and directed to institute any and all actions and proceedings necessary to enforce this Local Law. Any civil penalty shall be in addition to and not in lieu of any criminal prosecution and penalty. The Town may also enforce this Local Law by injunction or other civil proceeding.

VIII. **Severability:**

The provisions of this Local Law are severable. If any provision of this Local Law is found invalid, such finding shall not affect the validity of this Local Law as a whole or any part of provision hereof other than the provision so found to be invalid.

IX. **Effective Date:**

This Local Law shall take effect immediately upon filing with the Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.

APPENDIX B

**GUIDELINES FOR NOTIFICATION AND REVIEW OF STATE AGENCY ACTIONS
WHERE LOCAL WATERFRONT REVITALIZATION PROGRAMS ARE IN EFFECT**

1. Purposes of Guidelines

- (a) The Waterfront Revitalization of Coastal Resources and Inland Waterways Act (Article 42 of the Executive Law) and the Department of State's regulations (19 NYCRR Part 600) require certain State agency actions identified by the Secretary of State to be consistent to the maximum extent practicable with the policies and purposes of approved Local Waterfront Revitalization Programs (LWRPs). These guidelines are intended to assist state agencies in meeting that statutory consistency obligation.
- (b) The Act also requires that state agencies provide timely notice to the Town of Delaware local government whenever an identified action will occur within an area covered by an approved LWRP. These guidelines describe a process for complying with this notification requirement. They also provide procedures to assist local governments in carrying out their review responsibilities in a timely manner.
- (c) The Secretary of State is required by the Act to confer with state agencies and local governments when notified by a local government that a proposed state agency action may conflict with the policies and purposes of its approved LWRP. These guidelines establish a procedure for resolving such conflicts.

2. Definitions

Action means:

- (a) A "Type 1" or "Unlisted" action as defined by the State Environmental Quality Review Act (SEQRA);
- (b) Occurring within the boundaries of an approved LWRP; and
- (c) Being taken pursuant to a state agency program or activity which has been identified by the Secretary of State as likely to affect the policies and purposes of the LWRP.

Consistent to the maximum extent practicable means that an action will not substantially hinder the achievement of any of the policies and purposes of an approved LWRP and, whenever practicable, will advance one or more of such policies. If an action will substantially hinder any of the policies or purposes of an approved LWRP, then the action must be one:

- (1) For which no reasonable alternatives exist that would avoid or overcome any substantial hindrance;
- (2) That will minimize all adverse effects on the policies or purposes of the LWRP to the maximum extent practicable;

- (3) That will result in an overriding regional or statewide public benefit; and
- (4) That will advance one or more of the other coastal policies.

Local Waterfront Revitalization Program or LWRP means a program prepared and adopted by a local government and approved by the Secretary of State pursuant to Executive Law, Article 42; which program contains policies on the management of land, water, and man-made resources, proposed land uses and specific projects that are essential to program implementation.

3. Notification Procedure

- (a) When a state agency is considering an action described in (b) above, the state agency shall notify the affected local government.
- (b) Notification of a proposed action by a state agency shall fully describe the nature and location of the action; shall be accomplished by use of either the State Clearinghouse, other existing state agency notification procedures, or through any alternative procedure agreed upon by the state agency and local government; and should be provided to the local official identified in the LWRP of the Town of Delaware local government as early in the planning stages as possible, but in any event at least 30 days prior to the agency's decision on the action. (The timely filing of a copy of a completed Coastal Assessment Form with the local LWRP official should be considered adequate notification of a proposed action.)
- (c) If the proposed action will require the preparation of a draft environmental impact statement, the filing of this draft document with the chief executive officer can serve as the state agency's notification to the Town of Delaware local government.

4. Local Government Review Procedure

- (a) Upon receipt of notification from a state agency, the Town of Delaware local government will be responsible for evaluating a proposed action against the policies and purposes of its approved LWRP. Upon request of the local official identified in the LWRP, the state agency should promptly provide the Town of Delaware local government with whatever additional information is available which will assist the Town of Delaware local government to evaluate the proposed action.
- (b) If the Town of Delaware local government cannot identify any conflicts between the proposed action and the applicable policies and purposes of its approved LWRP, it should inform the state agency in writing of its finding. Upon receipt of the local government's finding, the state agency may proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.
- (c) If the Town of Delaware local government does not notify the state agency in writing of its finding within the established review period, the state agency may then presume that the proposed action does not conflict with the policies and purposes of the municipality's approved LWRP.
- (d) If the Town of Delaware local government notifies the state agency in writing that the proposed action does conflict with the policies and/or purposes of its approved LWRP, the state agency shall not proceed with its consideration of, or decision on, the proposed action

as long as the Resolution of Conflicts procedure established in (e) below shall apply. The local government shall forward a copy of the identified conflicts to the Secretary of State at the time when the state agency is notified. In notifying the state agency, the local government shall identify the specific policies and purposes of the LWRP with which the proposed action conflicts.

5. Resolution of Conflicts

The following procedure applies whenever a local government has notified the Secretary of State and state agency that a proposed action conflicts with the policies and purposes of its approved LWRP.

- (a) Upon receipt of notification from a local government that a proposed action conflicts with its approved LWRP, the state agency should contact the local LWRP official to discuss the content of the identified conflicts and the means for resolving them. A meeting of state agency and local government representatives may be necessary to discuss and resolve the identified conflicts. This discussion should take place within 30 days of the receipt of a conflict notification from the local government.
- (b) If the discussion between the Town of Delaware local government and the state agency results in the resolution of the identified conflicts, then, within seven days of the discussion, the Town of Delaware local government shall notify the state agency in writing, with a copy forwarded to the Secretary of State, that all of the identified conflicts have been resolved. The State agency can then proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.
- (c) If the consultation between the Town of Delaware local government and the state agency does not lead to the resolution of the identified conflicts, either party may request, in writing, the assistance of the Secretary of State to resolve any or all of the identified conflicts. This request must be received by the Secretary within 15 days following the discussion between the Town of Delaware local government and the state agency. The party requesting the assistance of the Secretary of State shall forward a copy of their request to the other party.
- (d) Within 30 days following the receipt of a request for assistance, the Secretary or a Department of State official or employee designated by the Secretary, will discuss the identified conflicts and circumstances preventing their resolution with appropriate representatives from the state agency and Town of Delaware local government.
- (e) If agreement among all parties cannot be reached during this discussion, the Secretary shall, within fifteen days, notify both parties of his/her findings and recommendations.
- (f) The state agency shall not proceed with its consideration of, or decision on, the proposed action as long as the foregoing Resolution of Conflicts procedures shall apply.

APPENDIX C

PUBLIC OPINION SURVEY

MARCH 1998

TOTAL SURVEYS MAILED: 400

TOTAL MAILED SURVEYS RETURNED: 169

RATE OF RETURN:42.3%

1. Please rate the Delaware River and waterfront area, including the Hamlet of Callicoon, in terms of each of the following:

Total # Responses	Issue/Characteristic	percent				
		excellent	good	fair	poor	not sure
167	River water quality	24.6	57.5	7.8	0.6	9.6
165	Present economic condition	1.8	17.6	52.1	21.8	6.7
166	Public access to River	5.4	43.4	31.9	14.5	4.8
168	Scenic beauty	63.7	27.4	6.0	1.8	1.2
167	Overall environmental quality	16.2	62.3	15.6	1.8	4.2
165	Economic development potential	20.0	41.8	21.2	6.7	10.3
167	Garbage and litter control	4.2	44.9	35.3	10.2	5.4
165	Overall quality of life	15.2	58.8	20.6	1.2	4.2

2. How important to you are each of the following characteristics associated with the Delaware River and waterfront area?

Total # Responses	Issue/Characteristic	percent			
		very important	somewhat important	not very important	not sure
167	Good water quality	87.4	11.4	1.2	0
162	Economic development	50.6	35.8	13.6	0
164	Adequate public access to River	39.6	40.2	18.9	1.2
167	Scenic beauty	86.2	12.0	1.2	0.6
162	Overall environmental quality	83.3	14.8	1.9	0
164	Garbage and litter control	86.6	11.6	1.8	0
161	Overall quality of life	88.2	10.6	1.2	0

3. Do you think the Hamlet of Callicoon will become more or less desirable in terms of economic vitality over the next five to ten years?

Total number of responses: 165

49.7% ----- more desirable 9.1% ----- not sure

33.3% ----- stay about the same 7.9% ----- less desirable

4. How do you feel about the following types of activities for the River WATERFRONT AREA OUTSIDE THE HAMLET OF CALLICOON?

Total # Responses	Activity	percent			
		very desirable	somewhat desirable	not very desirable	not sure
164	Residential development	28.7	42.1	25.0	4.3
162	Farming	34.6	42.6	16.7	6.2
158	Timbering	13.3	34.8	43.7	8.2
165	Manufacturing and industry	21.8	23.6	50.3	4.2
165	Small stores, shops and offices	50.9	33.9	13.3	1.8
164	Services/conveniences (banks, car washes, etc.)	36.6	44.5	17.1	1.8

5. How do you feel about the following types of activities as a way to improve the quality of life for Town residents and/or the economy of the WATERFRONT AREA?

Total # Responses	Activity	percent			
		very desirable	somewhat desirable	not very desirable	not sure
163	Town riverfront park	52.8	31.9	12.9	2.5
163	Town parking area improvements	60.7	27.6	8.6	3.1
162	Youth center improvements	63.0	30.9	3.7	2.5
164	River Road erosion control	61.6	31.1	3.7	3.7
160	Water and sewer extensions	34.4	31.3	18.8	15.6
157	Business owners' association	42.7	38.9	7.0	11.5
161	Main street revitalization	71.4	24.2	1.9	2.5
164	Preserve / adapt historic structures	63.4	28.0	6.7	1.8
160	Storm water control	65.0	28.8	3.1	3.1
156	Improve existing DEC access area	38.5	43.6	10.3	7.7

Total # Responses	Activity	percent			
		very desirable	somewhat desirable	not very desirable	not sure
163	River Road scenic walkway / bikeway	50.3	26.4	18.4	4.9

6. Committing Town resources on improving the economic vitality of the HAMLET OF CALLICOON would be a good way to plan for the area's future and provide for the long-term growth of the community.

Total number of responses: 154

40.3% ----- strongly agree 7.1% ----- disagree
40.3% ----- agree 3.9% ----- strongly disagree 8.4% -----
not sure

7. Considering the TOWN AS A WHOLE, how would you rate the following in terms of improving the future of the Town?

Total # Responses	Issue/Characteristic	percent			
		very important	somewhat important	not very important	not sure
158	Agricultural land	43.7	41.1	10.8	4.4
164	Hamlet of Callicoon businesses	74.4	22.0	3.0	0.6
164	Town's scenic beauty	86.0	12.8	1.2	0
157	Forest land for wood products	18.5	43.9	28.7	8.9
162	Delaware River and waterfront	85.2	11.1	3.1	0.6
164	Historic buildings and sites	59.8	32.9	6.7	0.6
164	Potential for residential development	34.1	43.9	18.3	3.7
164	Appeal to tourists	64.6	26.8	7.9	0.6
159	Potential for commercial development	43.4	32.1	20.8	3.8

8. How do you use the Delaware River and waterfront area in the Town? Remember, the waterfront area includes the Hamlet of Callicoon and the area associated with the River, upstream and downstream of the Hamlet. (Please check all that apply.)

<u># of Responses</u>	<u>Activity</u>	<u># of Responses</u>	<u>Activity</u>
125 -----	Nature observation	88 -----	Fishing
119 -----	Relaxation / enjoyment	88 -----	Swimming
108 -----	Boating / canoeing	51 -----	Bicycling
107 -----	Walking / jogging	44 -----	Picnicking
		17 -----	Do not use

9. What specific problems have you encountered when using the Delaware River and waterfront area? (Please check all that apply.)

<u># of Responses</u>	<u>Problem</u>
70 -----	Lack of public amenities (restrooms, benches, etc.)

- 65 ----- Lack of public access
- 51 ----- Lack of parking
- 42 ----- Private property restrictions
- 38 ----- Poor maintenance of existing public facilities
- 5 ----- Crowded facilities

10. Where in the Town of Delaware do you live or own property?

Total number of responses: 168

- 42.3% --- Hamlet of Callicoon

- 22.6% --- Delaware River-front property
- 16.7% --- along Route 97 out of Callicoon
- 13.7% --- other area of the Town
- 4.8% --- non-resident

11. How long have you been a resident of the Town of Delaware?

Total number of responses: 166

- 43.4% --- more than 20 yrs
- 19.3% --- not resident, own property in Town
- 11.4% --- 6-10 years
- 10.8% --- 1-5 years
- 7.2% --- 11-15 years
- 5.4% --- 16-20 years
- 2.4% --- less than 1 year

12. How old are you?

Total number of responses: 167

- 52.7% --- 45 to 64 years old
- 22.8% --- 25 to 44 years old
- 16.8% --- 65 to 74 years old
- 7.8% --- 75 years old or older
- 0% --- 18 to 24 years old

13. Are you?

Total number of responses: 147

- 59.2% --- male
- 40.8% --- female

14. If you own property in the Town, how large is it?

Total number of responses: 162

- 33.3% --- less than 1 acre
- 19.1% --- 1 to 2 acres
- 19.1% --- 2+ to 5 acres
- 14.2% --- 5+ to 10 acres
- 8.0% --- 10+ to 50 acres

- 3.7% --- more than 100 acres
- 2.5% --- 50+ to 100 acres

15. In what type of home do you live?

Total number of responses: 161

- 81.4% --- Single-family house
- 4.3% --- Mobile home
- 3.7% --- Residential farm or farmette
- 3.1% --- Working farm
- 3.1% --- Other
- 2.5% --- Apartment
- 1.9% --- Divided house

16. What best describes your employment situation?

Total number of responses: 167

- 54.5% --- Employed full-time
- 32.3% --- Retired or semi-retired
- 8.4% --- Employed part-time
- 2.4% --- Full-time homemaker or parent
- 1.8% --- Currently out of work
- 0.6% --- Unable to work -- disability/illness
- 0% --- Full-time student

17. Zip code of your primary residence:

Total number of responses: 143

Location	# Resp.
Callicoon, NY	90
Other Sullivan County	8
NYC, Staten Island, Bronx, Westchester, Rockland Queens, Long Island City, Brooklyn, Western Nassau, Mid Island City	30
Other NY State	3
CT, NJ, PA	12

18. If you are employed, where do you work?

Total number of responses: 108

- 28.7% --- Other area of New York State
- 14.8% --- Within the Town
- 13.0% --- Own business - Hamlet of Callicoon
- 10.2% --- Other area of Sullivan County
- 10.2% --- Other (CT, NJ, family farm)
- 8.3% --- Liberty or Monticello
- 5.6% --- Other area of Pennsylvania
- 4.6% --- Home based business
- 4.6% --- Own business - other area of Town
- 0% --- Honesdale

APPENDIX D

**SUMMARY OF
 ZONING LAW SCHEDULE OF DISTRICT REGULATIONS**

DELAWARE RIVER DISTRICT - DR

INTENT: The DR-Delaware River District is intended to provide land uses substantially in accord with the provisions and purposes of the Upper Delaware Scenic and Recreational River (UDSRR) corridor as defined and designated as a "Scenic Segment" or "Recreational Segment" in the November 1986, Upper Delaware Final River Management Plan (RMP) prepared by the Conference of Upper Delaware Townships in cooperation with the National Park Service. This District is further intended to preserve the scenic integrity of that portion of the Upper Delaware River Corridor within the Town of Delaware, while allowing recreational use and development of the area, to the extent which would remain compatible with the aforementioned RMP.

PRINCIPAL PERMITTED USES	ACCESSORY USES	SPECIAL USES	DEVELOPMENT STANDARDS
<ul style="list-style-type: none"> -Agriculture excluding intensive livestock operations and cage-type poultry houses -Fish hatcheries -Forestry enterprises -Greenhouses/nurseries, commercial -Group homes -Single-family detached dwellings -Temporary offices -Two-family dwellings 	<ul style="list-style-type: none"> -Carports -Customary accessory uses and structures -Essential services -Farm stands in association with an agricultural use -Home gardening, home nurseries and home greenhouses -Home occupations (3) -Keeping of not more than 3 dogs over 6 months of age -Off street parking and loading facilities -Private parking areas and garages -Private stables -Private swimming pools -Signs in association with an approved use -Satellite dish antennae accessory to a residential structure -Sheds 	<ul style="list-style-type: none"> -Bed & breakfast establishments -Boarding or lodging houses -Cemeteries -Clubs/lodges, private (2) -Golf courses (excluding miniature golf driving ranges) (1) -Public uses -Sawmills -Recreation facilities, tourist (1,2) -Residential cluster development 	<p>The following standards shall be applicable to all uses unless otherwise regulated by this Zoning Law.</p> <p>Lot area - 2 acres Lot width - 200 ft. Lot depth - 200 ft. Front Yard - 50 ft. One side Yard - 50 ft. Both side yards - 100 ft. Rear yard - 50 ft. Maximum permitted building height - 35 ft. Lot coverage - 10,000 sq. ft. or 15% whichever is less.</p>

- NOTES:-For uses not specifically listed on any of the Schedules in this Section 401, see Section 403.
 -Certain large scale principal permitted uses may also be consider special uses; see section 801.
 -For more than one principal building or principal use on a lot, see Section 501.3
 (1) - Not permitted in Scenic River Segment as defined by the UDSRR RMP.
 (2) - But not including intensive use recreational facilities.
 (3) - Certain home occupations are Special Uses; see Section 607.

CALLICOON BUSINESS DISTRICT - CAL-B-1

INTENT: The intent of the CAL-B-1-Callicoon Business District is to recognize the unique character of the Callicoon Hamlet Area and provide for future commercial development in the Hamlet Area; and at the same time, provide for the substantial conformance to the River Management Plan.

PRINCIPAL PERMITTED USES	ACCESSORY USES	SPECIAL USES	DEVELOPMENT STANDARDS
<ul style="list-style-type: none"> -Agriculture, excluding intensive livestock operations and cage type poultry houses -Agricultural service establishments -Bed & breakfast establishments -Boarding or lodging homes -Child care centers -Clubs/lodges, private -Fish hatcheries -Forestry enterprises -Funeral homes -Greenhouses/nurseries, commercial -Group homes -Hotels and motels -Medical offices -Multiple occupant commercial buildings -Office buildings -Print shops -Professional offices -Public uses -Recreational facilities, tourist -Restaurants and taverns -Retail businesses -Service establishments -Single-family detached dwellings -Studios -Temporary offices -Theaters -Two-family dwellings -Vehicle and equipment sales, supply and service operations -Wholesale businesses 	<ul style="list-style-type: none"> -Carports -Customary accessory uses and structures -Essential services -Farm stands in association with an agricultural use -Home gardening, home nurseries and home greenhouses -Home occupations (1) -Keeping of not more than 3 dogs over 6 months of age -Off street parking and loading facilities -Private parking areas and garages -Private swimming pools -Signs in association with an approved use -Satellite dish antennae accessory to a residential structure -Sheds 	<ul style="list-style-type: none"> -Amusement arcades -Cell sites -Cemeteries -Commercial and public recreational facilities -Contracting businesses and trades -Crematoriums -Gasoline service stations -Golf courses excluding miniature golf or driving ranges -Health facilities -Manufactured home sales and service establishments -Manufacturing, light -Multiple dwellings and projects -Outdoor storage facilities -Research and development -Residential cluster development -Recycling facilities, small -Sawmills -Self-storage facilities -Semi-public uses -Veterinary clinics -Warehouses 	<p>MINIMUM PERMITTED</p> <p>With Central Water and Central Sewage</p> <p>Lot Area-10,000 sq ft</p> <p>Lot Width - 50 ft</p> <p>Lot Depth - 100 ft</p> <p>Front Yard - 20 ft; or may be reduced to conform to adjacent existing buildings</p> <p>One Side Yard - 10 ft</p> <p>Both Side Yards- 20 ft</p> <p>Rear Yard - 30 ft</p> <p>Without Central Water and Central Sewage</p> <p>Lot Area- 2 acres</p> <p>Lot Width - 200 ft</p> <p>Lot Depth - 200 ft</p> <p>Front Yard - 50 ft</p> <p>Side Yards - 25 ft</p> <p>Rear Yard - 25 ft</p> <p>MAXIMUM PERMITTED</p> <p>Building Height- 40 ft</p> <p>Lot Coverage - 65%</p>

NOTES:-For uses not specifically listed on any of the Schedules in this Section 401, see Section 403.
 -Certain large scale principal permitted uses may also be considered special uses; see section 801.
 -For more than one principal building or principal use on a lot, see Section 501.3
 (1) - Certain home occupations are Special Uses; see Section 607.

SEE SECTION 401.1 FOR DEVELOPMENT STANDARDS APPLICABLE TO THE DOWNTOWN CALLICOON AREA WITHIN THE CAL-B-1 DISTRICT

CALLICOON RESIDENTIAL DISTRICT - CAL-R-1

INTENT: The CAL-R-1-Callicoon Residential District is intended to provide for the same type of residential district uses in the Callicoon Hamlet Area as in other residential areas of the Town of Delaware; but, to make such uses subject to the other requirements of this Law which are applied to the Upper Delaware Scenic and Recreational River Corridor Area.

PRINCIPAL PERMITTED USES	ACCESSORY USES	SPECIAL USES	DEVELOPMENT STANDARDS
SAME AS R-1 RESIDENTIAL DISTRICT – SEE ALSO SECTION 613			

RESIDENTIAL DISTRICT - R-1

INTENT: The Residential District is intended to provide amounts of land adequate to meet the anticipated housing needs of the Town, accommodating both low and medium density residential development as well as other compatible uses which will complement residential activities.

PRINCIPAL PERMITTED USES	ACCESSORY USES	SPECIAL USES	DEVELOPMENT STANDARDS
<ul style="list-style-type: none"> -Agriculture, excluding intensive livestock operations and cage type poultry houses -Group homes -Single-family detached dwellings -Two-family dwellings 	<ul style="list-style-type: none"> -Carports -Customary accessory uses and structures -Essential services -Farm stands in association with an agricultural use -Home gardening, home nurseries and home greenhouses -Home occupations (1) -Keeping of not more than 3 dogs over 6 months of age -Off street parking and loading facilities -Private parking areas and garages -Private swimming pools -Signs in association with an approved use -Satellite dish antennae accessory to a residential structure -Sheds 	<ul style="list-style-type: none"> -Bed and breakfast establishments -Cell sites -Multiple dwellings -Public recreational facilities -Public uses -Residential cluster development -Semi-public uses -Temporary offices <p>NOTE: See Section 616 for additional special uses.</p>	<p>Minimums Permitted</p> <ul style="list-style-type: none"> Lot Area - 40,000 sq. ft.* Lot Width - 150 ft.* Lot depth - 150 ft.* Front Yard - 50 ft.* One Side yard - 30 ft.* Both Side Yards - 70 ft.* Rear Yard - 50 ft.* <p>Maximum Permitted</p> <ul style="list-style-type: none"> Building height - 35 ft. Lot Coverage - 25% <p>*May be reduced 50% with central water and sewage</p>

NOTES:-For uses not specifically listed on any of the Schedules in this Section 401, see Section 403.
 -Certain large scale principal permitted uses may also be consider special uses; see section 801.
 -For more than one principal building or principal use on a lot, see Section 501.3
 (1) - Certain home occupations are Special Uses; see Section 607.

401.1 Hamlet of Callicoon, DC - Downtown Callicoon Overlay District

The intent of this Section 401.1 is to recognize the unique character of the existing development in the downtown area of the Hamlet of Callicoon, which is situated in the CAL-B-1 District. This area has long served as the central business district of the Hamlet of Callicoon and is largely comprised of buildings constructed prior to 1940. Most buildings have no or only minimal front yards and are set either very close to or directly upon side lot lines. Most of the area is covered with impervious surfaces -- buildings, sidewalks, roads, alleys and parking areas. Parking on main street, existing on-lot parking areas, and Town-owned parking lots appear to be adequate to meet current needs and any anticipated needs of future development.

Given this "downtown" character, the Town has identified the need for special standards governing the erection of new buildings and the alteration, addition to and enlargement of existing buildings in the downtown area. The standards are intended to allow the reasonable expansion of existing businesses and the development of new business in character with existing development, while concurrently providing for the public health, safety and welfare.

The special standards in this Section 401.1 shall apply to the Downtown Overlay District as designated in Subsection A of this Section 401.1. All other requirements of this Zoning Law which are not specifically addressed by this Section 401.1, including, but not limited to, the use provisions of the CAL-B-1 Schedule of Uses, shall continue to apply to the Downtown Overlay District.

- A. Downtown Callicoon (DC) Overlay District Designation - The Hamlet of Callicoon Downtown (DC) Overlay District is hereby designated and shall be comprised of the following parcels, and subsequent subdivisions thereof, as set forth on the Town of Delaware, Sullivan County, New York, Tax Maps, Section 14, Block 5:

19	44.5	62.1
20.1	44.6	63.1
20.2	44.7	64.1
23	54	65.1
24	55	66
25	56.1	67.3
26	57	68.1
27.1	58.1	68.2
28	58.4	68.3
32	58.5	69
44.2	59.1	71
44.3	60.1	
44.4	61.1	

- B. Required Yards
Front Yard: zero (0) feet
Side Yards: five (5) feet each
Rear Yard: ten (10) feet

The zero (0) feet front yard setback shall apply only to lot frontage on Main Street and School Street; the rear yard setback of ten (10) feet shall apply to all other street frontages.

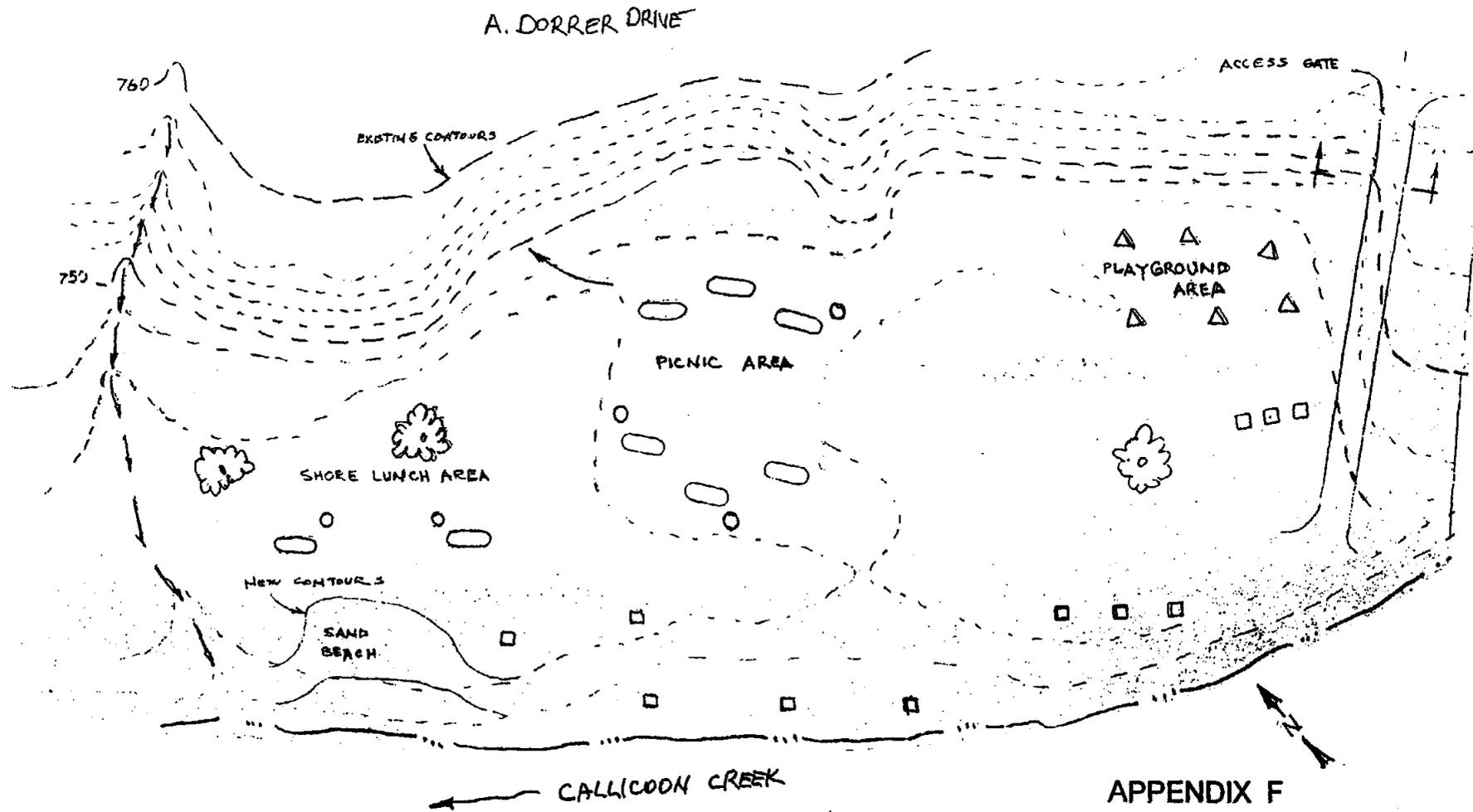
- C. Structures With Nonconforming Setbacks - An existing building nonconforming as to a side yard setback may be altered, added to or enlarged along the existing nonconforming wall provided such alteration, addition or expansion encroaches no farther into the required yard than the existing nonconformity. Any nonconformity which crosses a lot line shall not be eligible for this expansion.
- D. Maximum Lot Coverage - One hundred (100) percent
- E. Maximum Building Overage - Eighty-five (85) percent
- F. Off-Street Parking and Loading - Off-street parking and loading areas shall not be required.

LOCAL WATERFRONT REVITALIZATION PROGRAM HISTORIC PROPERTY INVENTORY
 Town of Delaware, Sullivan County, New York APPENDIX E -2

ELIGIBLE	PROPERTY	DESCRIPTION
no	Wenzell residence Highview Ave., east side	Built c. 1900, the two story frame residence does not possess National Register level significance.
no	Patch House Holy Cross Cemetery Rd.	Built c. 1880, the two story frame residence does not possess National Register level significance.
no	Freda House Holy Cross Cemetery Rd.	Built c. 1880, the two story frame residence does not possess National Register level significance.
yes	J. Calkins House Hospital Rd., north side	Built c. 1840, the one-and-one-half-story frame residence satisfies Criterion C as a rare and largely intact example of early nineteenth century vernacular residential architecture in the Upper Delaware Valley.
yes	Percival Plumbing Store Main St., south side	The two story frame commercial building, built c. 1880, satisfies Criterion C as a rare and intact late nineteenth century store building typical of railroad town construction in the valley in the post Civil War era.
yes	First National Bank of Callicoon (Delaware Free Library) Main St., south side at Bridge St.	Designed by local builder William Kohler, and built in 1913, the two story masonry bank building satisfies Criterion C as a distinctive and largely intact example of an early twentieth century bank building designed with reference to NeoClassical style. The building retains an original Masonic hall at the second story.
no	Robisch residence River Rd., southwest side	Built as a fire station c. 1900 and converted to a residence c. 1920, the building no longer possess significance as defined by the National Register criteria.
yes	Callicoon Coal Company Complex Main St., west side	Consisting of a 1928 elevator with concrete silos, and a late nineteenth century board and batten storage building, the complex satisfies Criterion C as an intact and representative example of the trackside coal storage and distribution facilities built in valley communities served by the railroad.
yes	Callicoon Railroad Station Main St., west side	Built in 1898, the former Erie Railroad passenger station satisfies Criterion C for its significance as an intact and representative example of Shingle Style station architecture of the late nineteenth century, and Criterion A for its association with the history of railroading in the upper Delaware valley.
no	Martin Hermann House Mill St., north side	Built c. 1905, the two story frame residence does not possess National Register level significance.
no	Modil House Mill St. north side	Built c. 1910, the two story frame residence does not possess National Register level significance.
no	Winand House Mitchell Ave., east side	Built c. 1865, the two story frame residence has been extensively altered and does not possess National Register level significance.
no	Lincoln residence Mitchell Ave., south end	Built c. 1870, the two story frame residence does not possess National Register level significance.

LOCAL WATERFRONT REVITALIZATION PROGRAM **HISTORIC PROPERTY INVENTORY**
 Town of Delaware, Sullivan County, New York APPENDIX E -3

ELIGIBLE	PROPERTY	DESCRIPTION
?	Bergner Building River Rd., southwest side	Built c. 1880, the three story frame building with bracketed Victorian porches, retains a substantial degree of integrity as a period building at the exterior. A final determination of eligibility will require additional historical documentation and an assessment of integrity at the interior.
yes	St. James Episcopal Church	(See St. James Rectory)
yes	St. James Rectory Mill St. north side	St. James Church and Rectory, built respectively in 1927 and c.1915, are significant under Criterion C as an intact church ensemble of the early twentieth century. The church reflects the architectural eclecticism of the 1920's in its bell cote configuration, arched windows, buttresses and stucco exterior.
no	Joe Traynor House NY 97, north side	The one-and-pre-half story frame residence does not possess National Register level significance.
no	Callicoon Echo Building School St., south side	The two story frame commercial building does not possess National Register level significance.
no	Stenger's Photo Studio School St., north side	The two story frame building, dating from c.1865 and c.1910 does not possess National Register level significance.
no	Callicoon School School St., west side	Originally built c.1870, the school was extensively remodeled in 1908. Due to its conversion in the 1950's for manufacturing purposes, the building no longer retains sufficient integrity for National Register consideration.
no	Neumann Building School St., north side	The three story commercial building, built c.1890, does not possess National Register level significance.
no	Mills' Hospital Seminary Rd., east side	Built in 1932 and later converted to apartments, the two story frame building does not possess National Register level significance.
no	John Traynor House Seminary Rd., east side	Built c.1870, the three story frame residence does not possess National Register level significance.
yes	St. Joseph 's Seminary Seminary Rd.	The seminary satisfies Criterion C as a historic campus largely comprised of architecturally significant Romanesque style buildings and early twentieth century landscape elements. Contributing components of the campus include the 1904 main building, the 1927 chapel, the 1930 gymnasium, the early twentieth century dairy barn and shed, the curvilinear road layout, and the pond and its surrounding iron fence. Non-contributing components include a modern gatehouse and a large, 1958 dormitory.



- SYMBOLS
- △ PLAYGROUND EQUIP.
 - PICNIC TABLES
 - BARBECUE PITS
 - PARK BENCH

THE PREPARATION OF THIS PLAN WAS ASSISTED BY
 THE UPPER DELAWARE COUNCIL
 NARROWSBURG, NY 12764

APPENDIX F

KELLY Engineering, P.C.			
SITE PLAN PROPOSED PARK			
TOWN OF DELAWARE CALLICOON, NEW YORK			
DESIGNED BY LAL	DRAWN BY LAL	CHECKED BY TK	1 OF 1
SCALE AS SHOWN	DATE NOV 30 85	PROJECT NO. 95P97	

